



City of Sonoma Planning Commission AGENDA

Regular Meeting of July 10, 2014 -- 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, Mathew Tippell

Commissioners: Gary Edwards
Robert Felder
Mark Heneveld
Matt Howarth
Chip Roberson
Bill Willers
James Cribb (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.

MINUTES: Minutes from the meeting of June 12, 2014.

CORRESPONDENCE

ITEM #1 – PUBLIC HEARING

REQUEST:

Consideration of an Exception from the side yard setback requirements to allow additions to a residence.

Applicant/Property Owner:

Richard Konecky

Staff: Rob Gjestland

Project Location:

753 Third Street East

General Plan Designation:

Low Density Residential (LR)

Zoning:

Planning Area: Central-East Area

Base: Low Density Residential (R-L)

Overlay: None

RECOMMENDED ACTION:

Continued to the August 14, 2014 Planning Commission meeting.

CEQA Status:

Categorically Exempt

ITEM #2 – PUBLIC HEARING

REQUEST:

Consideration of a Use Permit amendment to allow truck deliveries for Pet Food Express from the West Spain Street parking lot of the Sonoma Valley Shopping Center.

Applicant/Property Owner:

Pet Food Express/Sonoma Valley Center LLC

Staff: Wendy Atkins

Project Location:

525 West Spain Street and 500 West Napa Street

General Plan Designation:

Commercial (C)

Zoning:

Planning Area:

West Napa/Sonoma Corridor

Base: Commercial (C)

Overlay: None

RECOMMENDED ACTION:

Approve with conditions.

CEQA Status:

Categorically Exempt

ITEM 3 – STUDY SESSION

REQUEST:

Study session on a proposal to construct a 7-unit Planned Development on a ±0.50 acre site.

Applicant/Property Owner:

Forrest Jinks

Staff: Rob Gjestland

Project Location:

405 Fifth Street West

General Plan Designation:

Commercial (C)

Zoning:

Planning Area: Northwest Area

Base: Commercial (C)

Overlay: None

RECOMMENDED ACTION:

Provide direction to applicant.

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 July 3, 2014.

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.

Agenda Item #1
July 10, 2014

MEMO

To: Planning Commission
From: Senior Planner Gjestland
Subject: Agenda Item #1 Continued

Agenda Item #1, the request of Richard Konecky for an Exception from the side yard setback requirements to allow additions to a residence at 753 Third Street East, has been continued as the application submittal is incomplete at this time.

Agenda Item Title: Application of Pet Food Express for a Use Permit amendment to allow truck deliveries from the West Spain Street Parking lot of the Sonoma Valley Shopping Center.

Applicant/Owner: Pet Food Express/Sonoma Valley Center

Site Address/Location: 500 West Napa Street and 525 West Spain Street (APN 018-590-037)

Staff Contact: Wendy Atkins, Associate Planner
Staff Report Prepared: 06/24/14

PROJECT SUMMARY

Description: Application of Pet Food Express for a Use Permit amendment to allow truck deliveries from the West Spain Street Parking lot of the Sonoma Valley Shopping Center, located at 500 West Napa Street and 525 West Spain Street.

General Plan Designation: Commercial (C)

Zoning: **Base:** Commercial (C) **Overlay:** None

Site Characteristics: The Sonoma Valley Center is located at the southeast corner of the intersection of West Napa Street and Fifth Street West.

Surrounding Land Use/Zoning: **North:** Single family residences/Low Density Residential and Commercial
South: Retail businesses/Commercial
East: Retail businesses and single family residences/Commercial and Mixed Use
West: Gas station and vacant lot/Commercial and Mixed Use

Environmental Review:

<input checked="" type="checkbox"/> Categorical Exemption	<input type="checkbox"/> Approved/Certified
<input type="checkbox"/> Negative Declaration	<input checked="" type="checkbox"/> No Action Required
<input type="checkbox"/> Environmental Impact Report	<input type="checkbox"/> Action Required
<input type="checkbox"/> Not Applicable	

Staff Recommendation: Approve subject to conditions.

PROJECT ANALYSIS

DETAILED PROJECT DESCRIPTION

The project involves an application for a Use Permit amendment to allow truck deliveries from the West Spain Street parking lot of the Sonoma Valley Shopping Center. Specifically Pet Food Express is proposing a new six-foot wide rolling service door located at the rear of the store (adjacent to the rear driveway). The purpose of the door is to receive product deliveries from the West Spain Street parking lot area. As indicated in the project narrative (attached), the applicant is proposing deliveries via the West Spain Street parking lot up to four times per week (Monday through Saturday) between the hours of 4:30 a.m. and 7:30 a.m. Delivery trucks would enter the rear parking lot, off load deliveries in the rear parking lot in the form of pallets, and the pallets would then be delivered to the proposed rear door. Delivery trucks would then continue through the rear driveway and exit onto Fifth Street West.

GENERAL PLAN CONSISTENCY (Not Applicable to this Project)

The property is designated Commercial by the General Plan. The Commercial land use designation is intended provide areas for retail, hotel, service, medical, and office development, in association with apartments and mixed-use development and necessary public improvements. With the approval of a use permit, a Shopping Center is an allowed use in Commercial zoned properties.

DEVELOPMENT CODE CONSISTENCY (Not Applicable to this Project)

Use: The property is zoned Commercial (C). The C zone is applied to areas appropriate for a range of commercial land uses including retail, tourist, office, and mixed-uses. Shopping Centers are allowed in the C zone, subject to review and approval of a Use Permit by the Planning Commission.

CONSISTENCY WITH OTHER CITY ORDINANCES/POLICIES (Not Applicable to this Project)

ENVIRONMENTAL REVIEW (Not Applicable to this Project)

Pursuant to Section of 15301 of the State CEQA Guidelines, the leasing, permitting, or operation of existing private structures involving negligible or no expansion of use is considered Categorical Exempt from the provisions of CEQA (Class 1 – Existing Facilities).

DISCUSSION OF PROJECT ISSUES

Current delivery policy: The management of the Sonoma Valley Shopping Center has indicated that the current policy for deliveries is as follows:

- Rear entrances: Delivery times are not restricted. Small trucks enter from West Napa Street or West Spain Street and exit onto either West Spain Street or Fifth Street West. Large trucks (Sonoma Market only) enter from and exit onto West Napa Street.
- Front parking lot: Deliveries are permitted from 4 p.m. to 10 a.m. daily. Pallet jacks are prohibited at the store front entry unless a tenant finds a reasonable way to protect the walkway from damage and the pallet jack does not create a trip hazard.

Staff had concerns with potential traffic impacts to Fifth Street West and West Spain Street as this intersection currently operates during peak traffic periods at a Level of Service “D”, which represents

the lowest acceptable level of service per the City's Circulation Element. Currently, small trucks making deliveries to the rear entrances of tenant spaces within the shopping center enter from either West Napa Street or West Spain Street and exit onto either West Spain Street or Fifth Street West. Pet Food Express is proposing that small trucks only enter the rear parking lot area from West Spain Street and exit onto Fifth Street West, which is consistent with the current delivery policy. As indicated in the attached Truck Access Analysis, the adequacy of access for trucks making deliveries to the rear parking lot has been evaluated and it was found that small trucks (40 feet in length or less) can negotiate the site and make deliveries via the rear entrance. In addition, Pet Food Express has proposed that deliveries in the rear parking lot area would be limited to four times per week and would occur in the early morning hours, during a time period when neither West Spain Street nor Fifth Street West experience traffic congestion. Based on these limitations, it is staff's view that the deliveries from West Spain Street, as restricted by the proposed conditions of approval, would not create additional traffic impacts on Fifth Street West and West Spain Street.

The City Engineer has reviewed the proposal and has recommended that the rear entrance deliveries be further limited to the hours of 4:30 a.m. and 6:30 a.m., as traffic starts building on West Spain Street fairly quickly in the morning. He anticipated that there will likely be times when the delivery truck is late and this could create problems around 8 a.m. Conditions of Approval have been modified to reflect the City Engineer's concerns.

RECOMMENDATION

Staff recommends that the Planning Commission approve the Use Permit amendment, subject to the attached conditions of approval.

Attachments

1. *Draft findings of project approval*
2. *Draft conditions of approval*
3. *Location map*
4. *Project narrative*
5. *Truck Access Analysis for the Sonoma Valley Center prepared by Whitlock & Weinberger Transportation, Inc. (W-Trans) dated May 22, 2014*
6. *Site plan and building elevations*

cc: Pet Food Express
Attn: Carol Davis
500 85th Avenue
Oakland, CA 94621

Sonoma Valley Center, LLC
P.O. Box 2745
Antioch, CA 94531

City of Sonoma Planning Commission
FINDINGS OF PROJECT APPROVAL
Use Permit Amendment—Sonoma Valley Center
500 West Napa Street and 525 West Spain Street

July 10, 2014

Based on substantial evidence in the record, including but not limited to the initial study and staff report, and upon consideration of all testimony received in the course of the public review, including the public review, the City of Sonoma Planning Commission finds and declares as follows:

Use Permit Approval

1. That the proposed use is consistent with the General Plan and any Specific Plan;
2. That the proposed use is allowed with a conditional Use Permit within the applicable zoning district and complies with all applicable standards and regulations of the Development Code (except for approved Variances and Exceptions); and
3. The location, size, design, and operating characteristics of the proposed use are compatible with the existing and future land uses in the vicinity; and
4. The proposed use will not impair the architectural integrity and character of the zoning district in which it is to be located.

City of Sonoma Planning Commission
CONDITIONS OF PROJECT APPROVAL
Use Permit Amendment—Sonoma Valley Center
500 West Napa Street and 525 West Spain Street

July 10, 2014

1. Deliveries to Pet Food Express shall be in conformance with the following:
 - a. Rear entrance deliveries are limited to four per week, (Monday through Saturday) between the hours of 4:30 a.m. and 6:30 a.m. Trucks shall enter from West Spain Street and exit onto Fifth Street West.

Enforcement Responsibility: *Planning Department*
Timing: *Ongoing*

2. All Building Division requirements shall be met. A building permit shall be required for the roll-up door at Pet Food Express.

Enforcement Responsibility: *Building Department*
Timing: *Prior to construction*

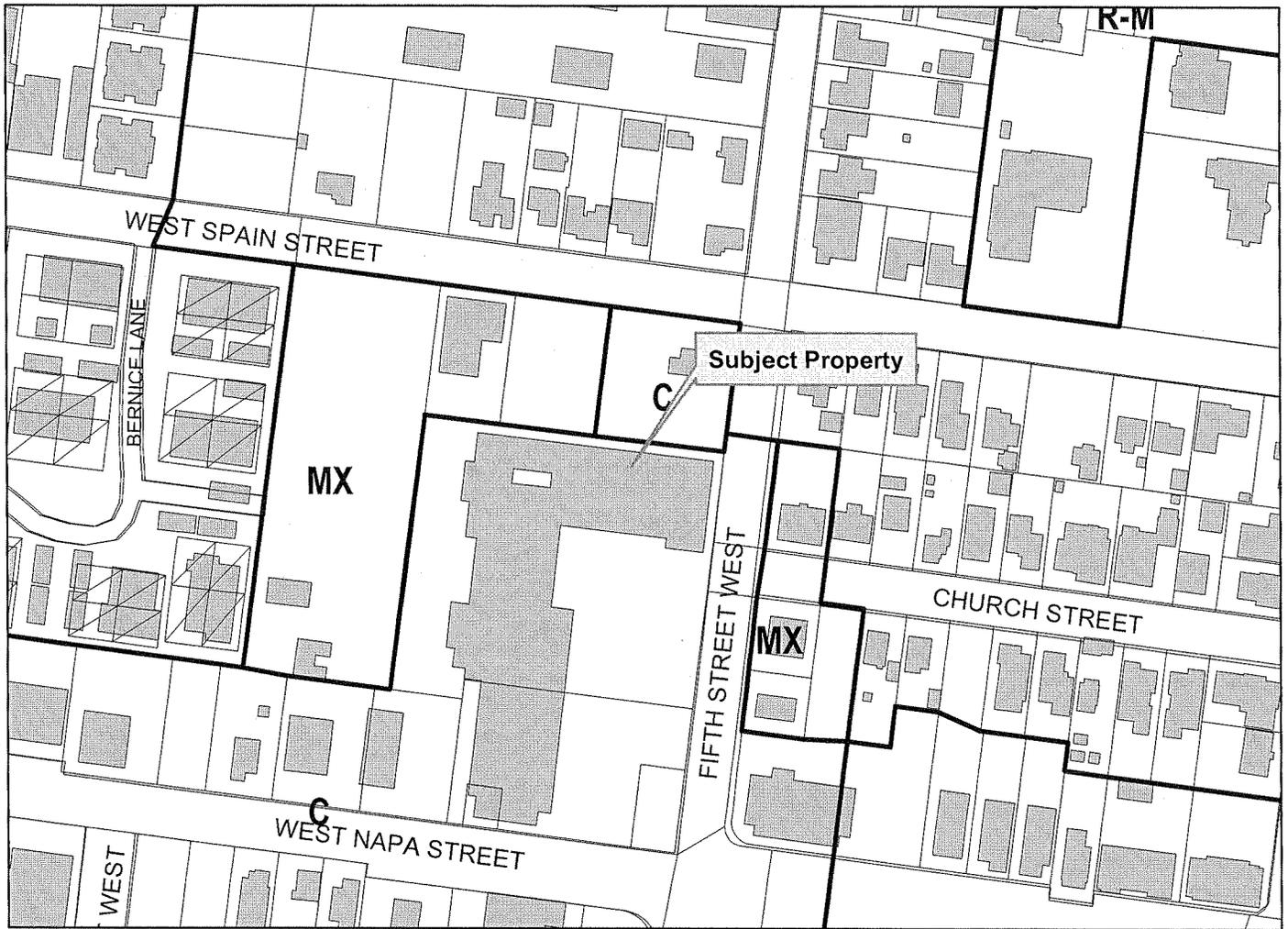
3. The roll-up door at Pet Food Express shall be subject to the review and approval of the DRHPC.

Enforcement Responsibility: *Planning Department; DRHPC*
Timing: *Prior to operation*

5. The two southernmost parking spaces on the east side of the westerly drive aisle in the northerly parking lot (as indicated on the drawing Auto Turn Analysis – WB40) should be coned off or otherwise blocked to ensure that they are vacant when deliveries to Pet Food Express are scheduled.

Enforcement Responsibility: *Planning Department*
Timing: *Ongoing*

Vicinity Map

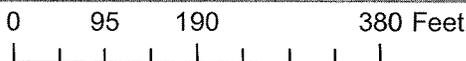
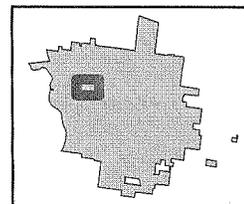


Project Summary

<i>Project Name:</i>	Pet Food Express UP Amendment
<i>Property Address:</i>	500 West Napa Street and 525 West Spain Street
<i>Applicant:</i>	Pet Food Express
<i>Property Owner:</i>	Sonoma Valley Center, LLC
<i>General Plan Land Use:</i>	Commercial
<i>Zoning - Base:</i>	Commercial
<i>Zoning - Overlay:</i>	N/A
<i>Summary:</i>	Consideration of a Use Permit amendment to allow truck deliveries from the West Spain Street parking lot of the Sonoma Valley Shopping Center.

Zoning Designations

- R-HS Hillside Residential (1 D.U./10acres, 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 Denisty 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



1 inch = 200 feet

June 9, 2014

**Pet Food Express
Spaces 502, 504, 508 & 510 W. Napa Street
Sonoma CA, 95476**

RE: Use Permit Revision Application

Pet Food Express is excited about opening our first store in Sonoma! We are looking forward to providing great pet products to pet owners here in the Sonoma Valley. We have been working with the Sonoma Valley Center and the Sonoma Design Review Board to create the right Pet Food Express store for the community.

With this Application, we are requesting approval of a new 6' wide rolling service door. This door will be located at the rear of our new space on the rear driveway. This new door will be used to receive product deliveries and keep our truck deliveries separated from customers who will be using the main parking lot.

Pet Food Express will receive product deliveries to our store 2 to 4 times per week (Monday thru Saturday) between 4:30 AM and 7:30 AM.

At the request of the City of Sonoma, we requested a focused analysis of truck access at the Sonoma Valley Center. This study was prepared by Whitlock & Weinberger Transportation, Inc. Upon review of this study and the observed site conditions, Pet Food Express (PFE) is proposing that our PFE delivery truck enter the rear parking lot through the driveway on West Spain Street and off load deliveries in the rear parking lot. The driver will bring in pallets through PFE's new rear door. The delivery truck will then continue through the rear driveway and exit onto 5th Street West. Pet Food Express will use the smaller WB-40 delivery truck diagramed in the analysis.

The new delivery door and truck delivery plan provides the following benefits:

- It will prevent truck traffic issues in the front parking lot with deliveries to Sonoma Market. Sonoma Market begins receiving deliveries at 3 AM every day.
- By accessing the rear of our store for pallet deliveries, we will not impact shopper parking, pedestrians and traffic in the main parking area and adjacent street entries.
- It will protect the center's sidewalks, curbs, ADA accessibility ramps and entry door thresholds from damage due to heavy pallets. The center has prohibited the use of pallet jacks at the storefront entry. Any pallets delivered in the front parking lot would have to be transported around the outside of the building over public sidewalks on Fifth Street West or through the center's common walkway to the rear parking lot. This plan eliminates issues created by transporting pallets and protects against damage to the store and neighboring tenants.

JUN 13 2014

May 22, 2014

Ms. Carol Horn Davis
Pet Food Express
500 85th Avenue
Oakland, CA 94621

Truck Access Analysis for the Sonoma Valley Center

Dear Ms. Horn Davis;

As requested, Whitlock & Weinberger Transportation, Inc. (W-Trans) has prepared a focused traffic analysis of truck access at the existing Sonoma Valley Center located at 500 West Napa Street in the City of Sonoma. The purpose of this letter is to address the adequacy of access for trucks making deliveries to the proposed Pet Food Express along the northern side of the center.

Existing Truck Access

Currently, delivery trucks access the rear of the shopping center via the following driveway locations:

- West Napa Street approximately 300 feet west of its intersection with Fifth Street West
- West Spain Street approximately 220 feet west of its intersection with Fifth Street West
- Fifth Street West approximately 160 feet south of its intersection with West Spain Street (exit only)

The front (customer) parking lot has two driveways for ingress and egress that are located:

- Mid-block on Fifth Street West between West Napa and West Spain Streets
- On West Napa Street approximately 150 feet west of its intersection with Fifth Street West

Project Truck Access

The AutoTURN Software was used to determine whether Pet Food Express delivery trucks would be able to negotiate turns into and out of the delivery dock, as well as through the site. The analysis was completed using design vehicles for which dimensions were provided by Pet Food Express.

The proposed large delivery truck (WB-62) would not be able to negotiate the access points and alleys such that it could make deliveries to the rear entrance of Pet Food Express. However, the large truck would be able to enter and exit Sonoma Valley Center via the front parking lot via left-turning movements only. The larger trucks should be limited to making deliveries during off-peak hours, such as from 7 p.m. to 7 a.m. Alternatively and with City approval, larger trucks could park in the two-way left-turn lane on Fifth Street West near the front lot driveway during off-peak hours.

The smaller truck (WB-40) would be able to negotiate the parking lot and alley to access the rear entrance. Such smaller trucks could enter via the driveway on West Spain Street and use the north parking lot for loading and unloading. To exit, trucks would turn left into the alley that runs along the back of the building and exit onto Fifth Street West. It should be noted that access to the rear entry of Pet Food Express is tight and trucks maneuvering through the parking lot on the north side of the

JUN 13 2014

shopping center would need for several parking spaces to be empty as they lie in the path of travel. However, it is understood that the delivery schedule for tenants of the shopping center is limited. Deliveries made between the time constraints would likely occur when this part of the parking lot is empty. These spaces could be marked off using construction cones to ensure that they are empty when the truck is scheduled for a delivery.

Results from the AutoTURN analysis and design vehicle dimensions are enclosed.

Delivery Schedule and Conflicts

Tenants of the Sonoma Valley Center are allowed deliveries all day from the rear entrances. Deliveries are permitted in the front parking lot from 4 p.m. to 10 a.m. daily. However, pallet jacks are prohibited at the store front entry unless a tenant finds a reasonable way to protect the walkway that would not create a trip hazard. Sonoma Market is the only large tenant in the shopping center, with deliveries being made at the rear entrance between 6 a.m. and 4 p.m. and to the front entry between 6 a.m. and 10 a.m. Large trucks enter the alley behind the market from West Napa Street.

It is expected that no conflicts will arise between delivery trucks accessing the rear loading dock of Sonoma Market and Pet Food Express, except in the unlikely event that a delivery truck is leaving Sonoma Market at precisely the same time as a truck is negotiating the turn to enter the alley behind Pet Food Express. Even under these unusual circumstances, there is sufficient space for one truck to wait for the other while it completes its turning maneuver.

When making front entry deliveries, the amount of space in the parking lot is limited. There is potential for conflicts. It is recommended that should Pet Food Express wish to take deliveries from the front entrance with trucks accessing the front parking lot, they should be done within the permitted delivery period without overlapping the Sonoma Market delivery schedule. Therefore, it is recommended that deliveries be limited to the hours of 4 p.m. to 6 a.m.

Conclusions

- Small trucks can negotiate the site and make deliveries via the front or rear entrances.
- Large trucks (WB-62) can only negotiate the site for delivery via the front entry using left-turn maneuvers.

Recommendations

Following are the recommendations for delivery options in order of preference by Pet Food Express:

1. If the City allows, large trucks may use the two-way left-turn lane on Fifth Street West so long as the deliveries are made during off-peak hours, or from 7 p.m. to 7 a.m.
2. Trucks making front entrance deliveries should be limited to the hours of 4 p.m. to 6 a.m., such that the walkway is protected from pallet jacks and does not create a trip hazard.
3. The two southernmost parking spaces on the east side of the westerly drive aisle in the northerly parking lot should be coned off or otherwise blocked to ensure that they are vacant when deliveries to the rear of the building are scheduled.

Ms. Carol Horn Davis

Page 3

May 22, 2014

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,

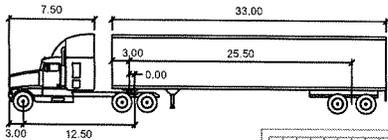
Smadar Boardman, EIT
Assistant Traffic Engineer

Dalene J. Whitlock, PE, PTOE
Principal

DJW/sab/SON042.L1

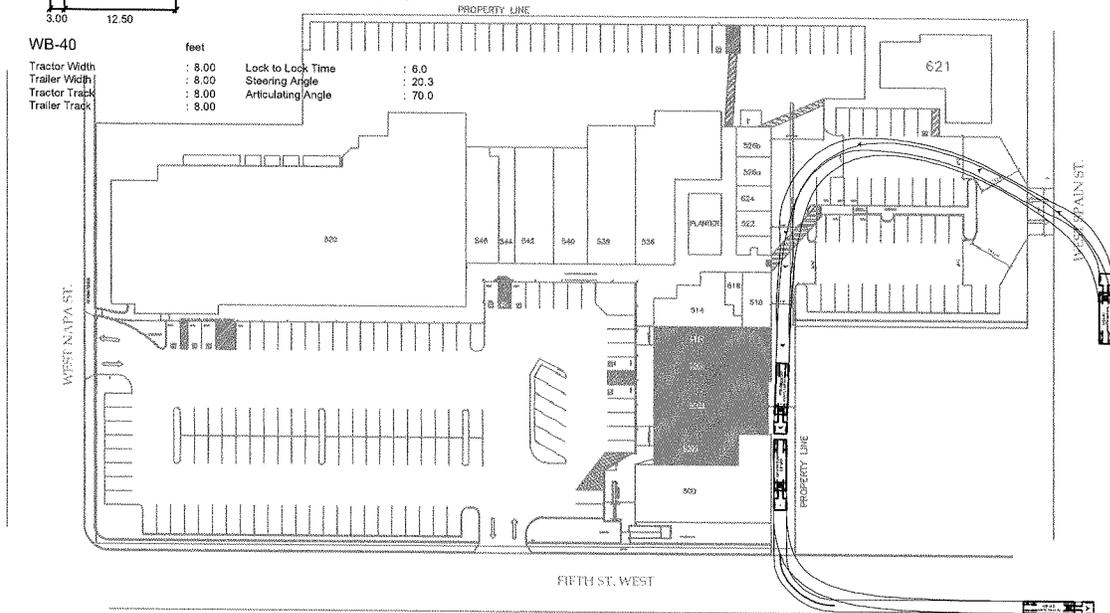
Enclosure: AutoTURN Analysis

DRAFT



SONOMA VALLEY CENTER
300 WEST NAPA STREET
SONOMA, CA 95476

WB-40			
	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

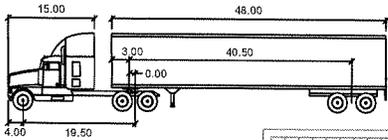


**Whitlock & Weinberger
Transportation, Inc**
490 Mendocino Ave, Suite 201
Santa Rosa, CA
(707)542-9500 Fax (707)542-9590

AutoTURN ANALYSIS - WB40

PET FOOD EXPRESS

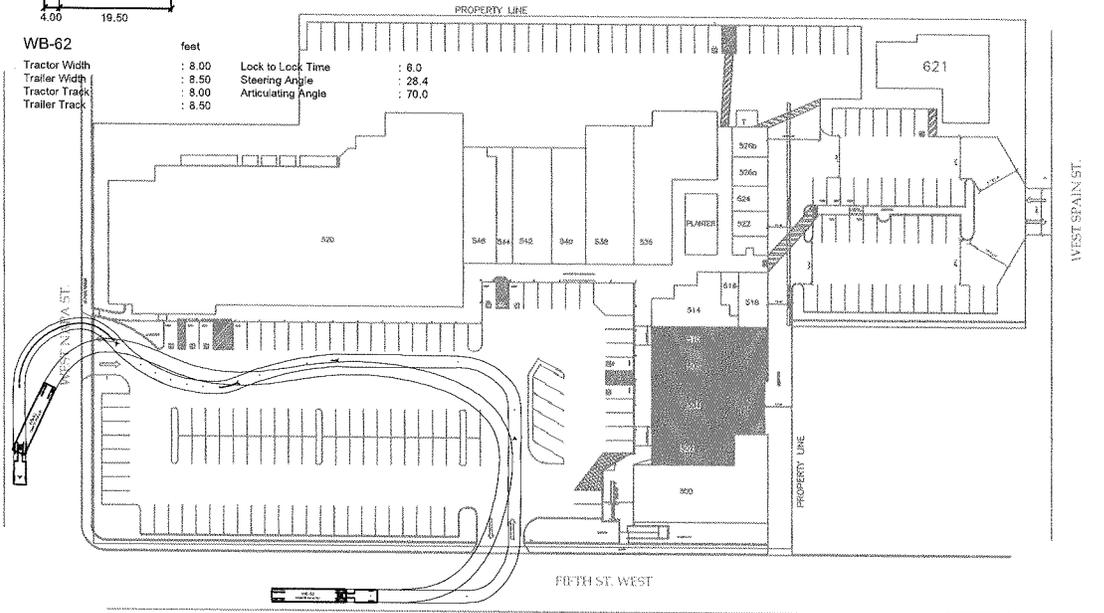
DRAWN: WJP	SCALE: N.T.S.
DESIGN: SAB	DATE: 4/30/14
SHEET 1 OF 2 SHEETS	JOB NO. SON042



SONOMA VALLEY CENTER
 300 WEST NAPA STREET
 SONOMA, CA 95476

WB-62

Tractor Width	: 8.00	Lock to Lock Time	: 8.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



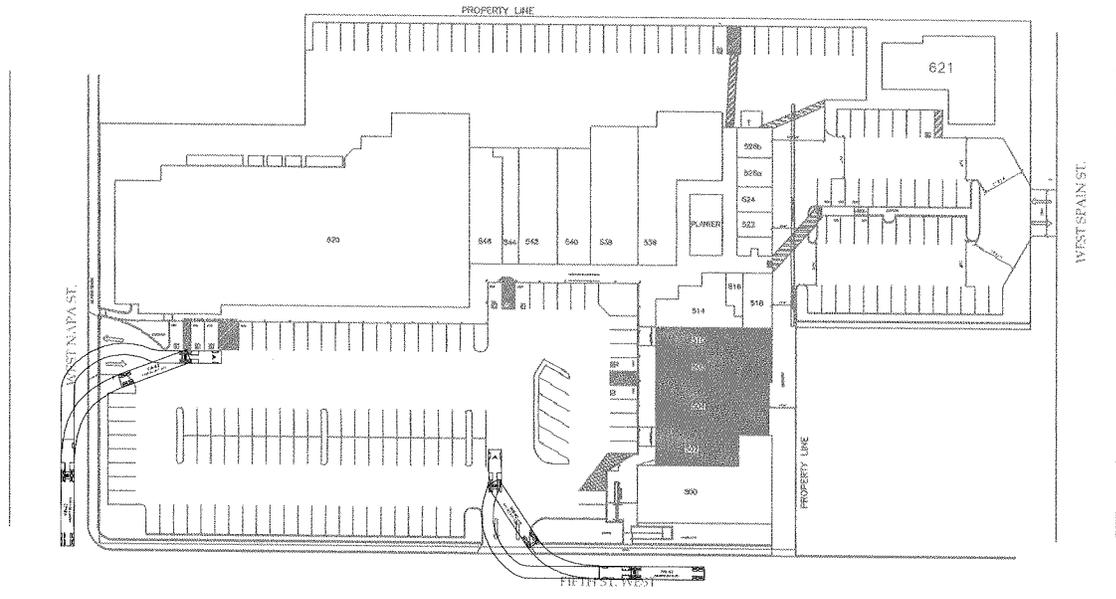
Whitlock & Weinberger
 Transportation, Inc
 490 Mendocino Ave, Suite 201
 Santa Rosa, CA
 (707)542-9500 Fax (707)542-9590

AutoTURN ANALYSIS - WB62

PET FOOD EXPRESS

DRAWN: WJP	SCALE: N.T.S.
DESIGN: SAB	DATE: 4/30/14
SHEET 2 OF 2 SHEETS	JOB NO. SON042

SONOMA VALLEY CENTER
 500 WEST NAPA STREET
 SONOMA, CA 95476

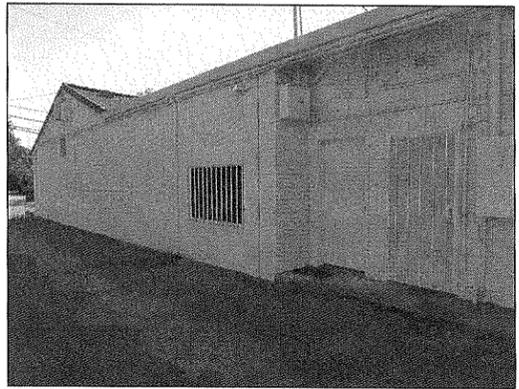
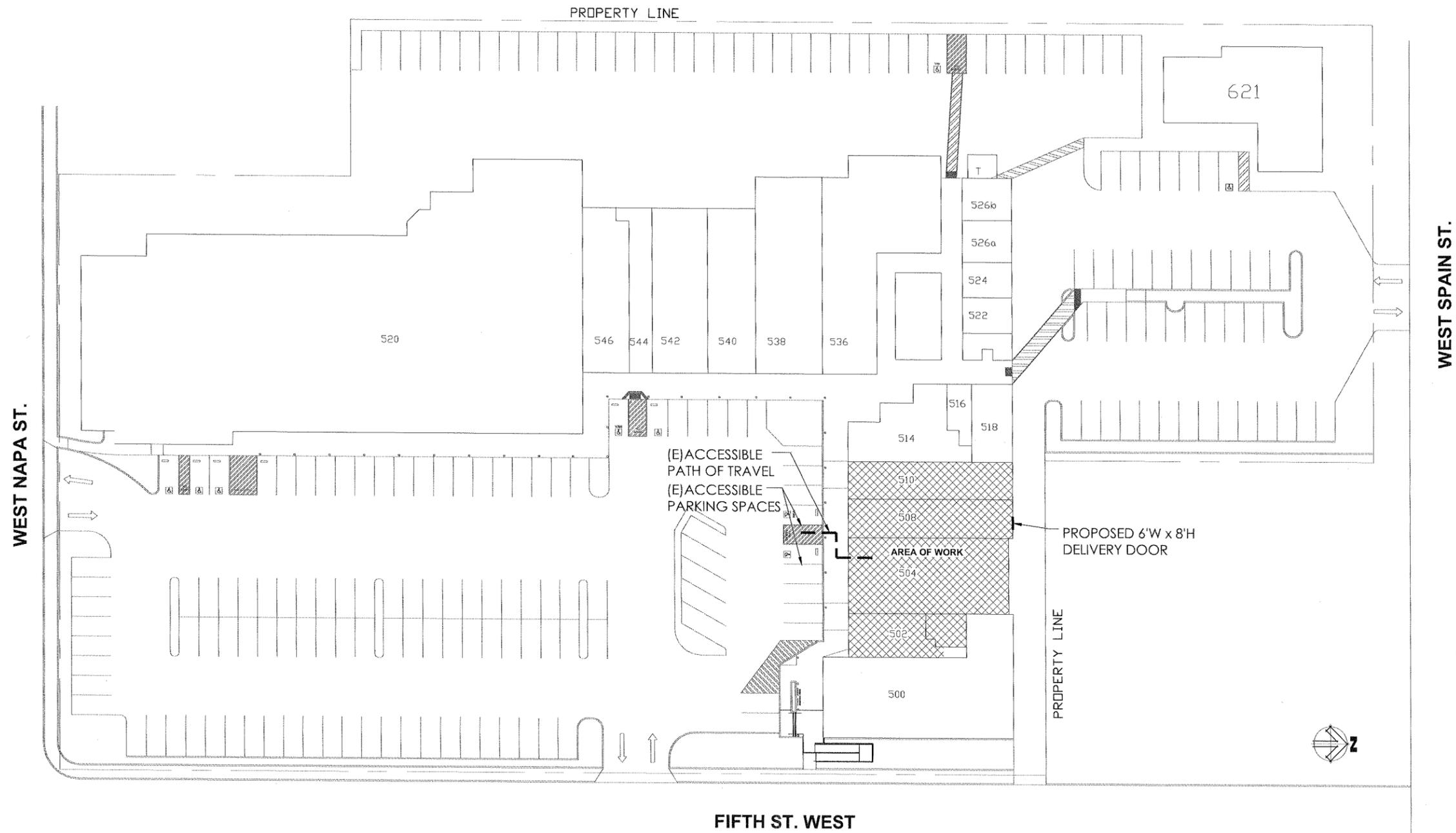


**Whitlock & Weinberger
 Transportation, Inc**
 490 Mendocino Ave, Suite 201
 Santa Rosa, CA
 (707)542-9500 Fax (707)542-9590

AutoTURN ANALYSIS - WB62

PET FOOD EXPRESS - Right Turn

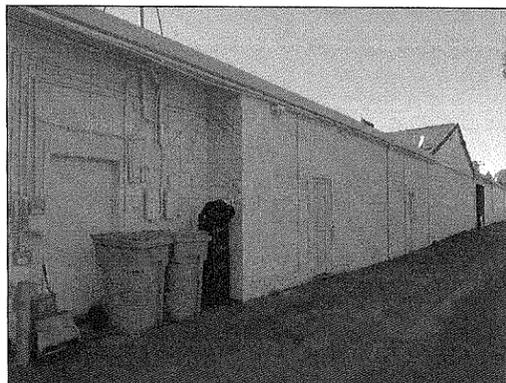
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DESIGN: SAB	DATE: 5/13/14
SHEET 1 of 1 <small>SHEETS</small>	JOB NO. SON042



EXISTING NORTH ELEVATION



EXISTING NORTH ELEVATION



EXISTING NORTH ELEVATION

SITE PLAN

NOT TO SCALE

1

Plot Date: Jun 06, 2014 - 8:54am Plotted by: ken Filename: so04.dwg

McCall Design Group
550 Kearny Street, Suite 550
San Francisco, CA 94108
t. 415.288.8150
f. 415.288.8181
www.mccalldesign.com



PET FOOD EXPRESS
500 W. NAPA STREET : SPACE 502-510
SONOMA, CA 95476
FILE NUMBER:
213070

DATE	ISSUE
06.13.14	USE PERMIT

SEAL/SIGNATURE

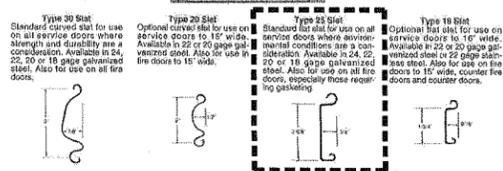
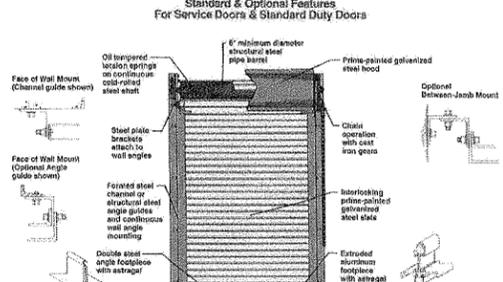


DRAWING DESCRIPTION
SITE PLAN

SCALE

JUN 13 2014

Service Doors



TYPE 20 Slit
Standard curved slit for use on all service doors where strength and durability are a consideration. Available in 24, 22, 20 or 18 gauge galvanized steel. Also for use on all fire doors.

TYPE 25 Slit
Standard flat slit for use on all service doors where appearance is a consideration. Available in 24, 22, 20 or 18 gauge galvanized steel. Also for use on all fire doors.

TYPE 18 Slit
Optional flat slit for use on service doors to 16" wide. Available in 24, 22, 20 or 18 gauge galvanized steel. Also for use on all fire doors.

Service Doors

Part 1 General
1.01 Summary
A. Section includes design, construction and preparation of openings, track or field glazing, access panels, electric wiring, controls, lifts, latches and disconnect switches.

1.02 Performance
A. Withstand: Service doors are designed to withstand a minimum 20 PSF windload.
B. Usage: Service doors are designed to operate a minimum of 20,000 cycles.

Part 2 Products
2.01 Manufacturer: R & S Manufacturing, model D.....
2.02 Material: A. Manufacturer: R & S Manufacturing, model D.....
B. Mounting: Interior or exterior face of wall or between joists.
C. Operation: Chain drive is standard; push or (pull) assist; swing crank, crank lift or motor operation are optional.

Options
INCREASED LOAD CAPACITY: certain designs to withstand windloads exceeding 200SF.
HIGH CYCLE CONSTRUCTION: designs to provide up to 150,000 opening cycles or maximum possible in design.
PERFORATED SLITS: 3/8" diameter holes on 6" pitch staggered centers in type 25 slits provide 30% open area for ventilation and visibility throughout the entire door.
VENTILATION LITES: single or multiple 3" wide roll-ups, open for ventilation or covered with acrylic.
INTERMEDIATE CHAINS: partial guide chains connecting type 20 slits above and below.



Model Designation
By Method of Operation:
DFA - Flange
DPC - Chain
DPT - Trolley
DPA - Flange
DPB - Chain
DPS - Motor

Standard Clearance Requirements
(For Type 20 Slit - See Page 3 for Type 25 Slit)

Clearance	18"	20"	22"	24"
Top	1/2"	1/2"	1/2"	1/2"
Bottom	1/2"	1/2"	1/2"	1/2"
Side	1/2"	1/2"	1/2"	1/2"

Specifications

E. Guides: Steel channels or standard steel angle form curtain guides and are fitted to support steel wall angles. Sizes of guides are as required to match curtain when installed. Windlock bars are provided when windloads are required to meet windload.
F. Brackets: Steel plate brackets are bolted to wall angles to support curtain and supports curtain with a minimum deflection of .03 inch per foot of width. Bottom springs are mounted on a continuous cast rolled steel shaft, adjustable by a tension wheel outside and inside.
M. Hand: Formed from minimum 24 gauge galvanized steel sheet, reinforced with top and bottom flanges to limit deflection. Interchangeable capset is provided when required.
N. Latching: Chain lock with chain operation and endlock locks with push up or crank operation.
O. Slits: Slit heights are pre-finished with a baked on grey polymeric primer before forming. Steel slits, guides and a complete window and coat of roll-including black primer.

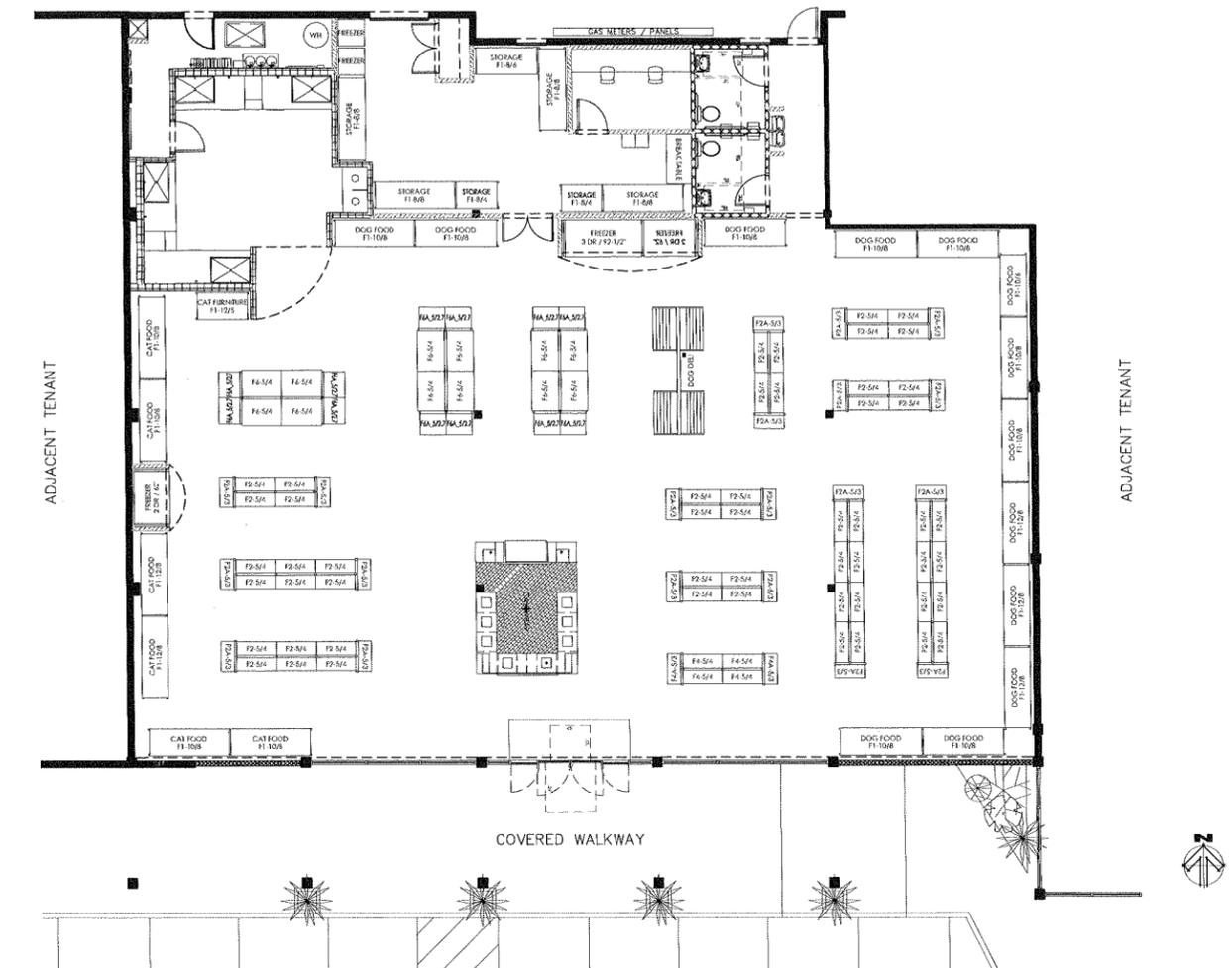
Part 3 Execution
3.01 Installation
A. Service doors are to be installed by an R & S authorized representative in accordance with R & S installation instructions.



Standard Clearance Requirements
(For Type 20 Slit - See Page 3 for Type 25 Slit)

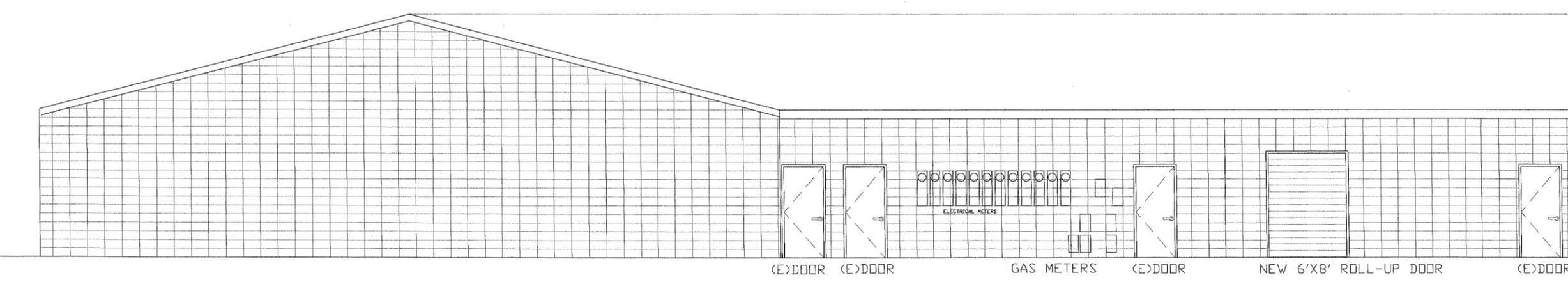
Clearance	18"	20"	22"	24"
Top	1/2"	1/2"	1/2"	1/2"
Bottom	1/2"	1/2"	1/2"	1/2"
Side	1/2"	1/2"	1/2"	1/2"

PROPOSED 6'W X 8'H ROLL-UP DOOR



DOOR SPECIFICATIONS

FLOOR PLAN



NORTH ELEVATION

McCall Design Group
550 Kearny Street, Suite 950
San Francisco, CA 94108
t. 415.288.8150
f. 415.288.8181
www.mccalldesign.com



PET FOOD EXPRESS
500 W. NAPA STREET : SPACE 502-510
SONOMA, CA 95476
FILE NUMBER:
21-3070

DATE ISSUE

06.13.14 USE PERMIT

SEAL/SIGNATURE



DRAWING DESCRIPTION

FLOOR PLAN

SCALE

1/4"=1'-0" 2

JUN 13 2014

Plot Date: Jun 06, 2014 - 8:41am Plotted by: ken Filename: sobp.dwg

MEMO

To: Planning Commission
From: Rob Gjestland, Senior Planner
Re: Study session on a proposal to construct a 7-unit Planned Development on a ±0.50 acre site at 405 Fifth Street West (Applicant Forrest Jinks)

Property Description

The subject property is a ±0.5-acre corner lot at the intersection of Fifth Street West and West Spain Street. The property is currently developed with a single-family home constructed in 1930. An alley and parking lot associated with the Sonoma Valley Shopping Center adjoin to the south and west respectively. Single-family homes are located opposite Fifth Street West and West Spain Street. The property has a General Plan land use designation and zoning of “Commercial” and is located outside the Historic Overlay zone (in 2006 the property’s designation was changed from Low Density Residential to Commercial as part of a General Plan update).

Background

In August 2010, the Planning Commission approved a ±7,350 square foot office building and 25-stall parking lot on the site. However this approval was not implemented and ultimately expired.

Proposed Development

The proposal involves redeveloping the ±0.5-acre site with a seven-unit Planned Development. The Planned Development is proposed as a single structure oriented toward West Spain Street with seven attached, zero-lot line townhomes. The building would be setback 24 feet from the north property line (along West Spain Street), 15 feet from the east property line (along Fifth Street West), 53 feet from the south property line and 5 feet from the west property line. Fenced patios are proposed in front of the unit entrances, setback 15 feet from the north property line along West Spain Street. Three unit types are proposed with minor variations in the floor plan. Living areas for the units range from 1,316 to 1,362 square feet and all are proposed with 2 bedrooms and 1½ baths plus an attached one-car garage. Lot sizes range between 2,635 and 5,077 square feet with an average size of 3,091 square feet.

The architectural form of the building presents a number of gable ends on the second floor in combination with lower shed roof elements over one-story elements. In general, the second floor has been centered along the middle of building with roof elements up to 29.5 feet in height, while the flanking one-story elements on the north and south sides of the building have a maximum height of 16 feet. Proposed exterior details and materials include decorative gable vents, horizontal lap siding, composition roof shingles, and vinyl-framed windows. The front patios would be walled off by ±4.5-tall painted wooden horizontal slat fencing.

Vehicle access would be provided from Fifth Street West as directed by a previous traffic study. In addition to the garage parking, seven uncovered spaces are proposed on the south side of the driveway for a total of 14 spaces. A common community garden is proposed in the southwest corner of the site as an amenity for residents. The existing residence would be demolished to accommodate the development.

General Plan Policy Direction

The property is designated Commercial by the General Plan, which was applied to the property in 2006 as part of a General Plan update. The Commercial land use designation is intended to provide areas for retail, hotel, service, medical, and office development, in association with apartments and mixed-use developments and necessary public improvements. General Plan policies that apply to the project and warrant consideration by the Planning Commission include the following:

Community Development Element:

- Encourage a variety of unit types in residential projects (CDE 4.2).
- 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).

Housing Element:

- Provide a mix of housing types affordable to all income levels, allowing those who work in Sonoma to also live in the community (HE Goal 1.0).
- Encourage diversity in the type, size, price and tenure of residential development in Sonoma, while maintaining quality of life (HE 1.1).
- Continue to provide opportunities for the integration of housing in commercial districts and the adaptive reuse of non-residential structures (HE 1.5)
- Utilize inclusionary zoning as a tool to integrate affordable units within market rate developments, and increase the availability of affordable housing throughout the community (HE 1.6).
- Maintain and enhance the existing housing stock and ensure that new residential development is consistent with Sonoma's town character and neighborhood quality (HE Goal 3).
- Promote the use of sustainable construction techniques and environmentally sensitive design for all housing, to include best practices in water conservation, low-impact drainage, and greenhouse gas reduction (HE 6.3).

Local Economy Element:

- Encourage a residential and pedestrian presence in commercial centers through mixed use and multi-family development (LE 1.9).

Environmental Resources Element:

- Require new development to provide adequate private and, where appropriate, public open space (ERE 1.4).
- Protect Sonoma Valley watershed resources, including surface and groundwater supplies and quality (ERE 2.4).
- 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 green-house gas emissions (ERE 3.2).

Circulation Element:

- Eliminate gaps and obstructions in the sidewalk system (CE 1.2).
- Incorporate bicycle facilities and amenities in new development (CE 2.5).
- Encourage a mixture of uses and higher densities where appropriate to improve the viability of transit and pedestrian and bicycle travel (CE 3.2).
- Ensure that new development mitigates its traffic impacts (CE 3.7).

Public Safety Element:

- Ensure that all development projects provide adequate fire protection (PSE 1.3).

Noise Element:

- Encourage all new development to minimize noise intrusions through project design (NE 1.6).

The proposal is consistent with policies encouraging housing and would also eliminate an unsafe gap in the sidewalk system on Fifth Street West. That being said, there are several policy areas that also need to be considered, including the provision of quality private open space and compatibility in terms of the building's mass, form and setbacks at this transitional and prominent location.

Development Standards

Use: Multi-family dwellings are allowed in the Commercial (C) zone, subject to review and approval of a Use Permit by the Planning Commission. In addition, Planned Developments Permits may be requested in any zoning district, subject to review and approval of a Planned Development Permit by the Planning Commission.

Consistency with Density Limitations: The site has a General Plan land use designation and corresponding zoning of Commercial, which allows a maximum density of 20 units per acre. As proposed, the project represents a density of 14 units per acre. There are no residential developments of comparable density in the immediate vicinity given surrounding land uses; however, some high-density projects exist further west on West Spain Street.

Zoning Requirements: The site is located in the Northwest Planning Area, which does not contain requirements for commercially zoned properties. Therefore, the mixed-use zoning standards have been applied since they address both residential and commercial development. With respect to these requirements, the building and individual units meet the minimum 15-foot front/street side yard setback from the frontages on Fifth Street West and West Spain Street. A 5-foot setback is provided on the west and a 53-foot setback on the south, where no minimum side or rear yard setbacks are required given the C zoning. Overall the project has a FAR of 0.53 and a lot coverage of 37%, below the allowable levels of 0.70 and 60% respectively. The maximum building height is proposed at 29.5 feet just under the 30 foot height limit and the minimum 300-square feet of open space is provided per unit in the form of front patios and a community garden. However, all of the lots fall short of the minimum lot size (7,000 square feet) and lot width (40 feet) requirements. As a result, the applicant is requesting a Planned Development Permit to allow variation from these standards (see discussion below).

On-Site Parking: For multi-family development, including Planned Developments, the Development Code requires 1.5 parking spaces per unit (including one covered space), plus an additional 25% for guest parking. Accordingly, 13 spaces are required for the project, including 7 covered spaces. This requirement is met in that 14 spaces are provided on-site, including a one-car garage for each unit plus an additional seven parking spaces on the south side of the site for residents and guests. All other parking standards are met (i.e., driveway and aisle width, space

dimensions, and landscaping) except for the back-up distance which is proposed at 25 feet, the compact standard. Regardless, this is a relatively minor exception that can be considered within the framework of the Planned Development Permit.

Project Design: The project site is located in the Northwest Planning Area. For this Planning Area, the Development Code indicates that new multi-family development along West Spain Street should emulate good examples in the area by providing generous street-side setbacks, maintaining low building profiles, and locating parking within the interior or back of lots. While parking is appropriately located, the street-side setbacks and building profile will need to be reviewed carefully.

Planned Development Findings: The project is proposed as a Planned Development to allow flexibility from the normal zoning standards. Specifically, all lots fall below the minimum lot size and width requirements (7,000 square feet and 40 feet respectively). As a Planned Development, a higher level of quality, design and/or site amenities are expected to justify variations from the normal standards and the project must relate appropriately to adjacent uses. This is a significant issue that the Planning Commission must consider in review of the application and the objectives and findings necessary for approval of a Planned Development Permit are attached for consideration.

Inclusionary Units: Developments with five or more units must provide that at least 20% of the total number of units are affordable to households in the low and moderate-income categories (§19.44.020.B). Accordingly, one unit within the development must be affordable. The applicant will need to identify which unit is proposed as the required affordable unit as project review moves forward.

Bicycle Parking: Bicycle parking is required in all new multi-family development subject to review and approval by the Planning Commission. Since one-car garages are proposed, staff recommends that some type of common bicycle parking also be required.

Demolition Permit: In review of the previous project for this site, the DRC approved a Demolition Permit allowing removal of the existing residence (constructed in 1930), finding that it is not historically significant.

Environmental Review

The proposal is a discretionary project subject to the requirements of the California Environmental Quality Act (CEQA). However, because of its small size, it appears to qualify for a categorical exemption as an infill development. With respect to traffic and circulation, staff would note that vehicle ingress and egress would be provided by a two-way driveway off Fifth Street West as directed by the traffic study prepared for the previous commercial project. In addition, according to the ITE Trip Generation Manual, the proposed townhomes would generate a fraction of the vehicle trips associated with the approved commercial development (41 trips per day vs. 271 or 5 trips in the P.M. peak hour vs. 18). That being said, the project would be required to pay a fair share contribution to the planned signalization of the intersection of Fifth Street West/West Spain Street, which currently operates at an unacceptable level of service (LOS).

Project Issues

Neighborhood Compatibility: The property marks the transition between commercial development and residential uses located to the north and west. This fully residential project is a departure from previous commercial proposals but is also less intense and more compatible with

neighboring residential uses in many ways (i.e., less vehicle trips, traffic noise, light impacts, and no commercial business operations or deliveries). However, given the prominent location at the intersection of Fifth Street West and West Spain Street, it is critical that any proposal for the site fit in in terms of building mass, setbacks and aesthetics. Most notably, the setback from Fifth Street West is minimal when considering the two-story volume and height of the building (the five-foot setback on the west is also minimal). In addition, the east elevation is side elevation that does not particularly engage Fifth Street West. As a result, staff is concerned that the building may appear overwhelming at the corner in relation to other nearby development (all one-story), including residential structures located at the other corners of the intersection. The Planning Commission should provide feedback on this aspect of the proposal.

Open Space: As noted above, the minimum amount of open space (300-square feet per unit) is provided in the form of front patios and a community garden. However, the front patios face Fifth Street West with a 15-foot setback. It is questionable whether these patios would be appealing or useful to residents, at least at certain times of the day, given vehicle traffic, noise and queuing that occurs at the intersection. Patio walls or fencing higher than 4'4" can be considered however that has other aesthetic disadvantages. The Planning Commission may want to provide feedback on this matter.

Garbage Collection: The floor plans indicate that the B units accommodate an interior washer and dryer. However this is not the case for the four A units. Considering the fairly constrained garage dimensions (13' by 22' for the A units and 13' by 21' for the B units) staff has concerns about accommodating garbage/recycling bins within garages along with washers and dryers for the B units. Staff would note that a 10' by 20" clear space is required for residential parking, clear of any obstructions.

Manner of Subdivision: In order to avoid a HOA, the applicants are proposing a reciprocal easement with shared maintenance agreement rather than a separate parcel for the shared parking lot and community garden (see attached Lot Plan). This is contrary to direction from the Project Advisory Committee and staff continues to recommend a separate parcel for the common area as a Homeowner's Association provides a better vehicle for ensuring that common areas are appropriately maintained. Further comments from the City Engineer/Public Works Director on this aspect of the proposal are forthcoming.

Planned Development Permit: As a Planned Development, a higher level of quality, design and/or site amenities are expected to justify variations from the normal standards and the project must relate appropriately to adjacent uses. Staff appreciates the modest unit sizes, use of attached units, community garden, provision of sidewalk on Fifth West, and general improvement from the current site condition. However the building is a tight fit, evidenced by minimal setbacks on the east and west. Staff has also noted concerns about the front patios, accommodation of washers, dryers and bins, and the building's mass and presentation to Fifth Street West. All of these elements are subject to consideration in review of the Planned Development Permit.

Next Steps

The applicant is before the Planning Commission in a study session to obtain feedback from the Commission and receive comments from the public. In terms of next steps, the City will need to address any environmental review steps/analysis directed by the Planning Commission. Ultimately, the project would come back to the Planning Commission for consideration of the Use Permit, Planned Development Permit, and Tentative Map.

Recommendation

Staff recommends that the Planning Commission provide direction to the applicant on the issues identified in the staff report, and any other issues raised by the application.

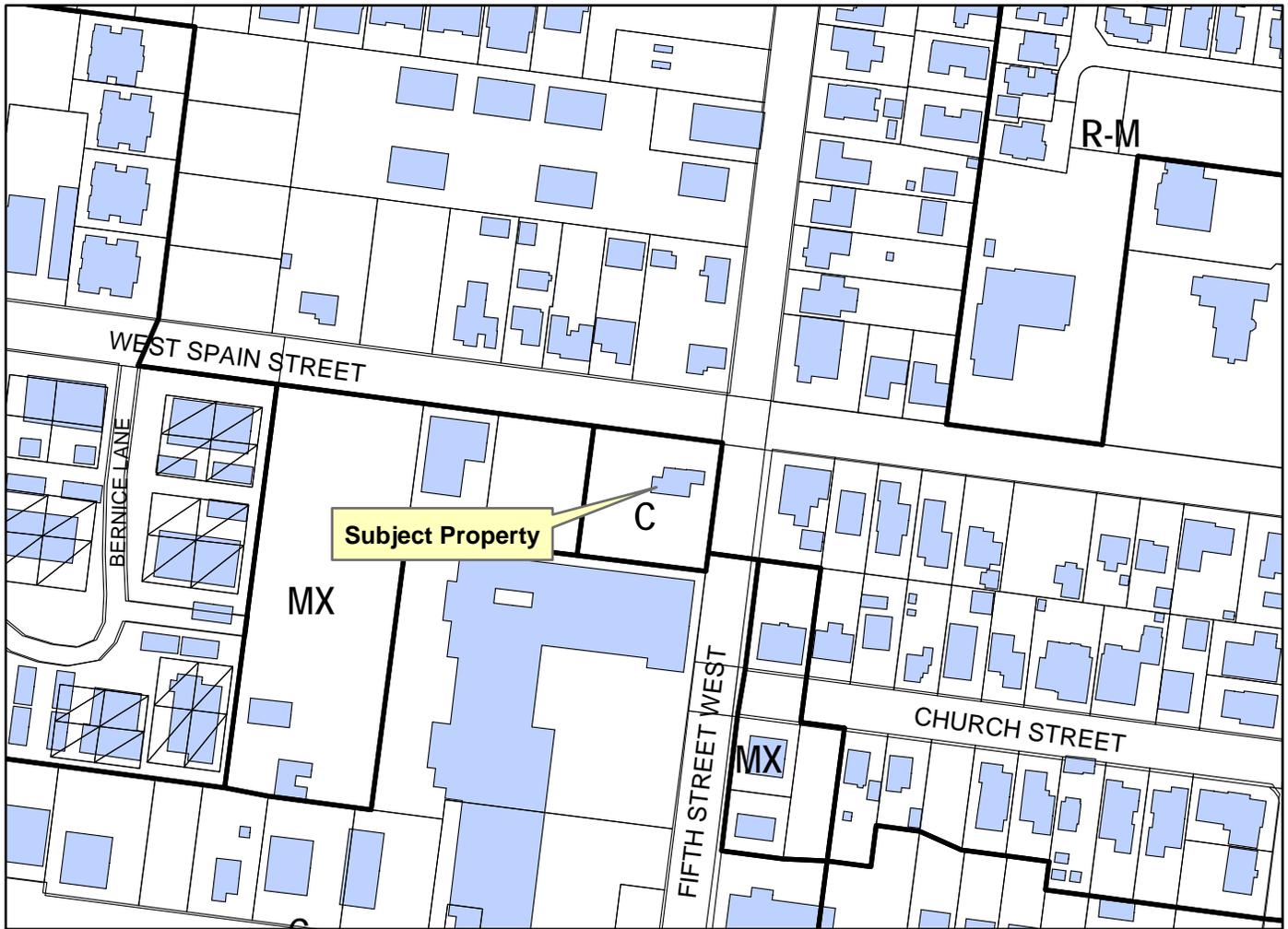
Attachments

1. Vicinity Map
2. Planned Development Permit Regulations (SMC 19.54.070)
3. Project Narrative
4. Site Plan, Subdivision Plan, Floor Plans and Building Perspectives

cc: Forrest Jinks (via email)
Altus Equity Group, LP
PO Box 6787
Santa Rosa CA 95406

Susanne Houston (via email)
Property Manager
McDaniel & Associates
PO Box 2745
Antioch CA 94531

Vicinity Map

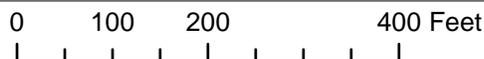


Project Summary

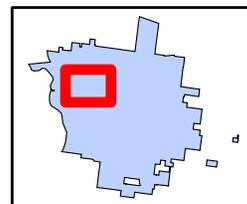
<i>Project Name:</i>	Jinks Planned Development
<i>Property Address:</i>	405 Fifth Street West
<i>Applicant:</i>	Forrest Jinks
<i>Property Owner:</i>	Forrest Jinks
<i>General Plan Land Use:</i>	Commercial
<i>Zoning - Base:</i>	Commercial
<i>Zoning - Overlay:</i>	None
<i>Summary:</i>	Study session on a proposal to construct a 7-unit Planned Development on a ±0.50 acre site .

Zoning Designations

- R-HS Hillside Residential (1 D.U./10acres, 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 Denisty 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



1 inch = 200 feet



19.54.070 Planned development permit.

A. Purpose. The planned development permit is intended to provide a process for allowing greater flexibility in site planning and design than afforded by the general development standards of this development code, to encourage more innovative and desirable projects, and efficient use of land than may be possible through strict application of conventional zoning regulations. In general, planned development permits are intended to address development under the following circumstances:

1. Properties with unique, challenging, or valuable topographic or environmental features;
2. Infill properties that are oddly shaped, narrow, or otherwise difficult to design for using normal development standards;
3. Site plans or building designs that are clearly responsive to the objectives of this development code, but which require variations from the normal development standards in order to achieve a useful innovation or a higher level of design quality than would otherwise be possible;
4. Developments that include affordable housing, where departures from normal development standards are used to reduce development costs while maintaining design quality.

A planned development permit shall not be granted solely for the purpose of maximizing development potential.

B. Applicability. Planned development permits may be requested for any development project in any residential or commercial zoning district. Flexibility in the application of development standards may only be authorized with regard to the following requirements of Divisions II, III, and IV:

1. Structure location and setbacks, yard areas, and open spaces;
2. Parking and loading requirements, ingress and egress location;
3. Fences, walls and screening;
4. Landscaping requirements;
5. Lot area and dimensions.

The power to grant a planned development permit does not include allowed land uses or residential density regulations.

C. Application Requirements. An application for a planned development shall be filed in compliance with [SMC 19.52.040](#), Application preparation and filing. It is the responsibility of the applicant to provide evidence in support of the findings required by subsection (F) of this section, Findings, Decision.

D. Project Review, Notice and Hearing. Each planned development application shall be reviewed by the city planner to ensure that the application is consistent with the purpose and intent of this section. The planning commission shall hold a public hearing in compliance with Chapter [19.88 SMC](#), Public Hearings, and may approve, approve with conditions, or disapprove the planned development permit in compliance with this section.

E. Objectives. In the course of reviewing an application for a planned development permit, the planning commission shall evaluate it in terms of the following objectives, as applicable:

1. Integrating environmental features and other site characteristics into the development plan;
2. Establishing appropriate relationships between the development and adjoining properties, in terms of setbacks, yard orientation, and building heights;

3. Creating high quality common and/or private open space;
4. Providing well-designed affordable units (if any);
5. Appropriately relating building mass to lot size and to adjacent development;
6. Providing or contributing toward variety in housing types, especially smaller, attached units, to the extent compatible with neighborhood conditions.

Any application for a planned development permit shall be shall be considered in relation to these objectives, the development standards and design guidelines of this development code, other applicable ordinances of the city, and applicable General Plan policies.

F. Findings, Decision. Following a public hearing, the planning commission may approve, approve subject to conditions, or disapprove the planned development permit. The planning commission shall record the decision and the findings upon which the decision is based. The planning commission may approve a planned development permit application with or without conditions, only if the planning commission finds that:

1. The planned development permit is consistent with the General Plan, any applicable specific plan, and the intent and objectives of this section;
2. The design of the development is consistent with the intent of applicable regulations and design guidelines of the development code;
3. The various use and development elements of the planned development relate to one another in such a way as to justify exceptions to the normal standards of the development code;
4. The design flexibility allowed by the planned development permit has been used to creatively address identified physical and environmental constraints; and
5. The proposed development will be well-integrated into its setting, will relate appropriately to adjacent uses, and will retain desirable natural features of the site and the surrounding area.

G. Expiration. A planned development permit shall be exercised within one year from the date of approval or the permit shall become void, unless an extension is approved in compliance with Chapter [19.56](#) SMC, Permit Implementation, Time Limits, Extensions. (Ord. 2003-02 § 3, 2003).

405 5th St West, “Townhome” Project

APN: 127-221-007

Location: The south west corner of 5th St West and Spain St

Size: Approximately 0.49 acres

Current Zoning: Commercial, Northwest Planning Area

Allowable Units: 9

Proposed Units: 7 townhome style units, including 1 medium income designated unit. This project is a Planned Development that will include subdividing the existing property into seven individual properties. There will be no HOA for this project.

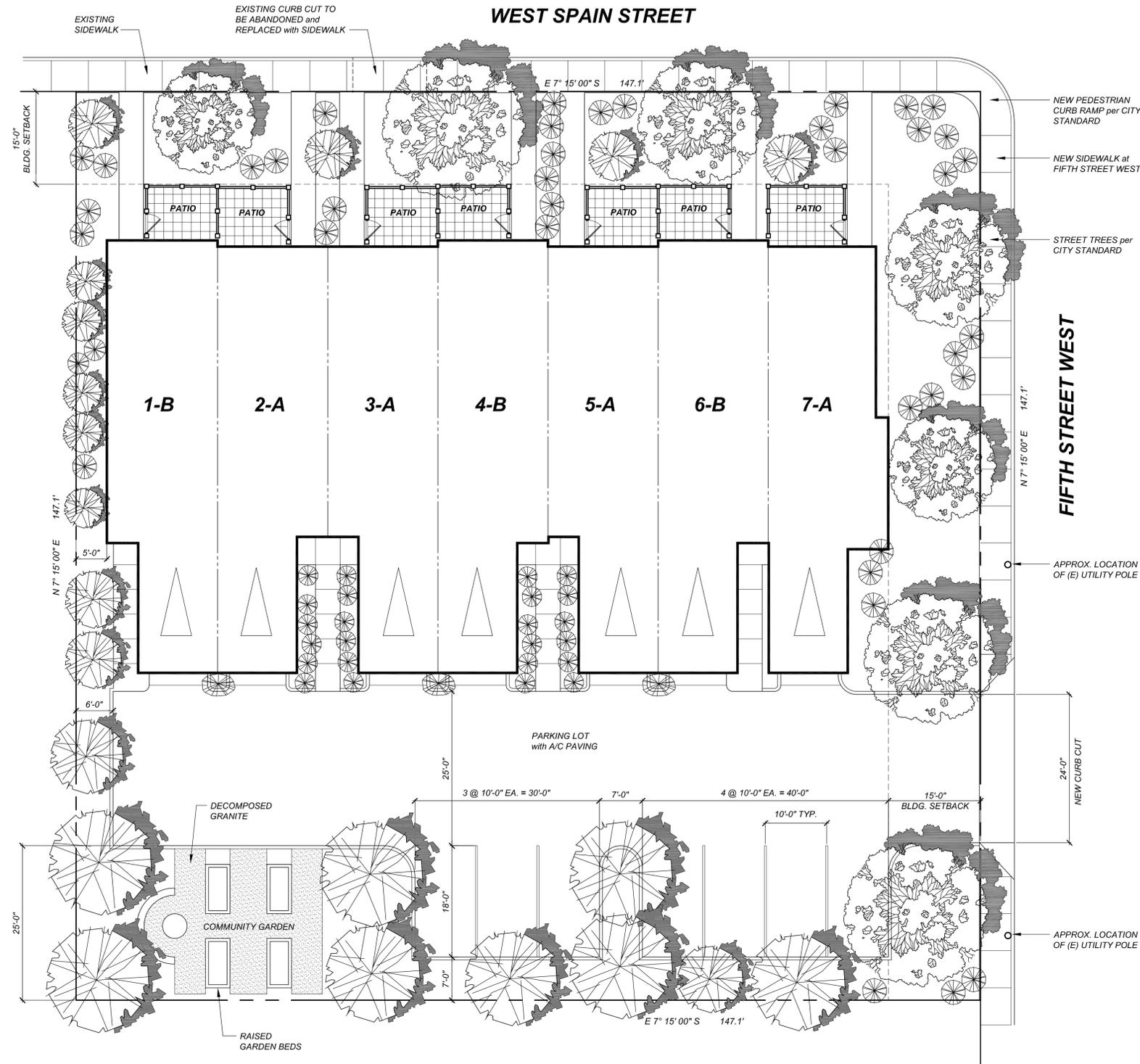
Maximum Height: Less than 30 feet

Project Overview: While there was a previous approval for a mixed use retail/office building for this site, there is currently a stronger demand for residential properties than commercial properties within the Sonoma area. Despite much of the ground work being done on the previous approval for the office/retail project, the economics do not work for us to proceed with the project as previously approved. The zoning allows for up to 20 units per acre with a simple use permit which would allow a maximum of 9 units on this site. Due to the various location and zoning constraints of the property, such as the 30 ft height limit and setbacks from each of the two roads that border the property, we do not believe we can fit more than 7 units on the property and still have a product that would appeal to the end user.

The design as proposed in its rough format results is seven two bedroom two bath townhomes in a row housing style. One of the seven will be designated moderate income and is the same floor plan as the other six units. Each unit will have one covered parking space with the remainder of the required parking being shared outdoor parking.

We believe the design meets all the design criteria as defined by the zoning and we are not asking for any variances.

If for some reason the site improvement costs associated with this project are higher than anticipated and the project loses its economic feasibility the existing house will be repaired and sold as a single family dwelling.



VICINITY MAP



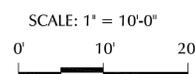
PROJECT DATA

PROJECT LOCATION:	405 WEST FIFTH STREET CORNER OF WEST FIFTH STREET and WEST SPAIN STREET
ASSESSOR PARCEL #:	127-221-007
EXISTING ZONING & LAND USE:	NORTHWEST AREA
GENERAL PLAN DESIGNATION:	C - COMMERCIAL
PROPOSED ZONING:	PD - PLANNED DEVELOPMENT (RESIDENTIAL)
SITE AREA:	21,638 S.F. (APPROX. 0.50 ACRE)
# OF HOMES:	7
PARKING:	
COVERED	1 GARAGE PER UNIT = 7 SPACES
UNCOVERED	7 SPACES
TOTAL PROVIDED	14 SPACES (2 spaces per 2 bedroom home)
OPEN SPACE:	
PRIVATE (WALLED PATIOS)	750 S.F.
COMMUNITY GARDEN AREA	1350 S.F.
	<hr/>
	2100 S.F. (300 S.F. per home)

FIFTH STREET WEST HOMES

405 FIFTH STREET WEST, SONOMA, CALIFORNIA

CONCEPTUAL SITE PLAN



TIERNEY/FIGUEIREDO

817 RUSSELL AVE. SUITE H, SANTA ROSA, CA 95403

(707) 576-1557 (707) 576-1555 FAX TFA@SONIC.NET

ARCHITECTS

AIA

06/11/14
#1483



LOT DATA

LOT #1	3383.30 S.F.
LOT #2	2635.54 S.F.
LOT #3	2635.54 S.F.
LOT #4	2635.54 S.F.
LOT #4	2635.54 S.F.
LOT #6	2635.54 S.F.
LOT #7	5077.40 S.F.

FIFTH STREET WEST HOMES

405 FIFTH STREET WEST, SONOMA, CALIFORNIA

PROPOSED LOT PLAN

SCALE: 1" = 10'-0"

0' 10' 20'



TIERNEY/FIGUEIREDO

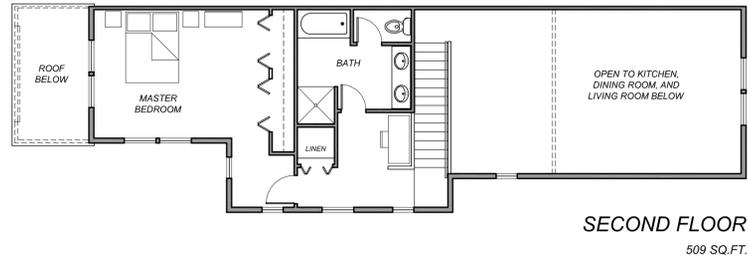
817 RUSSELL AVE. SUITE H, SANTA ROSA, CA 95403

(707) 576-1557 (707) 576-1555 FAX TFA@SONIC.NET

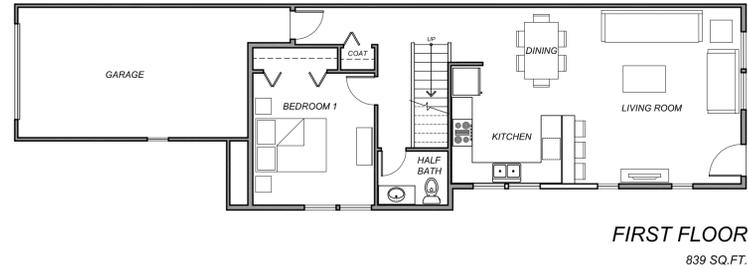
ARCHITECTS

AIA

06/11/14
#1413

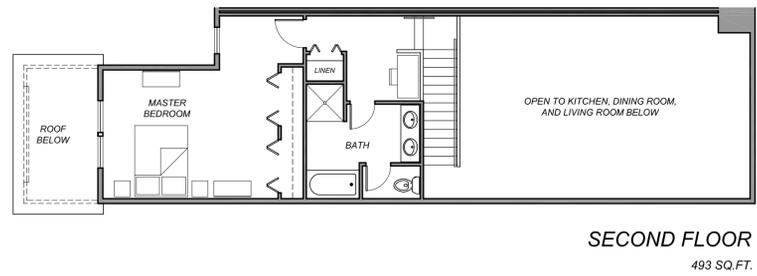


SECOND FLOOR
509 SQ.FT.

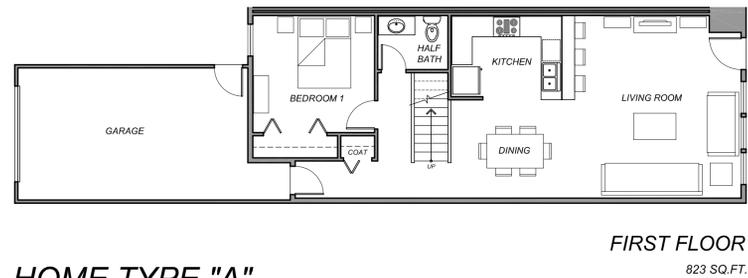


FIRST FLOOR
839 SQ.FT.

HOME TYPE "A" - END UNIT

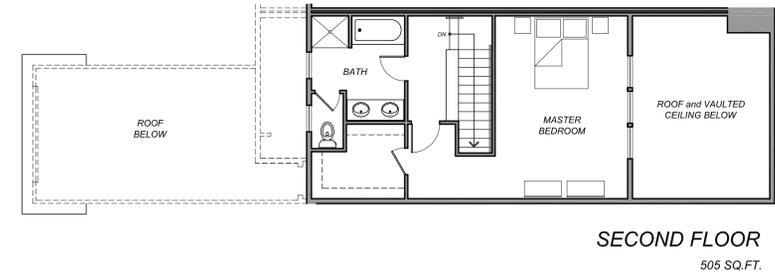


SECOND FLOOR
493 SQ.FT.

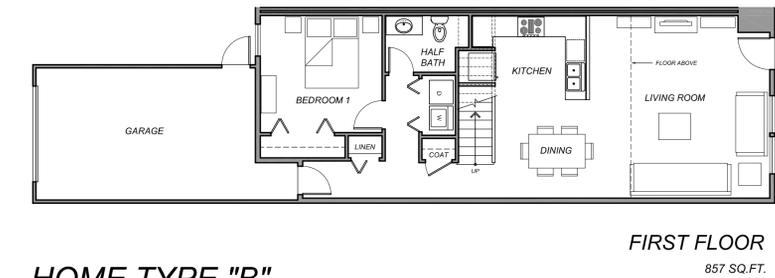


FIRST FLOOR
823 SQ.FT.

HOME TYPE "A"



SECOND FLOOR
505 SQ.FT.



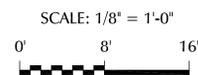
FIRST FLOOR
857 SQ.FT.

HOME TYPE "B"

FIFTH STREET WEST HOMES

405 FIFTH STREET WEST, SONOMA, CALIFORNIA

CONCEPTUAL FLOOR PLANS



TIERNEY/FIGUEIREDO

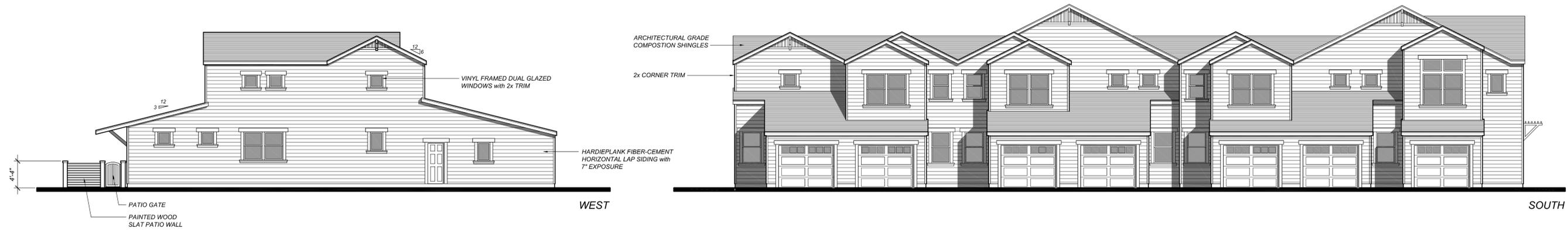
817 RUSSELL AVE. SUITE H, SANTA ROSA, CA 95403

(707) 576-1557 (707) 576-1555 FAX TFA@SONIC.NET

ARCHITECTS

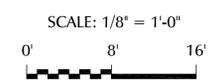
AIA

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CONCEPTUAL ELEVATIONS



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