



# City of Sonoma Planning Commission AGENDA

Regular Meeting of February 25, 2016 -- 6:30 PM  
Community Meeting Room, 177 First Street West  
Sonoma, CA 95476

**Meeting Length:** No new items will be heard by the Planning Commission after 10:30 PM, unless the Commission, by majority vote, specifically decides to continue reviewing items. If an item is not heard due to the length of the meeting, the Commission will attempt to schedule a special meeting for the following week. If a special meeting is necessary, potential dates will be established at the close of this meeting, and a date set as soon as possible thereafter.

**CALL TO ORDER** – Chair, Robert Felder

Commissioners: Michael Coleman  
James Cribb  
Mark Heneveld  
Chip Roberson  
Ron Wellander  
Bill Willers  
Robert McDonald (Alternate)

*Be Courteous - **TURN OFF** your cell phones and pagers while the meeting is in session.*

## PLEDGE OF ALLEGIANCE

**COMMENTS FROM THE PUBLIC:** Presentations by audience members on items not appearing on the agenda.

## CORRESPONDENCE

### ITEM #1 – PUBLIC HEARING

#### **REQUEST:**

Public hearing on a draft Environmental Impact Report (EIR) addressing a proposal to redevelop four parcels on West Napa Street with a 62-room hotel/spa, an 80-seat restaurant, and associated parking and site improvements.

#### **Applicant/Property Owner:**

Kenwood Investments, LLC

**Staff:** David Goodison

#### **Project Location:**

117, 135, 153 West Napa Street

#### **General Plan Designation:**

Commercial (C)

#### **Zoning:**

**Planning Area:** Downtown District

**Base:** Commercial (C)

**Overlay:** Historic (H)

#### **RECOMMENDED ACTION:**

1. Hold a public hearing on the draft EIR.
2. Provide individual comments from Planning Commissioners.
3. Direct the preparation of a final EIR following the close of the comment period.

#### **CEQA Status:**

The preparation of an Environmental Impact Report has been required.

## ISSUES UPDATE

## COMMENTS FROM THE COMMISSION

## COMMENTS FROM THE AUDIENCE

## ADJOURNMENT

I do hereby certify that a copy of the foregoing agenda was posted on the City Hall bulletin board on February 19, 2016.

CRISTINA MORRIS, ADMINISTRATIVE ASSISTANT

**Rights of Appeal:** Any decision of the Planning Commission may be appealed to the City Council. Appeals must be filed with the City Clerk within fifteen (15) calendar days following the Planning Commission's decision, unless the fifteenth day falls on a weekend or a holiday, in which case the appeal period ends at the close of the next working day at City Hall. Appeals must be made in writing and must clearly state the reason for the appeal. Appeals will be set for hearing before the City Council on the earliest available agenda. A fee is charged for appeals.

*Copies of all staff reports and documents subject to disclosure that relate to any item of business referred to on the agenda are available for public inspection the Monday before each regularly scheduled meeting at City Hall, located at No. 1 The Plaza, Sonoma CA, (707) 938-3681. Any documents subject to disclosure that are provided to all, or a majority of all, of the members of the Planning Commission regarding any item on this agenda after the agenda has been distributed will be made available for inspection at the Administrative Assistant office, No. 1 The Plaza, Sonoma CA during regular business hours.*

*If you challenge the action of the Planning Commission in court, you may be limited to raising only those issues you or someone else raised at the public hearing described on the agenda, or in written correspondence delivered to the Administrative Assistant, at or prior to the public hearing.*

*In accordance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk (707) 933-2216. Notification 48-hours before the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.*

## **M E M O**

**To:** Planning Commission

**From:** David Goodison, Planning Director

**Re:** Public hearing on a draft Environmental Impact Report addressing a proposal to redevelop four parcels on West Napa Street with a 62-room hotel/spa, a restaurant, and associated parking and site improvements.

### **Summary**

The purpose of this public hearing is to provide an opportunity for comments on the adequacy of the draft Environmental Impact Report (EIR) prepared for the proposed West Napa Street Hotel development. In order to address the adequacy of an environmental impact report, a clear understanding of its purpose is necessary. As defined in State law, an EIR is an informational document intended to disclose, to the public and decision-makers, any potentially significant environmental impacts associated with a project and to identify methods of reducing such impacts to a level of insignificance. The EIR does not address the merits of a proposed project and it only distinguishes between project alternatives in terms of potential environmental impacts. For these reasons, comments on the draft EIR on the part of the public or the Planning Commission should be directed at the content of the EIR, not the merits of the project.

### **Introduction**

The proposed West Napa Street hotel 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, the most extensive of which is the preparation of an EIR. Typically, an EIR is required when an initial environmental review finds that a project may result in one or more potentially significant impacts for which mitigation measures that would reduce the impacts to a less-than-significant level have not been identified. An EIR is an informational document that under State law has the following purposes: 1) to fully disclose the potential impacts of a project on the physical environment; 2) to identify mitigation measures and project alternatives aimed at avoiding significant environmental impacts or reducing them to a less than significant level; and 3) to provide decision-makers with the basis for making an informed decision as to the environmental consequences of a project.

An EIR is developed in three stages. First, the scope of the EIR is determined; second, a draft EIR is prepared, addressing the topics identified in the scoping phase, and then circulated for public comment; and third, a Final EIR is prepared that responds to comments received on the draft EIR related to the potential environmental impacts. The scoping phase is guided by the preparation of an Initial Study, which is a checklist of potential environmental issues. The Initial Study prepared for the West Napa Street Hotel project identified a number of issues that required further study as topics to be addressed in the EIR. It also identified areas that did not appear to be

affected by the proposed project, for which no additional review is proposed. At its meeting of June 25, 2015, the Planning Commission conducted a review of the Initial Study and, after holding a public hearing on the matter, directed the preparation of an EIR to address the topics of concern identified within it, as modified by the Commission. Based on this direction, the City retained PlaceWorks, an environmental consulting firm with extensive experience in the field, to prepare the environmental impact report. (Note: Although the applicant is responsible for the cost of preparing the EIR, the City selects the consultant and manages the process. The applicant does not interact directly with the consulting firm.)

The draft Environmental Impact Report (DEIR) was released for review on January 26, 2016, triggering a 45-day comment period that concludes on March 10, 2016. The purpose of this public hearing is to provide an opportunity for the Planning Commission and any interested party to make comments on the Draft EIR, but written comments may submitted throughout the duration of the comment period.

**Property Description and Environs**

The subject property is comprised of several parcels located in downtown Sonoma on the south side of West Napa Street, just west of the Plaza. These parcels are developed as follows:

<b>Address</b>	<b>Existing Development</b>	<b>Notes</b>
153 West Napa Street	Single-story retail building (Chateau Sonoma).	Building proposed for demolition.
135 West Napa Street	3-story building (Lynch Building) featuring retail, offices, and 7 studio apartments. Parking lot.	Building to be retained with no change in use. Parking lot to be removed/reconfigured.
123 West Napa Street	Single-story print building (portion). Parking lot.	Building proposed for demolition. Parking lot to be removed/reconfigured.
117 West Napa Street (Note: this parcel also has frontage on First Street West)	2-story office/retail building (Sonoma Index-Tribune), and single-story print building (portion). Parking lot.	Historically-significant building to be retained on a separate parcel. Print building to be demolished. Parking lot to be removed/reconfigured.

The Chateau Sonoma building is a standalone structure that fronts on West Napa Street with a zero setback. Although it is a one-story building, it is relatively tall, having a height of approximately 30 feet. Parking is limited to one or two pull-in spaces on the east side of the building. The undeveloped area in the back has been used for outdoor retail display. The adjoining Lynch Building also features a zero setback on West Napa Street. This three-story structure has a height of 36 feet. It is served by a parking lot to the west that extends southward and then eastward to connect with First Street West. This parking lot serves not only the Lynch Building, but also the former printing plant and the Index-Tribune building. The Index-Tribune Building is a two-story structure, which also features a zero setback on West Napa Street. It sits on a roughly “L”-shaped parcel with frontage on both West Napa Street and First Street West. The printing plant is a one-story structure developed as an addition to the Index-Tribune building. With the exception of the outdoor retail area associated with Chateau Sonoma, the four parcels are substantially developed with buildings, parking, and other hardscape. However, there

are number of trees on the site, including a small group of oak trees on the south end of the Chateau Sonoma parcel and two large redwood trees adjoining First Street West.

The project site, which has an area of 1.24 acres, has a base zoning designation of “Commercial” and is located within the Historic District Overlay zone and the Downtown Planning Area. Adjacent development includes a mix of retail, office and restaurant uses on the north, east, and west, and an 82-room hotel on the south.

### **Proposed Development**

The proposal envisions a 62-room hotel/spa, along with an 80-seat restaurant and associated parking and site improvements. The table below summarizes key elements of the project:

<b>Project Element</b>	<b>Proposal</b>
Site Area	1.24 acres
Hotel Rooms	62
Coverage	44.1%
FAR	1.25
Event Space	None
Restaurant Seating (indoor)	80 (1 restaurant)
Retail Space	None
Parking	115 spaces

The physical development and arrangement of the project would include the following:

- The main hotel building would take the form of a three-story structure located in the southern portion of the site, setback approximately 164 feet from West Napa Street. An entry court with a turn-around would provide vehicle access to the lobby and connect with the underground parking lot. The entry court would provide views of the hotel entrance from West Napa Street, framed by the restaurant wing and the Lynch Building. The hotel building features two large courtyards: 1) an open area behind the lobby portion of the building, and 2) a swimming pool/deck area adjoining the southern property line. The first floor of the building contains the lobby, the spa/fitness area, a meeting room, and three accessible guest rooms, while the upper floors consist entirely of guest rooms.
- The restaurant wing extends along the west side of the entry court, connecting with the main building on the south and fronting West Napa Street on the north. This too is a three-story structure. The lower floor consists of an 80-seat restaurant, while the two upper floors feature guest rooms. The building frontage on West Napa Street is approximately 64 feet.
- Vehicular circulation begins with the entry court off of West Napa Street, which allows both entry and exit (limited to a right-turn). The court, which has a length of approximately 140 feet, features a turnaround at the lobby entrance to facilitate drop-offs for the valet parking service. On the east side of the court, next to the Lynch Building, five parking spaces would be retained for customer use. Two short-term parking spaces would also be located adjacent to the hotel building, east of the turn-around. The turn-around feeds into a ramp, located

directly behind the Lynch building, which provides ingress and egress to an underground parking garage with a total capacity of 94 spaces, including valet parking. (Note: seven of these spaces would be reserved for the seven apartments in the Lynch Building). The parking garage includes a van delivery area and spaces for various housekeeping and service uses. On the east, a ramp provides a one-way exit to First Street West. A small staff parking lot adjoins the ramp on the south, along with a screened area for trash and recycling.

- At ground level, especially along the west side of the site, much of the new construction at the first-floor level would feature setbacks of 2-3 feet, which is allowed in the Commercial zone. However, the second and third-stories would typically be set back 10 feet, with the exception of a few, limited projections.
- The development would incorporate a number of green building features, with the objective of achieving some level of LEED certification.

In order to accommodate the new development, the Chateau Sonoma building is proposed to be demolished. The Lynch building and the Index-Tribune building would not be altered as a consequence of the project and lot line adjustments would be made to keep them on separate parcels.

### **Summary of DEIR Findings**

The draft EIR evaluates the potential of the project to result in significant environmental impacts in various topic areas drawn from the Initial Study, as listed below. Within each topic area, the EIR provides a description of the existing setting or conditions, followed by a discussion of impacts and mitigation measures. Each impact is assessed as to whether or not it would be “significant” based on specific criteria. The efficacy of recommended mitigation measures is similarly evaluated as to whether they would reduce a particular impact to a level of insignificance. The following topic areas are addressed in draft EIR:

- A. *Aesthetics (Visual quality of site and surroundings)*: The analysis in this area addresses the historic character of the Plaza, especially as exemplified by the National Landmark and National Register designations, as well as consideration of Development Code provisions pertaining to the Historic District Overlay zone, Historic Preservation and Infill in the Historic District, and Site Design and Architectural Review. The significance threshold is whether the project would “... *substantially degrade the existing visual character of the site and its surroundings.*” The analysis concludes that the normal implementation of the City’s Use Permit and Design Review procedures would ensure that impacts in this area would be less than significant, both with respect to the project and on a cumulative basis.
- B. *Air Quality (Construction emissions; cumulative net increase in pollutants; construction contaminants)*: Although the size of the hotel is less than the screening criteria identified by the Bay Area Air Quality District (BAAQMD) that would normally trigger further analysis, the asphalt demolition and soil export required to construct the underground parking garage warrant review through the EIR under each of the subcategories identified above. (The project size is well below the thresholds for operational emissions, so that topic was not included in the EIR.) The analysis in the DEIR addresses air pollutants, community risk and

hazard impacts, and odors, based on thresholds and criteria developed by the Bay Area Air Quality Management District (BAQMD). The analysis found that construction activities could result in air quality violations with respect to fugitive dust and exhaust emissions. However, mitigation measure enforcing best management construction practices and the use of diesel particulate filters on certain types of construction equipment would reduce this to a less-than significant level. Build-out of the project would not result in a cumulatively considerable net increase in criteria air pollutants nor would it exceed federal or state ambient air quality standards.

C. *Biological Resources (Habitat modifications affecting any species identified as a candidate, sensitive, or special status species).* Because the project site is already substantially developed, the Initial Study did not identify any potential for significant impacts on biological resources. However, following the Notice of Preparation of an EIR, which is circulated to interested agencies in order to invite comments on the EIR scope, a communication was received from the State Department of Fish and Game raising the question as to whether any of the unused building on the site were being used by roosting bats. A biological survey of these areas was performed and no signs of bat use were found.

D. *Cultural Resources:* This section of the DEIR analyzes potential impacts in the areas of historical resources, archaeological resources, and paleontological resources, as well as the potential of the site to encompass unrecorded human remains. With regard to historic resources, the DEIR addresses potential impacts resulting from the proximity of the site to the National Landmark and National Register districts, including individual historic resources within those districts, as well as historic resources on the project site and in proximity to the project but outside of Landmark/Register district boundaries. The standards of significance used to evaluate the potential for significant impacts and accompanying conclusions are as follows:

1. *Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.*

With regard to historic resources on the project site, the independent evaluation conducted in the DEIR concurs with previous findings that the Index-Tribune is a historically significant resource (due to its association with the Index-Tribune and the Lynch family), but that the Chateau Sonoma building is not historically-significant. The analysis finds that if the southern elevation of the Lynch building is not reconstructed in accordance with Secretary of Interior standards a significant impact on the historic integrity of the building could result. A mitigation measure requiring compliance with the standards (CULT-1) would reduce this impact to less than significant level. The DEIR found that the development of the project would have less-than-significant impacts on the National Landmark and National Register districts, including individual historic resources within those districts, as well as the Hawker Home (158 West Napa Street), an individual resource located across the street from the project site, but outside of Landmark/Register district boundaries.

2. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.*

3. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

Since the site has already been substantially developed, the likelihood of encountering archaeological or paleontological resources is low. However, neither possibility can be ruled out, especially given the location of the site in an area that hosted a significant Native American population. If archaeological or paleontological resources are unearthed or disturbed as a result of grading or other construction activities, that would constitute a significant impact. To reduce these potential impacts to a less-than-significant level, the DEIR identifies three required mitigation measures: 1) a cultural resources survey shall be performed by a qualified archaeologist once the site has been cleared, but prior to the commencement of construction and grading and if any resources are found a treatment plan shall be developed and executed; 2) if any cultural resources are uncovered during site grading, the work shall be halted and a treatment plan shall be developed and executed; 3) if any paleontological resources are uncovered during site grading, the work shall be halted and a treatment plan shall be developed and executed.

4. *Disturb any human remains, including those interred outside of formal cemeteries.*

The DEIR finds that existing laws and protocols are sufficient to address the remote possibility of uncovering human remains during the course of site grading.

Note: Appendix G of the DEIR provides additional discussion on the analysis of potential impacts on historical resources.

- E. *Geology/Soils (Seismic groundshaking)*: Because Sonoma is located in active fault region, the vulnerability of the project to seismic groundshaking is addressed in the EIR. To assess this issue, a design-level geotechnical report was prepared that assesses the soils present on the site (Appendix I of the DEIR). This report includes design recommendations for building foundations, retaining walls, the underground parking structure, and other building features. In brief, the DEIR concludes that compliance with applicable building and construction codes adequately address concerns in this area.
- F. *Greenhouse Gas Emissions (Direct and indirect GHG emissions)*: Although the normal BAAQMD threshold for analysis of a hotel project is 83 rooms, because the project also includes an 80-seat restaurant, potential impacts in the area of GHG emissions are addressed in the EIR. The analysis includes a review of all applicable regulations pertaining to GHG emissions at the federal, state and local levels. The potential for impact is based on thresholds developed by the Bay Area Air Quality Management District (BAQMD) and includes both construction and operational emissions. The analysis concludes that the project will not exceed the identified thresholds and will therefore have a less-than-significant impact in this area.
- G. *Hydrology and Water Quality--Groundwater: (Groundwater supplies and groundwater recharge)*: Potential project impacts with respect to groundwater are analyzed in the EIR. The standard of significance in this regard is as follows:

*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 project site is already substantially covered with impermeable surfaces (paved parking and buildings). The development of the site would be subject to Low Impact Development methods and Best Practice requirements aimed at reducing storm water run-off, protecting water quality, and enhancing groundwater recharge potential. Although the construction of the underground parking structure would require de-watering, the volume of water would be low and would occur at a shallow strata of the aquifer that is not used as groundwater supply source. In terms of demand and use, water purchased from the Sonoma County Water Agency (which obtains the majority of its water from the Lake Sonoma Reservoir and the Lake Mendocino Reservoir) accounts for most of the City's water supply. In a typical year, local groundwater accounts for less than 10% of annual usage. With the implementation of conservation measures, the project would increase water demand by approximately 5.7 million gallons per year. In accordance with State law, the City assesses and plans for future water needs through an Urban Water Management Plan (UWMP). The law requires that the City's UWMP account not only for normal supply conditions, but also for periods of multiple dry years, such as recently experienced in California. The 2010 UWMP projects that the City's water supply, including groundwater sources, will be sufficient to meet projected needs through the year 2035. This projection is based on the implementation of a number of ongoing programs, including water conservation and increased use of recycled water. The amount annual water use projected for the hotel is consistent with the UWMP projections for overall water use within the city associated with new development. Based on these factors, the DEIR concludes that the project would have a less-than-significant impact on groundwater recharge and groundwater usage.

- H. *Noise:* Potential impacts in the areas of compliance with noise standards, exposure of persons to noise, permanent increase in ambient noise, and construction noise are analyzed in the EIR, including consideration of state and local noise standards and regulations. The standards of significance used to evaluate the potential for significant impacts and accompanying conclusions are as follows:
1. *Exposure of people to, or generation of, noise levels in excess of standards established in the General Plan or the Municipal Code, and/or the applicable standards of other agencies.*

Due to the proximity of the hotel to West Napa Street, the DEIR found that a potentially significant impact could occur with respect to the exposure of hotel guests to noise levels that exceed local standards. To mitigate this impact to less-than-significant level, an acoustical study would be required to verify that the design and construction of the hotel suites will comply with standards for interior noise levels.

2. *Exposure of people to, or generation of, excessive groundborne vibration or groundborne noise levels.*

The DEIR found that depending on the type of construction equipment used, the project could expose nearby buildings and apartments to unacceptable levels of vibration as a result of construction activities. To reduce impacts in this area to a less-than-significant level, the DEIR identifies a mitigation measure that would restrict the types of construction equipment that could be used.

3. *Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project.*

The DEIR concludes that the project would not result in a significant permanent increase in ambient noise levels.

4. *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project.*

Not surprisingly, the DEIR found that construction activities could result in substantial temporary increases in ambient noise levels. In order to mitigate this impact to a less-than-significant level, a number of best management practices would be required with respect to the type and operation of construction equipment. In addition, temporary acoustical barriers would be required in order to screen abutting businesses and residences from construction noise. Allowed construction hours would be prominently posted on the site, along with contact information for a compliance manager who would be responsible for implementing these measures.

- I. *Public Services (Fire and police protection):* The DEIR assesses potential impacts in the areas of fire protection and police protection. With regard to fire protection, the DEIR finds that the project has been carefully designed to meet the standards of response coverage adopted by the Sonoma Valley Fire and Rescue Authority, such that it adequately provides for the ability of fire and emergency responders to serve the project site. In addition, the DEIR finds that the project would not result in the need for new or upgraded fire protection facilities. Similarly, the DEIR finds that design and operation of the project would not exceed the ability of the Police Department to provide needed services and would not result in the need for new or upgraded police facilities.

- J. *Transportation/Traffic:* Topics addressed in the EIR include conformance with applicable transportation plans including level of service criteria, transportation hazards, emergency access, and potential impacts with respect to alternative transportation, including bicycles and transit. (Note: the issue 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.) The standards of significance used to evaluate the potential for significant impacts and accompanying conclusions are as follows:

1. *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system [...] including but not limited*

*to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.*

With regard to traffic volumes and potential impacts on streets and intersections, the DEIR estimates that project would generate an average of 310 daily trips, of which 23 would occur during the peak p.m. traffic period. By way of comparison, the current peak p.m. volume on the West Napa Street between Second Street West and Broadway amounts to approximately 1,374 vehicles. Based on the traffic engineering analysis performed in the DEIR, the volume of traffic generated by the project would not significantly change the operation of any of the intersections in the study area (West Napa/Second Street West; West Napa/First Street West; West Napa/Broadway). All of the intersections would continue to operate in a manner that meets or exceeds the City's adopted Level of Service standards. As noted in the DEIR, although it would expected that a hotel project in a downtown setting would result in a number of trips being made on foot or bicycle, rather than by vehicle, no deductions in this regard were made in order to ensure a conservative analysis.

- 2. 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.*

As discussed above, the project would not result in a significant impact on the operation of any intersection based on the City's adopted Level of Service standard.

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

The hazard assessment in the DEIR includes a collision analysis, consideration of sight distance issues, and an assessment as to whether a left-turn pocket would be warranted at the entrance to the project on West Napa Street. With regard to collisions, the DEIR assesses the reported rate at each of the three study intersections, including the percentage resulting in injuries. The Broadway/West Napa Street intersection experiences the highest collision rate, as it combines frequently congested conditions and an array of potential turning movements and vehicle/pedestrian conflicts. Due to low traffic speeds, the injury rate at this intersection is low, however, which is also the case with the other two intersections. The analysis found that the low number of vehicles added by the project to these intersections would not appreciably increase hazards, leading to the conclusion that the potential impact in this area is less-than-significant. With regard to sight distance at the project entrance, field measurements indicate that adequate sight distance is and will remain available. The issue of whether a left-turn pocket is warranted at the project is significant for a variety of reasons, including the potential for vehicle delays, back-ups, and collisions, as well as the potential loss of adjoining on-street parking. The warrant analysis indicates that during the peak p.m. period, approximately six left-turns into the project from West Napa Street would be experienced. The analysis indicates that the average delay in making the turn would be 11 seconds. This level of delay would not create back-up conditions that would interfere with the intersection of Broadway/West Napa Street and would not meet the threshold for requiring a left-turn pocket. In

summary, the DEIR concludes that the impacts of the project will be less-than-significant in this area.

4. *Result in inadequate emergency access.*

The project has been and will continue to be evaluated by the Fire Department with respect to compliance with fire access requirements. No issues have yet been identified, but this evaluation will continue through the review and issuance of building permits and inspections during project construction. No significant impact has been identified in this area.

5. *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.*

With respect to pedestrians, the intersection of First Street West/West Napa Street has been identified by the City as being problematic, especially with regard to north/south crossing distances. Potential improvements to the intersection are being investigated. The DEIR concludes that the project would contribute to pedestrian usage of an intersection that has been identified as needing pedestrian improvements, which constitutes a cumulatively significant impact. To reduce this impact to a less-than-significant level, the DEIR identifies a mitigation measure requiring a project contribution to the improvement of the intersection.

Under the adopted Bicycle and Pedestrian Master Plan, the City may install Class II bike lanes along West Napa Street. As designed, the project does not include any features that would conflict with this potential change. However, the project would add bicyclists and increase bicycle trips on the roadway network and if design changes are proposed to the project frontage later in the review process, they could conflict with the ability to install bicycle lanes in the future. To address these issues, the DEIR proposes a mitigation measure that would: a) require the project to include secured bicycle parking for employees and bike racks for public use; and b) require that the design any frontage improvements accommodate the potential for future bike lanes.

No impacts were identified related to transit use or transit facilities.

K. *Utilities/Service Systems (Water; wastewater; energy):* The EIR assesses potential impacts in the areas of regional wastewater treatment requirements, water and wastewater infrastructure, water supply, local wastewater treatment capacity and collection, and energy consumption. With regard to water supply and the water utility system, the standards of significance used to evaluate the potential for significant impacts and accompanying conclusions are as follows:

1. *Have insufficient water supplies available to serve the project from existing entitlements and resources, or new or expanded entitlements needed.*
2. *Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*

Based on a water demand analysis prepared by a qualified engineer it is estimated that the project will require approximately 5.7 million gallons of water annually. As discussed above, in the analysis of groundwater, the City assesses and plans for future water needs through an Urban Water Management Plan (UWMP). State law requires that the City's UWMP account not only for normal supply conditions, but also for periods of multiple dry years, such as has recently experienced in California. Sonoma's 2010 UWMP projects that the City's water supply, including groundwater sources, will be sufficient to meet projected needs through the year 2035. This projection is based on the implementation of a number of ongoing programs, including water conservation and increased use of recycled water. The amount annual water use projected for the hotel—which will incorporate mandated conservation measures—is consistent with the UWMP projections for overall water use within the city associated with new development. Based on these factors, the DEIR concludes that the project would have a less-than-significant impact on water supply, as development of the project would not result in the need for additional water entitlements or new or expanded water treatment facilities.

With regard to wastewater treatment and the sanitary sewer system, the standards of significance used to evaluate the potential for significant impacts and accompanying conclusions are as follows:

1. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.*
2. *Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*
3. *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.*

The analysis of treatment capacity reviews applicable state and federal regulations, as well as the policies and programs of the Sonoma Valley County Sanitation District, which manages the system under the terms of a permit issued by the Regional Water Quality Control Board. The analysis also addresses current and projected demands for wastewater treatment relative to the capacity of the treatment plant, located on Eighth Street East. The DEIR finds that although the development and operation of the project would increase the load on the treatment plant, the level of increase is consistent with projected demands and would not exceed the permitted capacity allowance set by the Regional Water Quality Control Board. The project would therefore not require the construction of new or expanded treatment facilities, nor would it harm the ability of the treatment system to meeting existing demands with respect to treatment capacity. However, the analysis found that, with respect to the system of sewer mains serving the area, the Broadway main is under capacity and the discharge generated by the project could lead to surcharging of both the Broadway main and the West Napa Street main, which would constitute a significant impact. To address this impact, the DEIR identifies a required mitigation measure developed in consultation with the staff of the sanitation district (UTIL-6). The measure calls for a combination of improvements to the local

collection system the payment of in-lieu fees to support conservation improvements, and on-site measures that would allow for discharge from the project to be controlled in a manner consistent with the capacity of the collection system. These measures would reduce the impact to less-than-significant level.

With regard to energy consumption, the DEIR finds that the impacts of the project (which would be subject to a number of conservation requirements) would be less-than-significant. As noted in the EIR, no specific thresholds of significance for potential energy impacts are suggested in the State CEQA Guidelines or are established by the City of Sonoma. Therefore, the EIR uses the standard applied to other utility systems, namely whether the project would result in the need for new or expanded water treatment facilities.

- L. Mandatory Findings of Significance:* Subject to the implementation of the mitigation measures identified under the various topic areas, the DEIR concludes that the project would not result in any significant unavoidable adverse impacts.

## **Next Steps**

Following the Planning Commission hearing on draft EIR, future steps in the review process include the following:

- Review by the Sonoma Valley Citizens Advisory Commission. Because this project is subject to environmental review, it will be referred to the Sonoma Valley Citizens Advisory Commission for comment, once the final EIR is completed. (Public hearing.)
- Planning Commission Hearing and Certification of Final EIR. The final EIR consists of the draft EIR, comments received on the draft EIR, responses to the comments, and any changes to the draft EIR resulting from the comments. Before taking any action on the use permit, the Planning Commission must certify the Final EIR as an adequate document that was prepared in compliance with CEQA. (Public hearing.) **Note:** “Certification” is a finding that EIR is an adequate document in that it discloses the probable impacts of the project and identifies mitigation measures. The certification of an EIR does not constitute approval or even an endorsement of a project; it is simply a finding that the EIR meets the requirements of the California Environmental Quality Act. Only after the EIR is certified may the Planning Commission take action on the proposed project.
- Use Permit review. Once the EIR is certified, the Planning Commission will review the application for use permit approval of the project. This could occur either before or after the Design Review and Historic Preservation Commission (DRHPC) reviews the demolition application. (Public hearing.)
- Review of Demolition Permit. The DRHPC will need to evaluate the requested demolition. (Public hearing.)
- Design review. If the project is approved in some form, it would then be subject to design review, which is conducted by the DRHPC. (Public hearing.)

As identified in the preceding list, public hearings occur at each stage of the review process. Following the completion of the planning review process, it would then be necessary for the applicant to develop detailed public improvement and building plans prior to the issuance of any building permits. This represents a summary overview of the planning process and there are additional review requirements and agency consultations not specified in the above.

### **Recommendation**

Staff recommends that the Planning Commission take the following actions:

1. Hold a public hearing on the draft environmental impact report prepared for the proposed West Napa Street Hotel project.
2. Provide individual comments from Planning Commissioners on the draft environmental impact report.
3. Direct the EIR consultant to prepare a final environmental impact report responding to all comments received over the course of the comment period.

### Attachments

1. Location Map
2. DEIR Appendix G (Historic Resources Evaluation)
3. Site Plan/Elevations

Available On-line (<http://www.sonomacity.org/News/West-Napa-Hotel-Draft-EIR-Now-Available.aspx>)

1. Basis of Design Report
2. Draft Environmental Impact Report and Appendices

cc: West Napa Hotel distribution list (via email)



CONTEXT MAP

Not For Construction

**RossDrulisCusenbery**

1034  
Sonoma Highway  
Sonoma  
CA 95416  
Tel: 707 936 8448  
Fax: 707 936 8542

ARCHITECTURE

**HOTEL PROJECT  
SONOMA**

Sonoma, CA

Kenwood  
Investments LLC

DATE: \_\_\_\_\_  
ISSUED: \_\_\_\_\_



**USE PERMIT**

**NEIGHBORHOOD  
CONTEXT DIAGRAM**

DATE: 2014/07/01  
PROJECT: INVESTMENT

**A1.00**

NOT FOR CONSTRUCTION

**APPENDIX G:  
Historic Resources Evaluation**





## Introduction

This section provides information on historic buildings and sites which may be affected by the proposed project and evaluates the potential impact the proposed project would have on these historical resources. It includes a review of previously-identified historical resources and a discussion of whether additional ones could be affected, concluding with a list of historical resources that could be affected by the proposed project. Then there is a brief list of aspects of the proposed project which could affect historical resources. Following is an evaluation of whether the proposed project would have an impact on the historical resources identified in this study.

## Methodology

To enable an evaluation of the potential for the project to affect historic buildings and sites, this section begins with a brief physical description of the context, encompassing the city block in which the project site lies and the neighboring blocks. A listing of previously-identified historical resources follows, along with a brief discussion of whether there are additional historic buildings and sites, not previously identified, which could be affected by the proposed project. Identification of historical resources is based on studies of 117 West Napa Street and 153 West Napa Street by Page & Turnbull, the Sonoma Plaza National Historic Landmark listing, the Sonoma Plaza National Register District nomination form, and the 1979 Sonoma inventory (Area 10 of the Valley of the Moon Survey). Based on these references, a list is offered with historic buildings and sites that have the potential to be affected by the proposed project. The evaluation is geared primarily to the criteria in CEQA Guidelines Section 15064.5, which ultimately refer to the California Register Criteria (and National Register Criteria) as well as the Secretary of the Interior's Standards for the Treatment of Historic Properties.

## Context and Project Site

The project site is located on the south side of West Napa Street between First and Second Streets West, just west of Sonoma Plaza in the heart of the city of Sonoma. The subject city block is a fairly densely developed downtown commercial district, like the blocks that adjoin it in all directions except the northeast. These blocks are occupied almost entirely by buildings or parking lots, with only a few vacant lots, yards, and gardens. The buildings are typically three stories tall or less. As much unbuilt space is occupied by parking and other hardscape as by planted landscapes. Sonoma Plaza lies northeast of the subject city block. East of Nathanson Creek, development is less dense and markedly more residential. North of Spain Street, open spaces and institutions are interspersed with residential areas.

The project site lies in Assessor's Block 018-251. It consists lot 17 (153 West Napa Street, now the Chateau Sonoma Building); part of lot 52 (the Lynch Building at 135 West Napa Street, which will remain, and the parking lot on the west side of it, which will be part of the project site); lot 51 (the west part of the printing plant behind the Index-Ledger Building at 117 West Napa Street, and part of the parking lot sequence that connects First Street West and West Napa Street), and part of lot 55 (the Index-Tribune Building and the southern extension of its site which wraps east to First Street West).

It can be confusing to correlate the assessor's parcels, street addresses, building permits, previous reports, and existing buildings/site features that are proposed for retention (or demolition) in the proposed project. The table that follows shows how each portion of the existing site is categorized in the various references.

APN	Street Address	Existing Building/Site	Page & Turnbull Study	Proposed Treatment
018-251-017	153 W. Napa Street	Chateau Sonoma	2012 Historic Resource Evaluation	Demolish; construct new restaurant building
018-251-052	135 W. Napa Street	Lynch Building	—	Retain (not in project site)
018-251-052	135 W. Napa Street	Parking lot west of Lynch Building	—	Construct new entry court (restaurant building covers a small portion)
018-251-051	Assessor assigns "First Street West"	1986 Warehouse connected to Index-Tribune Building <b>Note: The 1986 construction permit for this building has the address 117 W. Napa Street but notes building is actually on a different parcel.</b>	Mentioned in building permits and Building Chronology; not covered in significance evaluation	Demolish; construct new ramp to subterranean garage and hotel above.
018-251-051	Assessor assigns "First Street West"	Parking lot west of 1986 Warehouse	—	Construct new entry court and hotel
018-251-055	117 W. Napa Street	Index-Tribune (north) building	2011 Historic Resource Evaluation	Retain (not in project site)
018-251-055	117 W. Napa Street	1977 (south) warehouse additions	Mentioned in building permits and Building Chronology; not covered in significance evaluation	Demolish; construct new ramp to subterranean garage and hotel above.
018-251-055	117 W. Napa Street	Driveway and parking lot south of 1977 warehouse additions	—	Construct new staff parking lot at grade and ramp to First Street West from subterranean garage, one-story service building.

## Previously Identified Historical Resources

### Reports on the Project Site

The project site was previously studied in 2011 (153 West Napa Street) and 2012 (117 West Napa Street) by Page & Turnbull. The surrounding context has been the subject of a historic inventory, two nominations to the National Register of Historic Places, and the Sonoma Historical Overlay District.

In its 2011 study of 153 West Napa Street, Page & Turnbull researched the construction, ownership, and occupancy of the existing building. It also traced previous use and ownership of the parcel before the existing building was constructed around 1910. It discussed the blacksmithing trade in Sonoma because of the building's former use as a blacksmith's shop. The study concluded the property is not individually eligible to the California Register under Criteria 1, 2, or 3. The property does not have a significant association with important historical events or trends, according to the Page & Turnbull study, because it was constructed about 10 years after the most important period of Sonoma's development and its commercial uses were not of notable importance. The past owners and occupants associated with the building were not important to local, state, or national history, according to the report. And building, "designed in a modest commercial or light industrial style with few distinctive details by means of typical construction methods...does not express aesthetic ideals or design concepts more fully than other properties of its type."<sup>1</sup>

The same firm prepared a similar study of 117 W. Napa Street in 2012. Its research methodology was similar to the one for 153 W. Napa Street, and included an account of the history of the *Index-Tribune* and Robert Lynch, the longtime owner who shaped the existing building. Although it did not go into detail, the report appears to treat the rear (south) warehouse portion of the building at 117 W. Napa Street as a separate structure. The site description states, "The building is located on or very near the north, east, and west property lines. It is separated from the south property line by two warehouses, a driveway, and a shed structure, and an asphalt parking lot extends to First Street West."<sup>2</sup> The exterior description states that the rear (south) facade of the building that is the subject of the report "faces south and is composed of two one story portions. The west portion is a reinforced concrete wall that is completely obscured by a large warehouse that was constructed in 1977."<sup>3</sup> The interior description does not include the interior of the warehouses. The Building Chronology in the Page & Turnbull report does include a 1977 building permit for the south warehouse addition on parcel 018-251-055. The report also includes permit 8912, issued in 1986, for the warehouse addition located on parcel 018-251-051 (immediately to the west of parcel 018-251-055 on which the original *Index-Tribune* Building is located).

Thus, the Page & Turnbull report addressed almost exclusively only the older, northern portion of the *Index-Tribune* Building, which is located entirely on parcel 018-251-055. It made only brief mention of the warehouse additions on the south side of the building (which also housed the printing presses) and did not appear to take them into account in its significance evaluation. For this reason, the Page & Turnbull report cannot be used to assess definitively whether the

---

<sup>1</sup> Page & Turnbull. *153 West Napa Street Historic Resource Evaluation*. San Francisco, 29 August 2011. Pp 25-26.

<sup>2</sup> Page & Turnbull. *117 West Napa Street Historic Resource Study*. San Francisco, 5 July 2012. P 7.

<sup>3</sup> *Ibid.* P 10.

warehouse additions are historically significant. It did state that “Although several other buildings were constructed on the subject property during the period of significance, they are not yet 50 years old and do not appear to be exceptionally significant under any criteria.”<sup>4</sup>

The report concluded that 117 W. Napa Street is individually eligible to the California Register under Criterion 1 (Events) “for its association with the local newspaper, the *Sonoma Index-Tribune* ...continuously operated at 117 West Napa Street—the only extant property associated with newspaper—for more than 80 years.”<sup>5</sup> It also found that “117 West Napa Street appears eligible for listing in the California Register under Criterion 2 (Person) for its association with Robert Lynch (1920-2003). Lynch was the fourth-generation owner and publisher of the *Sonoma Index-Tribune*, and he made his greatest contributions to the City of Sonoma during his productive 54-year tenure.”<sup>6</sup>

The two warehouse buildings that make up the south end of the Index-Tribune complex, built in 1977 and 1987, are typical of utilitarian commercial-industrial construction of their time. Although they are located on different parcels, they were connected and both were extensions of the original Index-Tribune Building north of them. The building on parcel 018-251-051 (behind the Lynch Building) has vertically-oriented ribbed steel siding and metal windows. Its gabled roof is so gently sloped it appears nearly flat. The north half of the building is a few feet taller than the south half and has a second floor. The interior of the building consists of offices with carpeted floors, partitions with gypsum wallboard finish, and gypsum board or suspended “T-bar” ceilings. The 1977 building on parcel 018-251-055 immediately to the east is similar in form and length, but is narrower east-to-west. Its most prominent elevation, on the south facing the parking lot, is similar in material to the 1986 warehouse; both buildings have roll-up steel doors on this elevation. The older building has a steel frame and concrete-block walls on its east and west sides; the east wall is faced in stucco but is almost entirely obscured by climbing vegetation. The interior of the older building is a single, high-bay industrial space.

Based on the construction dates, the information and evaluation in the Page & Turnbull report, and the physical description of the buildings, they do not appear to be historically significant. Whether they are viewed as additions to the older Index-Tribune Building, or as separate properties that are physically continuous with it, they do not meet any of the California Register Criteria. Built in the 1970s and 1980s, they are less than 50 years old—and more importantly, they were constructed after the Index-Tribune was already growing and had established itself as an important institution in Sonoma. Utilitarian expansions of the newspaper’s plant, they were not important expressions of its role in commerce or community life (which the 1958 Monterey-style north facade on West Napa Street was). They existed for 17 and 26 years, respectively, of Robert Lynch’s 54-year run as publisher of the paper. In design and construction materials, the buildings are utterly generic. For these reasons, the two warehouses are not historically significant. For the purposes of CEQA evaluation, they should not be included in the designation of 117 West Napa Street as a historical resource based on the Page & Turnbull report.

## Surveys and Districts

The area around the project has been inventoried and included in historical designations four times. The oldest designation is the Sonoma Plaza National Historic Landmark, one of the

---

<sup>4</sup> Ibid. P 29.

<sup>5</sup> Ibid. P 28.

<sup>6</sup> Ibid. P 29.

earliest designated National Historic Landmarks. Survey work for Sonoma Plaza is recorded as early as 1958, which preceded the National Historic Preservation Act of 1966. In 1961, William G. Raymond, the mayor of Sonoma, applied for Registered National Historic Landmark status. Sonoma Plaza was granted Landmark status by the Department of the Interior and was dedicated in December of 1961. The Sonoma Plaza National Historic Landmark consists of nine specific properties: The Barracks, the Toscano Hotel, the Hotel Annex, the Mission, the Jones (Castenada) Adobe, the Nash Patton Adobe, the Don Salvado Vallejo Adobe, the Leese-Fitch Adobe, and the Bear Flag Monument. The properties on which the proposed hotel would be constructed are not included in the National Landmark.

In 1992 Michael Crowe of the Western Regional Office of the National Park Service realized that the Sonoma Plaza National Historic Landmark status was not focused on local historic significance and submitted the nomination for Sonoma Plaza to become a National Register Historic District. This increased the number of properties to 134, with 82 contributing buildings, five sites (of which three are contributing), one contributing structure, and two contributing objects. The district encompasses properties on the north side of Spain Street from just west of the Plaza to 256 East Spain Street, on the south side of Spain Street from the Jones Adobe west of the Plaza to 245 East Spain Street, along First Street East from Spain Street south to 525 and 542, along the north side of Napa Street from just west of the Plaza to 180 East Napa Street, along the south side of Napa Street from just west of the Plaza to Second Street East, extending onto Second Street East to numbers 532 and 558, and the block between Broadway and First Street East from the Plaza most of the way south toward Patten Street. The project site is not included in the National Register District—but parcel 018-251-055, part of which would be occupied by a parking lot and ramp and a one-story service building for the proposed project—directly abuts the two parcels (APN 018-251-020 and 018-251-056) at the southwest corner of First Street West and West Napa Street which comprise the southwest corner of the National Register District boundary. The second of these parcels was the site of the Vasquez House, which has been moved. It is now a parking lot.

The City of Sonoma historic resources survey was submitted on May 1st, 1979. With matching funds from the Western Regional Office of the National Trust for Historic Preservation, a survey of the Valley of the Moon was conducted; this survey included the City of Sonoma. Carla N. De Petris and Johanna M. Patri coordinated the surveys by dividing the Valley of the Moon into 23 areas; these included outlying areas, unincorporated areas, and the City of Sonoma. The City of Sonoma survey was directed by the Sonoma League for Historic Preservation and the consulting architect was Dan Peterson, AIA, assisted by Gerrie Peterson.

Five areas in the master listing of the historic resources of Sonoma County lie in the City of Sonoma. One of these, area ten, encompasses the Sonoma Plaza District. Area ten runs West/North/South and includes a survey of East and West Napa Street; Sonoma Plaza; First and Fourth Streets East; East and West Spain Street; East and West Second Street, and Church Street.

The survey of area ten covers a total of 113 properties. There is also one bridge, and three properties described as open space, which includes Sonoma Plaza itself. The survey includes 78 properties listed as eligible to the National Register. Each listing gives the historic name of the property, the style, followed by the year it was built, its original use, whether or not it was photo documented, and a National Register rating. The Master List is followed by the DPR 523a forms for the individual properties, which give a more detailed survey of each property. The only property on West Napa Street listed in the survey is the Hawker Home at 158 West Napa Street.

The City of Sonoma Zoning Code contains a historic overlay zone, described in Section 19.42. All of Assessor's Block 251 (including the entire proposed project site) is included in the overlay zone. Chapter 14.42 of the Sonoma Municipal Code, section 1.42.050 contains guidelines for infill development. They set forth site plan considerations and architectural considerations intended to ensure that new construction in the overlay zone is compatible with the historic character of Sonoma. The Overlay Zone requires review under these guidelines that were crafted in order to avoid impacts on the historic character of the Overlay Zone.

#### Historical Resources that Could Be Affected by Proposed Project

The project could affect historical resources located on the parcels that are included in the project site. Because these could be affected physically by the project and their immediate physical context would change, this section evaluates the effect the project would have on them, based on application of the Secretary's Standards and assessment of the effect on their historical integrity under the California Register Criteria. Additionally, it is necessary to consider whether the proposed project could affect other identified historical properties even though they are not immediately contiguous to the proposed construction and would not be affected by it physically. The following passage discusses whether the properties presented above could be affected by the proposed project under the CEQA Guidelines.

The nine specific properties listed in the National Historic Landmark (NHL) designation are mostly grouped on the north and west side of the Plaza. Only the Leese-Fitch Adobe is near the project site. Because it is not far removed from the project site, new work on the project site might have the possibility of causing a significant impact on its integrity of setting, feeling, and association, and could be interpreted as a change in its immediate surroundings which would materially impair its historical significance. (The Leese-Fitch Adobe, like all nine NHL properties) was also included in the 1992 National Register listing.)

There is only a very limited visual connection between the other eight properties and the project site. The proposed project could affect *only* the integrity of setting, feeling, and association of these properties—and its potential to change their integrity of feeling and association would be extremely low. The proposed project site forms only a small part of the setting of the National Landmark properties; even if it had measurable effect on that, it would not be able to affect the overall historical integrity of one of the properties, much less the group. For these reasons, the proposed project could not change the immediate surroundings of the National Historic Landmark properties in a way that would materially impair their significance.

The 1992 National Register District does not include the project site, but it does include two lots in Block 018-251. One of them formerly contained the Vasquez House but is now a parking lot and is listed as non-contributing, and the other, 529 First Street West, is listed as a non-contributing property because it contains an altered building and a built that post-dates the period of significance of the district. Thus, there are no historically significant features on these two lots. However, there are contributing properties not far from the project site, including the Batto Building (as well as the Leese-Fitch Adobe, which is also part of the National Register District) on First Street West just north of Napa Street. Because this is a National Register District, the primary question is whether the proposed project could have an impact on the district as a whole. If the project were to cause a substantial loss of integrity to one or more specific contributing properties, that could also cause a significant impact in its own right, but the effect on the district would still be the more likely impact in this case, which is a project occurring outside the district boundaries. For simplicity, the Batto Building, the Leese-Fitch Adobe, and

the National Register District as a whole will be examined in assessing potential impacts. (The possible impacts on other contributing properties further away from the project site would be similar to the ones discussed below for the Batto Building and the Leese-Fitch Adobe.)

The 1979 survey of central Sonoma, which was Area 10 of the larger survey of the Valley of the Moon, listed individual properties and not districts. The only property it listed which is close enough to be affected by the proposed project is the Hawker Home at 158 West Napa Street. The other properties are too far from the proposed project site for the proposed project to have the potential to cause a significant impact on them.

### Summary of Historic Properties Which Could Be Affected by the Proposed Project

The table that follows lists the historic properties on which the proposed project could have the potential to cause a significant impact. The evaluation of impacts below will examine whether the proposed project actually does have the potential to cause a significant impact on each one.

	Property Name	Address	Listing	Survey Criteria	Type
1	Index-Tribune Building (north)	117 W. Napa St.	Page & Turnbull report	California Register	Building (individual)
2	Sonoma Plaza NR District	See Fig.X	National Register	National Register	District
3	Batto Building	457 1st St. W.	National Register	National Register	Contributor to district
4	Leese-Fitch Adobe	491 1st St. W.	National Historic Landmark	National Historic Landmark/NR	NHL/Contributor to district
5	Hawker Home	158 W. Napa St.	Valley of the Moon Survey (Area 10)	Local Survey	Building

### Impact Evaluation

This section evaluates whether the proposed project could cause a significant impact to each of the five historic properties listed above that have been identified as historical resources and which the CEQA Guidelines require evaluating because the proposed project would affect them physically or is so close that it could affect their immediate physical context.

### Salient Aspects of the Proposed Project

The proposed project has been described in greater completeness above. The aspects of it which would have the potential to affect nearby historical resources are:

#### Siting and Layout

The new restaurant wing would replace the Chateau Sonoma and cover its existing rear yard (APN 018-251-017). The location of the existing parking lot on West Napa Street between the Chateau Sonoma and the Lynch Building would become the entry court of the hotel. The

Scale, Form, and Massing	<p>three-story main hotel building would occupy the south portion of APN 018-251-051 which is now a parking lot. Most of the existing parking lot on First Street West (the south part of APN 018-251-055) would be occupied by a staff parking lot and the vehicle exit ramp from the subterranean parking garage.</p>
Facade Composition and Openings	<p>The restaurant wing and main hotel building would both be three-stories tall, with guest rooms on the upper floors. The main roof height limit would be 35 feet, with mechanical equipment and other projections limited to 40 feet. The buildings would have rectangular footprints at their bases, with two courtyards in the main hotel building. Recesses and projections in the wall surfaces would result in a series of smaller planes. Although the majority of the roof would be flat, it would have sloping surfaces at the perimeter to create an appearance similar to gabled and mansard roofs; most windows at the third floor would be in dormers.</p> <p>The two most prominent elevations would be the north (visible from West Napa Street and the entry court) and the east (most of it visible obliquely from West Napa Street and the entry court, with the east elevation of the main hotel building and service building visible at the rear of two parking lots on First Street West). The exterior elevations would be composed of regular bays and consistent story heights, but would not be uniform grids because the exterior finish materials would change at each level, the wall plane would be broken up by recesses and projections, and the openings in would vary in size and configuration.</p>
Exterior Materials	<p>Exterior materials would include stone veneer, stucco, “rustic plywood board and batten, heavy timber arcades, and corrugated roofing and flat tile roofing...timber and precast sills, and miscellaneous running trim.”<sup>7</sup></p>

1. Index-Tribune Building 117 West Spain Street

The 2011 Historic Resource Evaluation by Page & Turnbull determined the Index-Tribune Building to be eligible to the California Register under Criteria 1 (Events) and 2 (Persons). As discussed above, the report focused on the older (north) part of the building in making this determination; it did not attribute this significance to the (south) warehouse additions built in 1977 and 1986. The warehouse additions are not historically significant.

The proposed project would demolish the warehouse additions on the south end of the Index-Tribune complex, and construct in their place a new ramp to the subterranean parking garage and build above it a portion of the new hotel. The new hotel building would not be immediately adjacent to the south wall of the older portion of the Index-Tribune Building. The primary (north) facade of the Index-Tribune Building on West Napa Street would not be altered. The proposed

---

<sup>7</sup> Ross Drulis Cusenberry. *Hotel Project Sonoma Basis of Design Report*. Sonoma, May, 2015. P 03-2.

project would not alter the historically significant older (north) portions of the Index-Tribune Building.

The proposed project would not change the appearance of the Index-Tribune Building as viewed from West Napa Street, where its primary facade and public entrance are located. The historically significant (older) portions of the interior would remain. The building would continue to convey its association with the *Sonoma Index-Tribune* and with Robert Lynch. Removal of features and building fabric which are not historically significant does not conflict with the Secretary of the Interior's Standards; this includes demolition of non-significant additions.

Demolition would require alteration or reconstruction of a portion of the rear (south) wall of the Index-Tribune Building where the warehouse additions are currently connected to the older (north) portion that will be retained. If this work is executed so that it retains character-defining features that are exposed and constructs new features that are compatible with the historic character of the property, it will conform to the Secretary's Standards and will not cause a loss of historical integrity. Conversely, if this part of the demolition and alteration of the Index-Tribune Building removes character-defining features that could feasibly be retained or adds new features that are not compatible with the historic character of the property, it would not conform to the Secretary's Standards. Construction of a new south elevation which is incompatible with the original building would have the potential to reduce the historical integrity of the property, materially impairing the significance of the property.

#### Impact CUL-1

The design of the new south facade of the Index-Tribune Building could alter the historic property in a way that removes character-defining features, adds features which detract from the historical character which qualifies the building for listing in the California Register, or both. No details about the proposed south elevation of the Index-Tribune Building were obtained, so this impact is included only to note that the way this aspect of the proposed project is developed could have the potential to cause a substantial adverse change in the significance of the Index-Tribune Building.

## 2. Sonoma Plaza National Register District

The proposed project would occur on parcel 018-251-055, which immediately abuts two parcels which lie in the National Register District. Portions of the proposed project would form part of the setting of some of the contributing properties in the District, would be visible from them, or both. The project itself would be outside the boundaries of the District. The two parcels in the District that are contiguous to the proposed project site do not contain features that contribute to the significance of the District.

The proposed project would not alter the basic configuration of built and open spaces at the street frontage on its site. The Chateau Sonoma would be replaced by a restaurant wing that would be similar in height at the property line on West Napa Street. The existing parking lots on West Napa Street and First Street west would remain open (though they would change in function, configuration, and design). More of the interior of the subject parcels would be covered in buildings than currently, but this would not be readily apparent visibly from the District. The proposed project would not construct new buildings in direct proximity to the District.

The proposed project would alter the setting of the District only to a small degree. The existing development to the west and south of the District is distinct from the District itself (which is

reflected by the District boundary). The proposed project would not be out of scale with nearby buildings—and would be no taller than the norm surrounding it, nor the tallest buildings in the District itself. Although the design of the proposed project would not match the buildings in the district, it would be similar enough to it so that it would not be able to impair the integrity of setting, feeling, or association of the District. For these reasons, the proposed project would have a less-than-significant impact on the Sonoma Plaza National Historic District.

### 3. Batto Building

The Batto Building (457 First Street West) is separated from West Napa Street by six other buildings. The setting of the Batto Building is primarily the Plaza itself, and to a lesser degree it does include the center of Sonoma overall (which encompasses the interior of the block in which the Batto Building is located). The block on the which the proposed project site is located (including the street frontages on West Napa Street and First Street West) is not on the plaza and plays a limited role in the setting of the Batto Building (and all the buildings on the Plaza).

There are no vantage points from which both the Batto Building and the proposed project site are prominently visible. The proposed project would cause a small degree of change to the setting of the Batto Building, but it would not have the potential to impair its integrity of setting (or the overall integrity). The proposed project is not immediately adjacent to the Batto Building and would cause no physical changes to the Batto Building itself. For these reasons, the proposed project does not have the potential to alter the immediate surroundings of the Batto Building in a way that would materially impair its historical significance, so it would have a less-than-significant impact on the Batto Building.

### 4. Leese-Fitch Adobe

The Leese-Fitch Adobe (491 First Street West) presents a similar issue to that of the Batto Building. Although it is closer to the project site than the Batto Building, and there are vantage points (particularly on the west side of the Plaza) from which the Leese-Fitch Adobe and the proposed project site are both visible, the proposed project would be a limited visual component of the view from these points. Even near the corner of the Plaza, the setting of the Leese-Fitch Adobe is primarily the Plaza itself; the side streets off the Plaza on which the propose project would be located would play a small role in the setting of the Leese-Fitch Adobe. The non-contributing building next to the Leese-Fitch Adobe at the corner of West Napa Street and First Street West is markedly taller than the Leese-Fitch Adobe and forms a partial screen between it and the project site. The only building on the project site that would be significantly visible from vantage points on the Plaza where the Leese-Fitch Adobe is visible would be the restaurant wing; only part of that building would be visible because the Lynch Building would screen most of it from view.

As in the case of the Batto Building, the proposed project would neither affect the Leese-Fitch Adobe physically nor would it alter its immediate surroundings in a way that would materially impair its historical significance, so it would have a less-than-significant impact on this contributing property.

### 5. Hawker Home

This one-story, bungalow-style house, now converted to office/commercial use, is immediately across West Napa street from the proposed project site, aligned almost directly north of the Chateau Sonoma Building. The proposed project would remove the Chateau Sonoma and

replace it with the restaurant wing of the new hotel. The existing parking lot on the east side of the Chateau Sonoma would become the entry court of the proposed hotel; the existing parking lot on the west side of the Chateau Sonoma (and the commercial building, parking lot, and gas station at the corner of Napa Street West and Second Street West) are not in the project site and would not change. The parking immediately east of the Hawker Home on the north side of West Napa Street and the commercial buildings east of it would not be altered, nor would the house on the west side of the Hawker Home and the institutional/commercial buildings further west. The Hawker Home and its neighbor to the west convey the original residential character of the area immediately beyond the Plaza, but the subject block of First Street West illustrates the mix of residential and commercial development that has characterized this zone for decades.

The proposed project would alter the scale and density of development in the immediate vicinity of the Hawker Home, and would replace the Chateau Sonoma, which is an old building, with a new building. This would change the setting of the Hawker Home somewhat, but the proposed project would not change the balance of commercial and residential development. The increase in density would be on the south side of the proposed project site—the Chateau Sonoma already presents a solid building wall at the property line on West Napa Street. The Hawker Home is an individual historical property, and its setting already includes sizable recent buildings such as the Lynch Building. Therefore, the proposed project would not eliminate the integrity of setting of the Hawker Home, and would not impair the overall integrity of this property. It would not cause a significant impact on the Hawker Home.

#### Mitigations

One significant impact has been identified, the potential for the design of the altered rear (south) elevation of the Index-Tribune Building to be incompatible with the character of the building or to remove character-defining features, causing a material impairment of the significance of the building. (The alteration will be necessary because of the demolition of the existing south warehouse additions, which themselves are not historically significant.)

#### CUL-1

To ensure the Index-Tribune Building retains its historical significance, the design of the altered rear (south) elevation after demolition of the warehouse additions should conform to the Secretary of the Interior's Standards for Rehabilitation. A consultant who meets the Secretary of the Interior's Professional Qualification Standards for Historic Architecture should submit a report on conformance of the design to the Secretary's Standard. The report and the architectural drawings and specifications for should be reviewed by the Planning Department and Planning Commission to confirm conformance before final planning approval is granted.

**HOTEL PROJECT  
SONOMA**

Sonoma, CA

**Kenwood  
Investments LLC**

REVISIONS		
No.	Description	Date

**USE PERMIT**

Sheet Title  
**FIRST FLOOR PLAN**

**PARKING CALCULATION**

<b>Basement</b>	Standard Spaces:	58
	Valet Spaces:	29
	Van Spaces:	2
	Auxiliary Spaces:	6
	<b>Sub Total</b>	<b>95</b>
<b>1st Floor Surface Parking</b>	Standard Spaces:	7
	Staff Spaces:	8
	Valet Spaces:	5
	<b>Sub Total</b>	<b>20</b>
<b>TOTAL PARKING</b>		<b>115</b>

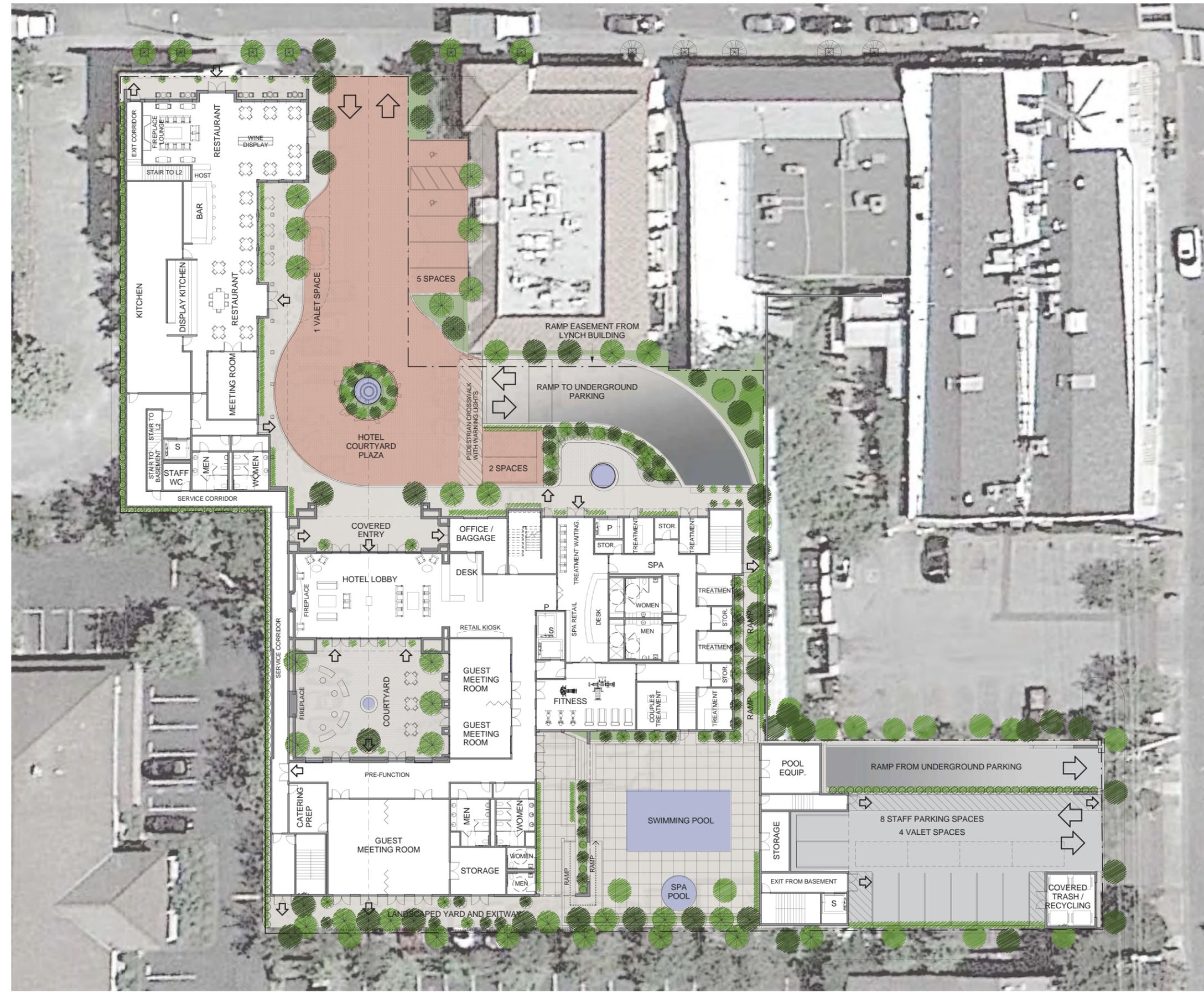
Drawn By: Author  
Checked By: Checker  
Scale:  
**As Indicated**  
Date:  
**2014 / 08 / 01**  
Project No. Project Number



**A2.01**  
Drawing No.

Not For Construction

If this drawing is not 24" x 36", it is a reduced print - scale accordingly.  
All rights reserved. Material may not be reproduced in any form  
without permission from RossDrulisCusenbery Architecture, Inc.



1 FIRST FLOOR PLAN  
1/16" = 1'-0"