

**REGULAR MEETING OF THE SONOMA CITY COUNCIL
&
CONCURRENT REGULAR MEETING OF SONOMA CITY COUNCIL AS THE
SUCCESSOR AGENCY TO THE DISSOLVED SONOMA COMMUNITY
DEVELOPMENT AGENCY**

Community Meeting Room, 177 First Street West, Sonoma CA



**Monday, September 19, 2016
6:00 p.m. Regular Meeting**

AGENDA

City Council
Laurie Gallian, Mayor
Madolyn Agrimonti, MPT
David Cook,
Gary Edwards
Rachel Hundley

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

6:00 P.M. – REGULAR MEETING

**RECONVENE, CALL TO ORDER & PLEDGE OF ALLEGIANCE
ROLL CALL (Edwards, Hundley, Cook, Agrimonti, Gallian)
REPORT ON CLOSED SESSION**

1. COMMENTS FROM THE PUBLIC

At this time, members of the public may comment on any item not appearing on the agenda. It is recommended that you keep your comments to three minutes or less. Under State Law, matters presented under this item cannot be discussed or acted upon by the City Council at this time. For items appearing on the agenda, the public will be invited to make comments at the time the item comes up for Council consideration. Upon being acknowledged by the Mayor, please step to the podium and speak into the microphone. Begin by stating and spelling your name.

2. MEETING DEDICATIONS

3. PRESENTATIONS

Item 3A: Presentation by the Insurance Service Office (ISO) (Fire Chief)

Item 3B: Recognition of the Service of Joanne Sanders, Library Commissioner (City Clerk)

Item 3C: Proclamation Proclaiming the Week of September 22-28, 2016 as “Falls Prevention Awareness Week” in the City of Sonoma (City Clerk)

4. CONSENT CALENDAR/AGENDA ORDER – CITY COUNCIL

All items listed on the Consent Calendar are considered to be routine and will be acted upon by a single motion. There will be no separate discussion of these items unless members of the Council, staff, or public request specific items to be removed for separate action. At this time Council may decide to change the order of the agenda.

Item 4A: Waive further reading and Authorize Introduction and/or Adoption of Ordinances by Title Only. (Standard procedural action - no backup information provided)

Item 4B: Resolution waiving Growth Management Ordinance processing restrictions for an affordable development proposed for 20269 Broadway, pursuant to section 19.94.070.G of the Sonoma Municipal Code (Planning Director)

Staff Recommendation: Adopt the attached resolution granting a waiver to the processing restrictions of the Growth Management Ordinance for the proposed Broadway affordable project (20269 Broadway).

Item 4C: Adopt a Resolution distributing Growth Management Allocations for the 2016-17 Development year (Planning Director)

Staff Recommendation: Adopt resolution distributing Growth Management allocations.

Item 4D: Approval of the Allocation of a City Funded Rental at the Sonoma Veteran's Memorial Building as requested by State of California Department of Parks & Recreation Sonoma Sector of Parks (City Clerk)

Staff Recommendation: Approve the request.

Item 4E: Request by Sonoma Valley High School for Temporary use of City streets on October 21, 2016 to conduct the Annual Homecoming Parade (City Clerk)

Staff Recommendation: Adopt the resolution approving the use of city streets and recommending Caltrans approval.

5. CONSENT CALENDAR/AGENDA ORDER – CITY COUNCIL AS SUCCESSOR AGENCY

All items listed on the Consent Calendar are considered to be routine and will be acted upon by a single motion. There will be no separate discussion of these items unless members of the Council, staff, or public request specific items to be removed for separate action. At this time Council may decide to change the order of the agenda.

6. PUBLIC HEARING

Item 6A: Discussion, Consideration and Possible Action on the Review and Adoption of the Updated Circulation Element, including Adoption of a Negative Declaration (Planning Director)

Staff Recommendation: 1) adopt a finding of negative declaration with respect to environmental review, and 2) adopt the updated Circulation Element. (See attached resolutions.)

7. REGULAR CALENDAR – CITY COUNCIL

(Matters requiring discussion and/or action by the City Council)

Item 7A: Follow-up Discussion, Consideration, and Possible Action on a Request by the League for Historic Preservation to Confirm that the Maysonnave House Lease Allows for Ancillary Events as a Means of Fundraising for the Upkeep of the Maysonnave House, located at 291 First Street East (City Manager)

Staff Recommendation: 1) re-confirm that the "Maysonnave Residence Lease Agreement" allows for ancillary activities as set forth in the letter of request from the League for Historic Preservation, subject to the limitations set forth in the revised draft side letter; and 2) authorize staff to execute the side letter, subject to any amendments by the Council.

Item 7B: Discussion, Consideration, and Possible Action on Options for the Maysonnave Cottage (289 First Street East), including a Proposal by the League for Historic Preservation (Planning Director)

Staff Recommendation: 1) direct staff to prepare a scope of work of work for stabilizing and securing the Maysonnave Cottage; and 2) refer the League proposal to the Building Committee for review and for the development of a potential lease amendment with the League for Historic Preservation.

Item 7C: Discussion, Consideration and Possible Action on a Report by the Facilities Committee Regarding the Proposal by the HAVEN to Establish a Safe Parking Pilot Program for Sonoma Homeless (City Manager)

Staff Recommendation: Accept the recommendations of the Facilities Committee for SOS to pursue their alternative site.

Item 7D: Discussion, Consideration and Possible Action on the Changes to the Regulations Concerning Vacation Rentals, including Consideration of whether Interim Moratorium Ordinance should be implemented (Planning Director)

Staff Recommendation: Provide direction to staff as to whether the City Council wishes to change the regulations pertaining to applications for vacation rentals, including whether there is interest in adopting an interim moratorium ordinance.

8. REGULAR CALENDAR – CITY COUNCIL AS THE SUCCESSOR AGENCY

(Matters requiring discussion and/or action by the Council as the Successor Agency)

9. COUNCILMEMBERS' REPORTS AND COMMENTS

10. CITY MANAGER COMMENTS AND ANNOUNCEMENTS INCLUDING ANNOUNCEMENTS FROM SUCCESSOR AGENCY STAFF

11. COMMENTS FROM THE PUBLIC

At this time, members of the public may comment on any item not appearing on the agenda

12. ADJOURNMENT

I do hereby certify that a copy of the foregoing agenda was posted on the City Hall bulletin board on September 15, 2016. Rebekah Barr, MMC, City Clerk/Executive Assistant.

Copies of all staff reports and documents subject to disclosure that relate to any item of business referred to on the agenda are normally available for public inspection the Wednesday before each regularly scheduled meeting at City Hall, located at No. 1 The Plaza, Sonoma CA. Any documents subject to disclosure that are provided to all, or a majority of all, of the members of the City Council regarding any item on this agenda after the agenda has been distributed will be made available for inspection at the City Clerk's office, No. 1 The Plaza, Sonoma CA during regular business hours.

If you challenge the action of the City Council 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 City Clerk, 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.



City of Sonoma
City Council
Agenda Item Summary

City Council Agenda Item: 3A

Meeting Date: 09/19/2016

Department

Fire

Staff Contact

Fire Chief Freeman

Agenda Item Title

Presentation by the Insurance Service Office (ISO)

Summary

The ISO performed an analysis of the structural fire suppression delivery system in the City of Sonoma in early 2016 and awarded the City a Public Protection Classification (PPC) of Class 1. This is the highest classification and an improvement on the previous ranking of Class 3. The PPC provides fire departments with a valuable benchmark and is used by many agencies as a beneficial tool for planning, budgeting, and justifying fire protection improvements. PPC improvements often result in lower insurance prices for the community.

Recommended Council Action

Receive

Alternative Actions

N/A

Financial Impact

N/A

Environmental Review

- Environmental Impact Report
- Negative Declaration
- Exempt
- Not Applicable

Status

- Approved/Certified
- No Action Required
- Action Requested

Attachments:

Sonoma Valley Fire & Rescue Authority Class 1 Presentation for Sonoma, California

Alignment with Council Goals:

cc:

Sonoma, California

Sonoma Valley Fire and Rescue Authority

ISO's newest Class 1 community

Effective October 1, 2016



ISO Public Protection Classification

- ISO's PPC program accurately measures the effectiveness of public fire protection for structures in 48,000 fire districts across the country
- PPC considers the overall fire suppression service capability relative to the risk in the graded area
- Better fire protection – as measured by the PPC – generally leads to a better loss experience for insured structural damage

Fire Suppression Rating Schedule (FSRS)

- A community fire suppression evaluation, not just a fire department evaluation
- The FSRS is a first alarm schedule
- 105.5 points possible
- Acknowledged and accepted measurement of a community's fire suppression capabilities
- References proven national standards



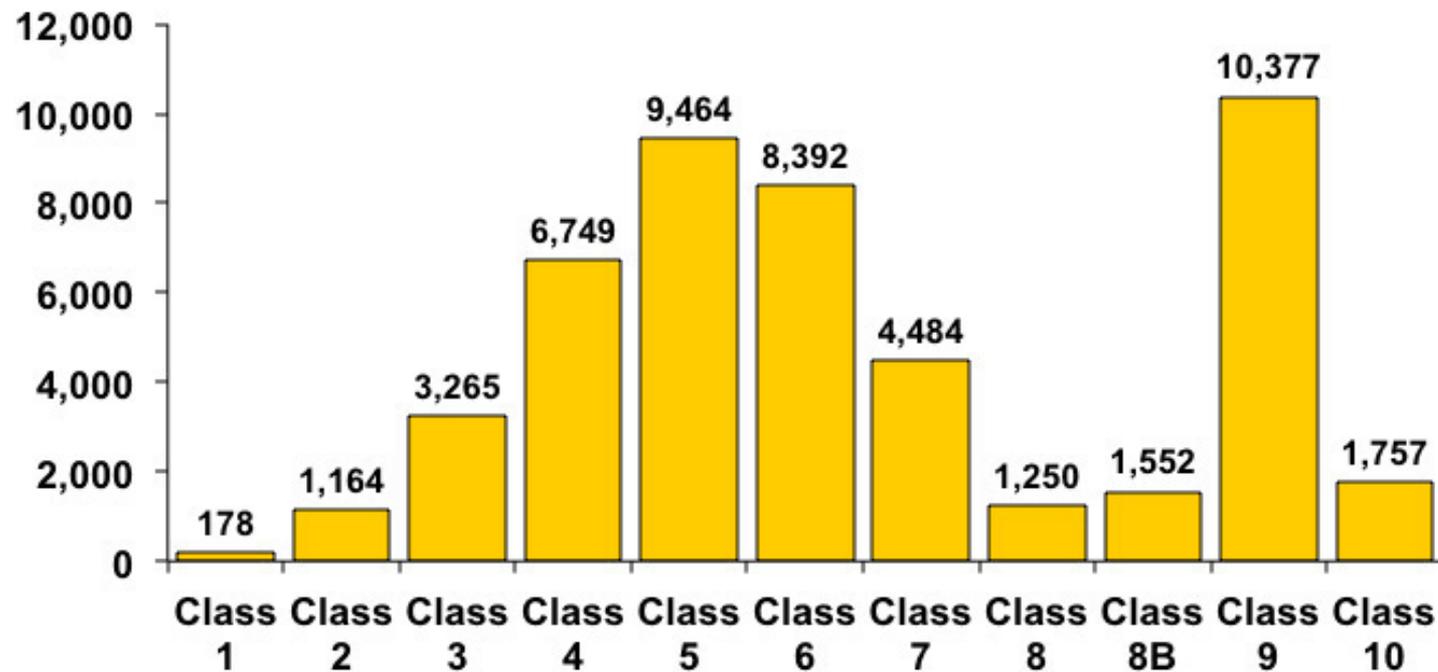
National Fire Protection Association
The authority on fire, electrical, and building safety

FSTRS Classes 1 to 10

90.00	to	100 + Points	=	Class	1
80.00	to	89.99 Points	=	Class	2
70.00	to	79.99 Points	=	Class	3
60.00	to	69.99 Points	=	Class	4
50.00	to	59.99 Points	=	Class	5
40.00	to	49.99 Points	=	Class	6
30.00	to	39.99 Points	=	Class	7
20.00	to	29.99 Points	=	Class	8
10.00	to	19.99 Points	=	Class	9
00.00	to	9.99 Points	=	Class	10

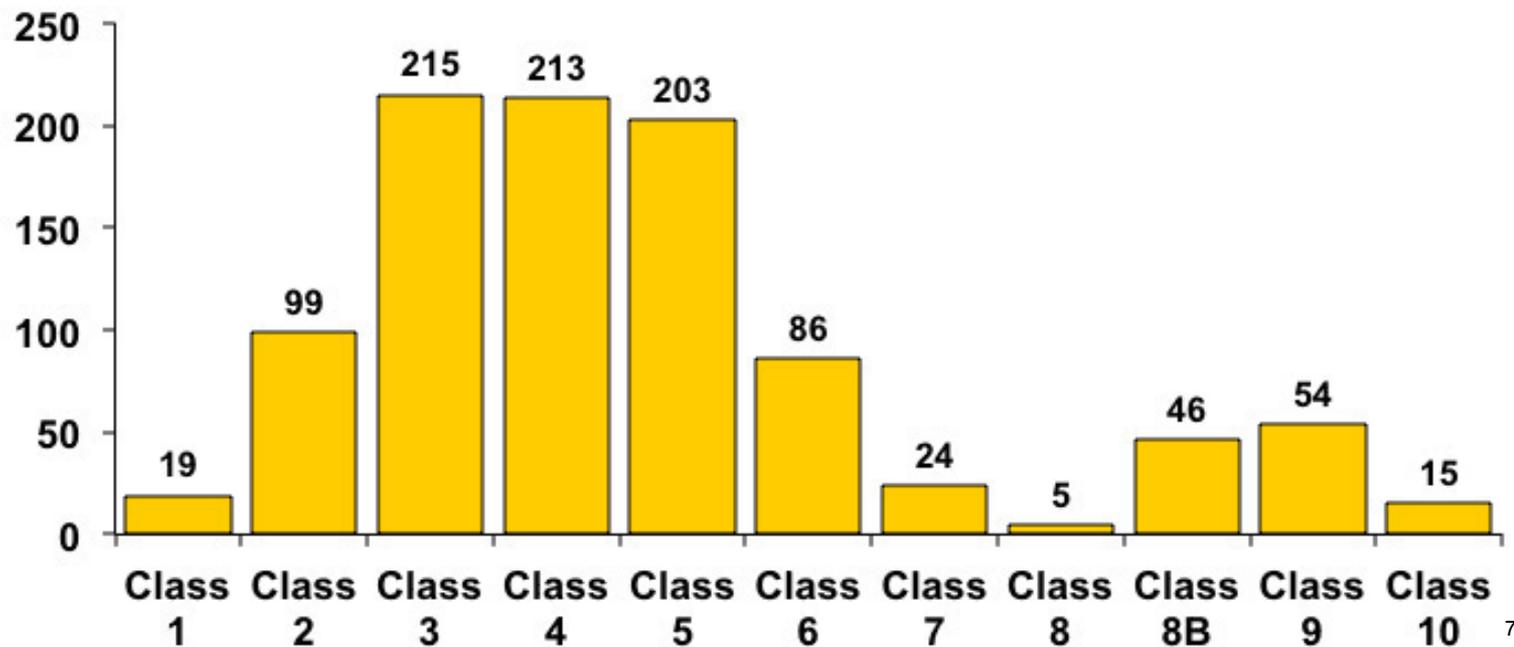
PPC Distribution

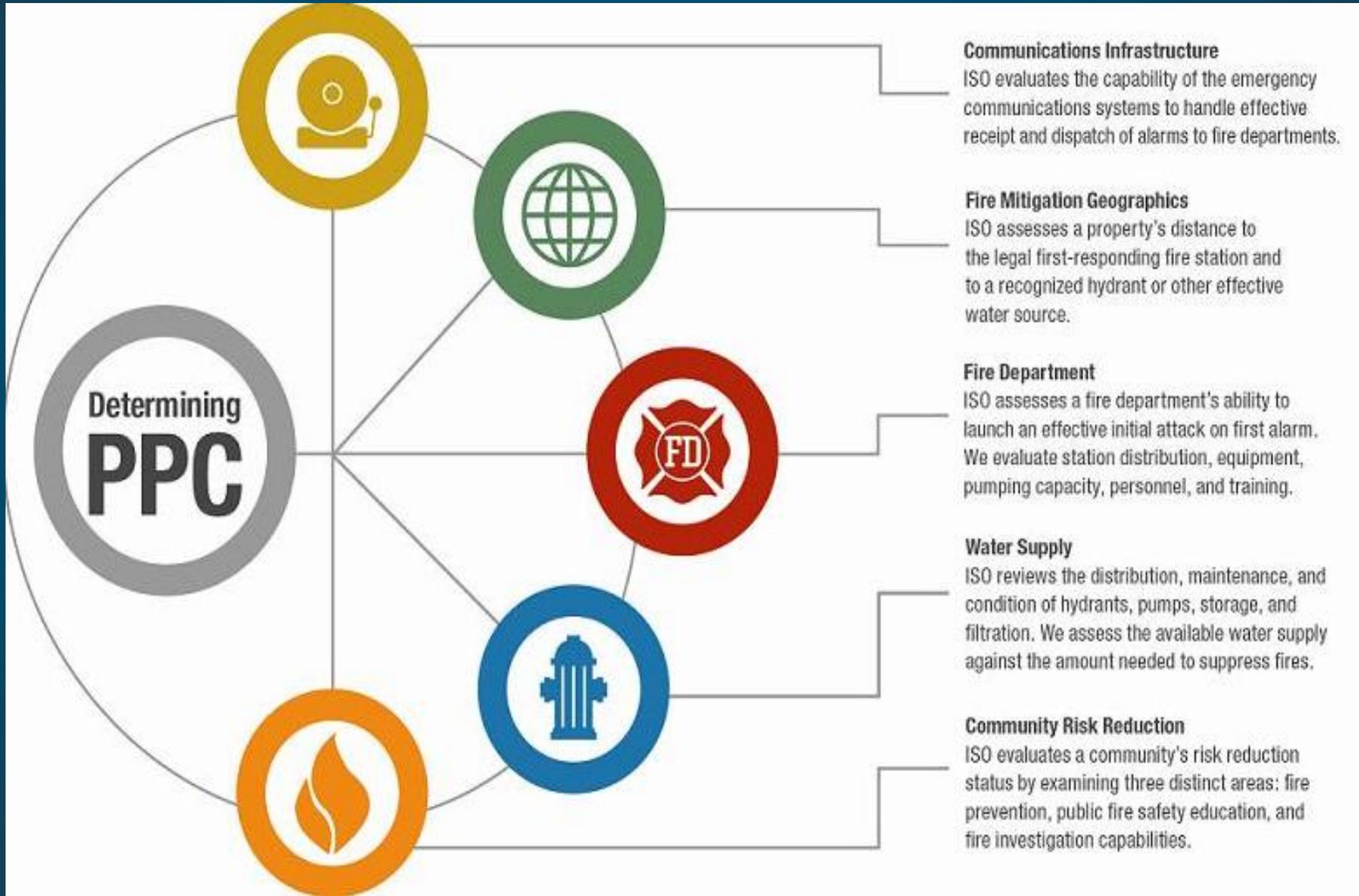
Countrywide



PPC Distribution

California





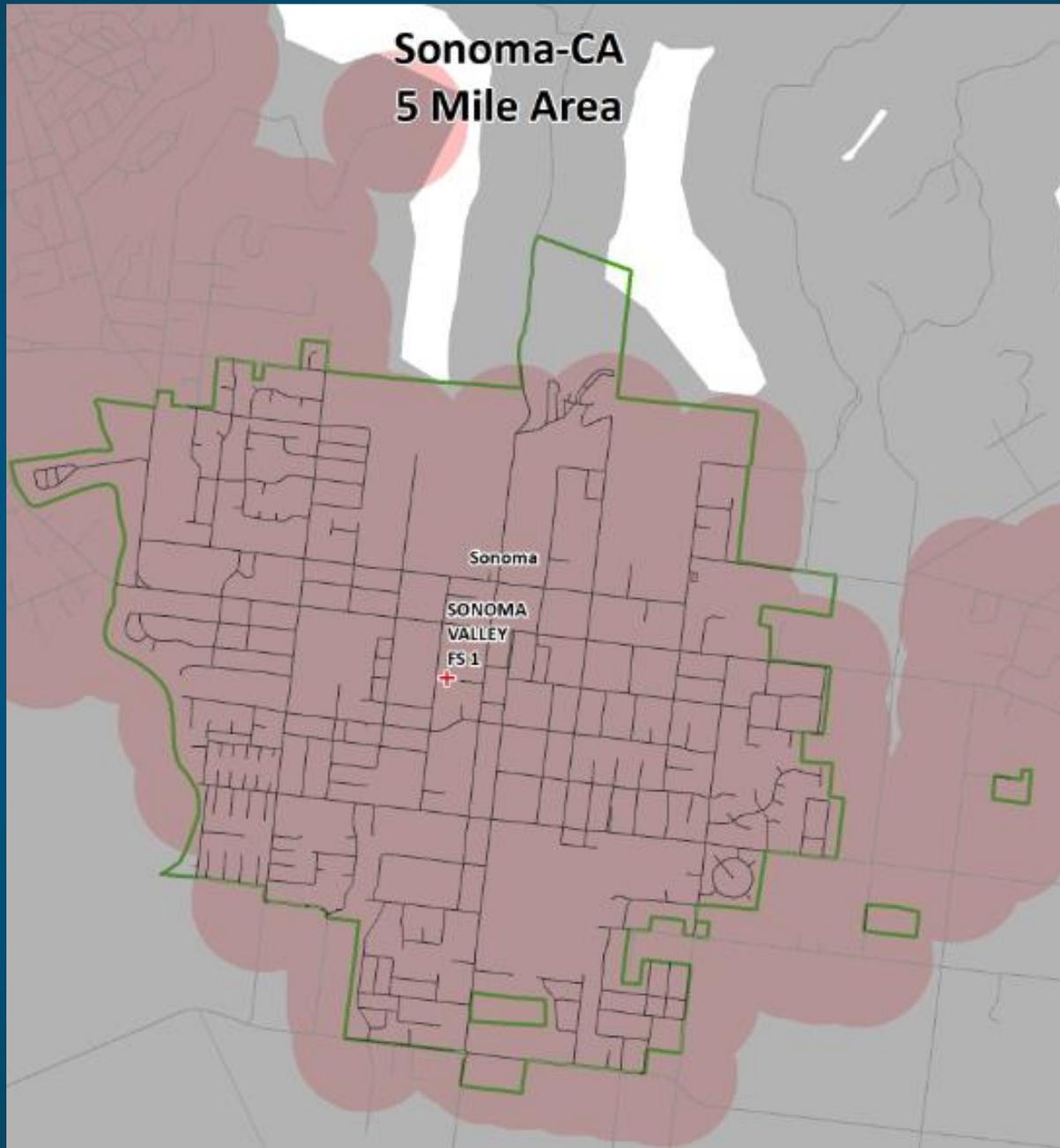
Emergency Communications

	Earned Credit	Credit Available
414. Credit Emergency Reporting	2.55	3
422. Credit for Telecommunicators	4.00	4
432. Credit for Dispatch Circuits	1.95	3
Item 440. Credit for Emergency Communications:	8.50	10

Fire Department

	Earned Credit	Credit Available
513. Credit for Engine Companies	4.50	6
523. Credit for Reserve Pumpers	0.50	0.5
532. Credit for Pumper Capacity	3.00	3
549. Credit for Ladder Service	4.00	4
553. Credit for Reserve Ladder and Service Trucks	0.00	0.5
561. Credit for Deployment Analysis	9.64	10
571. Credit for Company Personnel	12.73	15
581. Credit for Training	7.95	9
730. Credit for Operational Considerations	2.00	2
Item 590. Credit for Fire Department:	44.32	50

Sonoma-CA 5 Mile Area



Community Risk Reduction

	Earned Credit	Credit Available
1025. Credit for Fire Prevention and Code Enforcement (CPCE)	1.67	2.2
1033. Credit for Public Fire Safety Education (CFSE)	1.95	2.2
1044. Credit for Fire Investigation Programs (CIP)	0.94	1.1
Item 1050. Credit for Community Risk Reduction	4.56	5.50

Water Supply

	Earned Credit	Credit Available
616. Credit for Supply System	28.54	30
621. Credit for Hydrants	2.95	3
631. Credit for Inspection and Flow Testing	6.40	7
Item 640. Credit for Water Supply:	37.89	40

Sonoma, California

Sonoma Valley Fire and Rescue Authority

ISO's newest Class 1 community

Effective October 1, 2016





**City of Sonoma
City Council
Agenda Item Summary**

City Council Agenda Item: 3B

Meeting Date: 09/19/16

Department

Administration

Staff Contact

Rebekah Barr, MMC, City Clerk/Executive Assistant

Agenda Item Title

Recognition of the Service of Joanne Sanders, Library Commissioner

Summary

In August 2014, the Sonoma County Library JPA was amended to provide for the appointment of a member of the Library Commission by the governing body of each member jurisdiction.

At that time, Joanne Sanders was appointed as the City's member for a two year term. Ms. Sanders has completed her term and the City would like to recognize her service.

Recommended Council Action

Mayor Gallian to present the certificate.

Alternative Actions

Council discretion

Financial Impact

N.A.

Environmental Review

- Environmental Impact Report
- Negative Declaration
- Exempt
- Not Applicable

Status

- Approved/Certified
 - No Action Required
 - Action Requested
-

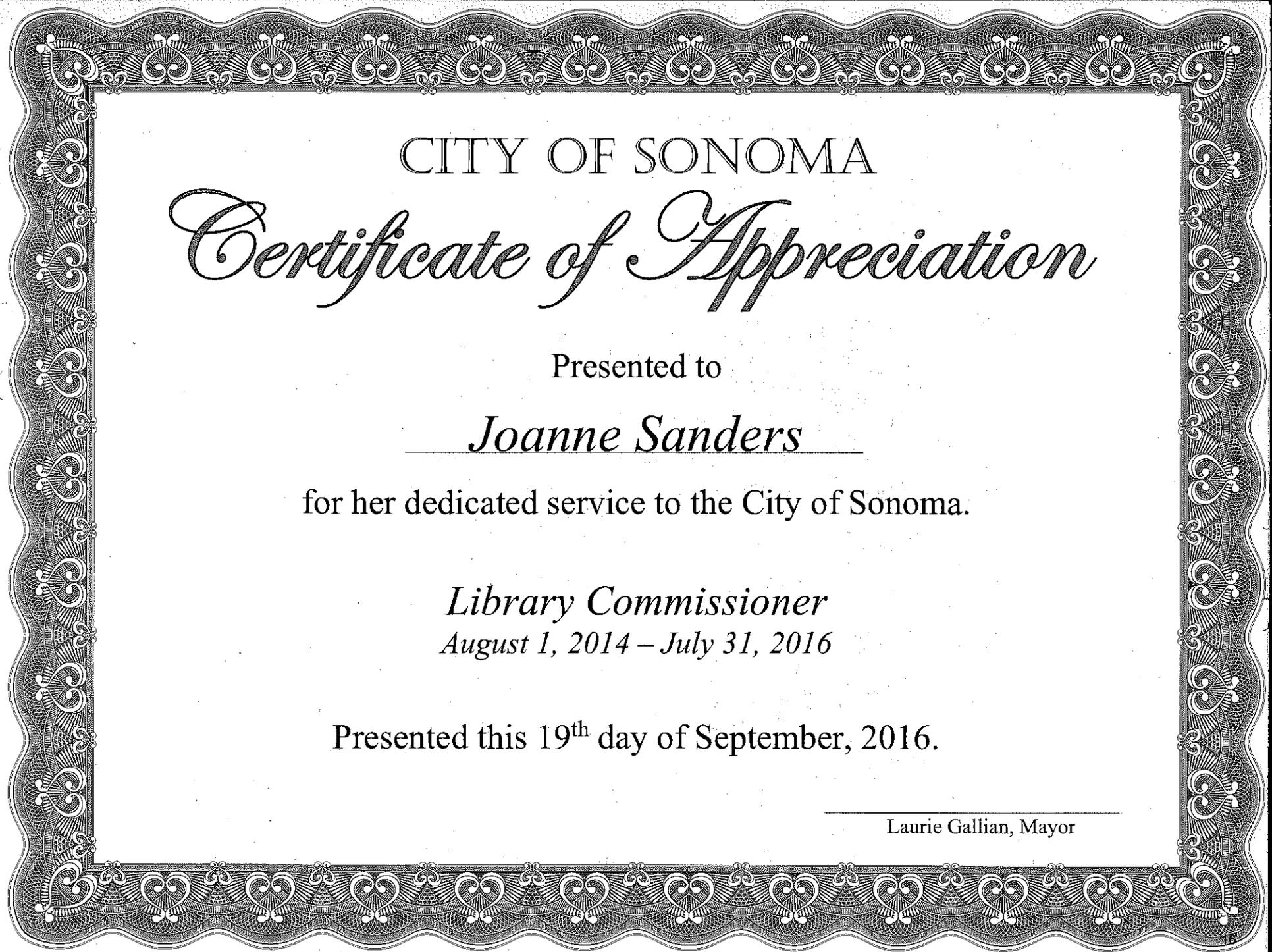
Attachments:

1. Certificate of Recognition
-

Alignment with Council Goals:

Not applicable.

cc:



CITY OF SONOMA

Certificate of Appreciation

Presented to

Joanne Sanders

for her dedicated service to the City of Sonoma.

Library Commissioner
August 1, 2014 – July 31, 2016

Presented this 19th day of September, 2016.

Laurie Gallian, Mayor



**City of Sonoma
City Council
Agenda Item Summary**

City Council Agenda Item: 3C

Meeting Date: 09/19/16

Department

Administration

Staff Contact

Rebekah Barr, MMC, City Clerk/Executive Assistant

Agenda Item Title

Proclamation Proclaiming the Week of September 22-28, 2016 as "Falls Prevention Awareness Week" in the City of Sonoma

Summary

Rhiannon Coxon, Sonoma County Area Agency on Aging, requested this proclamation to proclaim September 22-28, 2016 as "Fall Prevention Awareness Week" in the City of Sonoma. Bob Picker will be present at that meeting to accept the proclamation

In keeping with City practice, the proclamation recipient has been asked to keep the total length of their follow-up comments and/or announcements to not more than 10 minutes.

Recommended Council Action

Mayor Gallian to present the proclamation.

Alternative Actions

Council discretion

Financial Impact

N.A.

Environmental Review

- Environmental Impact Report
- Negative Declaration
- Exempt
- Not Applicable

Status

- Approved/Certified
 - No Action Required
 - Action Requested
-

Attachments:

1. Proclamation
-

Alignment with Council Goals:

Not applicable.

cc:

City of Sonoma



Proclamation

FALLS PREVENTION AWARENESS WEEK
SEPTEMBER 22 - 28, 2016

"READY, STEADY, BALANCE: PREVENT FALLS IN 2016"

Whereas, falls are leading cause of injuries requiring hospitalization or treatment and injury-related deaths in California, with the vast majority of these occurring among older individuals; and

Whereas, falls are preventable when education, awareness, and interventions are put in place; and

Whereas, the nationally ranked evidenced based "A Matter of Balance" program is sponsored by the Sonoma County Area Agency on Aging with partner agencies and trained volunteers to raise seniors' confidence about their balance and increase their activity levels to reduce risk of falls; and

Whereas, Injuries from falls are a community health problem with many organizations, agencies, health care providers, and individuals working to raise awareness provide resources to prevent falls and help those who suffer from complications from falls; and

Whereas, the first day of Fall, September 22, 2016, has been declared "National Falls Prevention Awareness Day" and the 2016 theme is "Ready, Steady, Balance: Prevent Falls in 2016"; and

Whereas, by legislative resolution of 2008, California has established the first week of fall as "Falls Prevention Awareness Week".

Now, therefore, I, Laurie Gallian, Mayor of the City of Sonoma, on behalf of the City Council do proclaim the week of September 22-28, 2016 as "Falls Prevention Awareness Week" in the City of Sonoma.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Sonoma to be affixed this 19th day of September 2016.

LAURIE GALLIAN, MAYOR





City of Sonoma
City Council
Agenda Item Summary

City Council Agenda Item: 4B

Meeting Date: 09/19/16

Department

Planning and Community Services

Staff Contact

David Goodison, Planning Director

Agenda Item Title

Resolution waiving Growth Management Ordinance processing restrictions for an affordable development proposed for 20269 Broadway, pursuant to section 19.94.070.G of the Sonoma Municipal Code.

Summary

Satellite Affordable Housing Associates (SAHA) is a non-profit housing developer, selected by the Sonoma County Community Development Commission (CDC) to pursue the development of an affordable rental project on a CDC-owned property located at 20269 Broadway. Following its selection by the CDC in January 2016 as the project development partner, SAHA has been engaged in a variety of predevelopment planning activities, including neighbor and community outreach. This process has included two community meetings as well a series of meetings with an advisory committee whose membership includes neighborhood representatives. The most recent activity in this regard was a Planning Commission study session held on September 8, 2016, at which time SAHA presented a revised conceptual development proposal responding to neighbor and community input received to date. SAHA is now ready to prepare and submit a use permit application to the City, which will trigger the formal review and entitlement process, including environmental review.

In order to submit this application in 2016, the project will require a waiver from the processing restrictions of the City's Growth Management Ordinance. The Growth Management Ordinance regulates the pace of development in Sonoma by requiring large projects (defined as residential developments of 20 units or more) to accumulate growth management allocations that are distributed annually (each September) in increments that may not exceed 20 units per year per project. Normally, a prospective project site must accumulate allocations representing at least 50% of the total number of units to be built before a planning application may be made. However, section 19.94.070.G of the Growth Management Ordinance provides the following waiver allowance, administered by the City Council, for affordable housing developments:

As determined by the city council on a case-by-case basis, applications in which at least 60 percent of the proposed units qualify as affordable housing, as defined in this chapter, and which involve city participation in planning, financing or development. (Note: to qualify for consideration, the level of city participation must exceed that which occurs in the normal development review process.)

The proposed Broadway development qualifies for this exemption based on the following factors: 1) the project is proposed as a 100% affordable development, including a minimum of 30% of the units affordable at the extremely low income level. Second, at its meeting of March 21, 2016, the City Council voted unanimously to allocate \$100,000 to the project for predevelopment costs, which clearly exceeds the City's normal level of participation in a residential development. If the project does not receive a waiver from the processing restrictions of the Growth Management Ordinance, a development application could not be filed until September 2018.

Recommended Council Action

Adopt the attached resolution granting a waiver to the processing restrictions of the Growth Management Ordinance for the proposed Broadway affordable project (20269 Broadway).

Alternative Actions

Council discretion.

Financial Impact

N.A.

Environmental Review

- Environmental Impact Report
- Negative Declaration
- Exempt
- Not Applicable

Status

- Approved/Certified
- No Action Required
- Action Requested

Alignment with Council Goals

The provision of funding assistance for the Broadway affordable project is responsive to the City Council's Housing goal: *"To analyze policy and programmatic tools suggested by the 2015 Housing Element update; implement strategies to facilitate creation of affordable rental and workforce housing; sustain or increase opportunities to continue the programs currently in place to maintain current affordable housing stock."*

Compliance with Climate Action 2020 Target Goals:

The proposed Broadway affordable apartment development is consistent with and works to implement Climate Action 2020 policies promoting infill development and workforce housing, which are development types that tend to reduce vehicle miles travelled and associated greenhouse gas emissions.

Attachments:

1. Draft Resolution
2. Study Session project narrative and site plan

cc: Broadway Affordable Project mailing list

John Haig, Deputy Director, CDC

Eve Stewart and Adam Kuperman, SAHA

CITY OF SONOMA

RESOLUTION NO. XX - 2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SONOMA GRANTING THE PROPOSED AFFORDABLE HOUSING PROJECT AT 20269 BROADWAY A WAIVER FROM THE PROCESSING RESTRICTIONS OF THE GROWTH MANAGEMENT ORDINANCE (SMC CHAPTER 19.94)

WHEREAS, in October 2007, the City of Sonoma Community Development Agency (CDA), using funds for its Low-Moderate Income Housing Fund, purchased the property located at 20269 Broadway (Site), with the intent of developing it with affordable housing; and,

WHEREAS, in 2012, ownership of the Site was transferred from the City of Sonoma Community Development Agency (CDA) to the Sonoma County CDC, as parent agency of the Sonoma County Housing Authority and in its capacity as Successor Housing Agency, as a result of the termination of redevelopment agencies throughout California; and,

WHEREAS, in collaboration with Satellite Affordable Housing Associates (SAHA), a non-profit development partner, the CDC proposes to develop the Site with an affordable rental project (Project); and,

WHEREAS, the Site has a General Plan land use designation of Mixed Use and zoning designation of Mixed Use, which allows a residential density of up to 20 units per acre, with greater densities allowed for affordable housing; and,

WHEREAS, the Site is identified in the City's Housing Element as a "Housing Opportunity Site," meaning that it is considered to be a suitable candidate for development with affordable housing; and,

WHEREAS, the Project is proposed as a 100% affordable development (excluding manager's quarters) and is responsive to the City of Sonoma's 2015-2023 Regional Housing Needs Allocation with respect to the need for housing at the extremely low, very-low and low income levels; and,

WHEREAS, Policy 1.2 of the City's 2015-2023 Housing Element calls upon the City to "*Facilitate the development of affordable housing through regulatory incentives and concessions, and available financial assistance*"; and

WHEREAS, the City Council's adopted goals for 2015-2016 include the following goal with respect to housing: "*To analyze policy and programmatic tools suggested by the 2015 Housing Element update; implement strategies to facilitate creation of affordable rental and workforce housing; sustain or increase opportunities to continue the programs currently in place to maintain current affordable housing stock*"; and

WHEREAS, at its meeting of March 21, 2016, the City Council voted unanimously to allocate \$100,000 to the Project for predevelopment costs; and

WHEREAS, the SAHA is requesting a waiver to the processing restrictions of the Growth Management Ordinance, pursuant to section 19.94.070.G of the Sonoma Municipal Code; and

WHEREAS, if said waiver is not granted, the filing of a planning application for the project would be delayed until September 2018.

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Sonoma hereby finds and declares that the consideration and action of granting of waiver to the processing restrictions of the Growth Management Ordinance does not constitute a "project", as defined in the California Environment Quality Act (CEQA), because said action merely affects the timing of a potential development that will itself be subject to CEQA whenever it happens to be filed.

BE IT FURTHER RESOLVED, that the City Council of the City of Sonoma hereby finds and declares as follows:

1. That the proposed affordable apartment development at 20269 Broadway qualifies for a waiver to the processing restrictions of the Growth Management Ordinance pursuant to the criteria set forth in section 19.94.070.G of the Sonoma Municipal Code based on the following factors:
 - A) The project is proposed as a 100% affordable development (excluding manager's quarters), including a minimum of 30% of the units affordable at the extremely low income level.
 - B) At its meeting of March 21, 2016, the City Council voted unanimously to allocate \$100,000 to the project for predevelopment costs, which significantly exceeds the City's normal level of participation in a residential development.
2. That the City Council hereby grants a waiver to the processing restrictions of the Growth Management Ordinance.

PASSED, APPROVED AND ADOPTED this 19th day of September 2016 by the following vote:

AYES:
NOES:
ABSENT:

Laurie Gallian, Mayor

ATTEST:

Rebekah Barr, City Clerk



20269 Broadway / Design Narrative

8/15/16

Program

49 affordable family housing units serving a range of household needs.

1 BR	22	45%
2 BR	14	28%
3 BR	13	27%

Community Facility

Single story community building including meeting room of approximately 1000 SF large enough to accommodate 50 residents, laundry room, administrative offices, small kitchen, restrooms and support spaces. Approximately 2,600 SF total.

Parking

Total of 70 spaces.

Parking is provided at a ratio of 1 space per 1/2 BR unit and 2 spaces per 3 BR units, plus an additional 8 spaces for visitors, for a total of 70 spaces. There is also on-street parking available adjacent to the site on both Clay and Broadway.

On site bike parking will also be provided in common areas at highly visible locations.

Covered parking is not proposed.

Site Plan

Homes are organized around central shared open space that is anchored by existing valley oaks

The larger 2 and 3 bedroom units will be centrally located to provide families direct access to common outdoor spaces and to allow for supervised play.

Parking is placed at the perimeter to avoid conflicts between play areas and vehicles, and also in a central "auto court," providing close access to parking for all residents.

The site plan will also allow for full fire department access with a "T" turn around.

Massing

Buildings on Broadway and Clay Street are 2 story in height with generous porches facing the street along Clay. Maximum height is 26 feet measured to the ridge of the roof gable.

Along the west property line, the middle building steps down to 1-story, where it encroaches into the 20' rear yard setback. This 1- and 2- story rear yard massing is reflective of the existing homes in the adjacent neighborhood. Second floor windows along the west property line will be arranged to provide no direct view toward neighbor's yards.

Open Space amenities

Gathering space immediately adjacent to the community room to allow for indoor outdoor events.

Gathering space will provide shade, built in seating and locations for portable barbecues

Play areas for toddlers and young children centrally located and near the community meeting

Community gardens with raised beds.

Pedestrian paths arranged to encourage strolling

Informal gathering areas.

Plenty of shade

Site Security

The community building will be located to provide oversight of the parking area as well as the courtyard areas, and a straightforward connection to the street.

Driveways will be designed to allow for the installation of auto gates, and the site could be secured with gates if necessary. At this time, no security gates are proposed or considered necessary.

The site design provides good sight lines and avoids hidden areas, consistent with CPTED principals

Lighting will be design to provide appropriate illumination without creating glare.

A good neighbor fence, consistent with the planning code ordinance, will be provided along the west property line between this site and the adjacent homes.

Architecture & Unit Design

Character of the buildings will be consistent with the vernacular traditions of Sonoma and the surrounding communities, and also consistent with high quality contemporary materials and detailing.

Buildings will have sloped roofs, and simple well-proportioned massing

Each unit will have a front porch, or shared front porch.

Principal materials will include high quality cement plaster with troweled finish and horizontal cement board siding.

Service elements such as electric meters, roof vents and downspouts will be carefully integrated into the overall design

3 bedroom units will be predominately townhome units allowing for separation between living and sleeping areas and better access to outdoor spaces

2 & 3 bedroom flats will also be provided for distribution of accessible units and to accommodate households that cannot utilize stairs.

Sustainability

Consistent with Sonoma's community values, the project will target a high level of sustainability.

The design of both buildings and site will utilize passive design principals to reduce energy demand, including deep overhangs to shade windows, use of trees and other planting to provide shade, and high albedo surface materials that reduce surface temperatures

The project will be designed to accommodate extensive PV arrays.

The open space design will incorporate state of the art storm water management practices and drought tolerant landscaping

Community Outreach Process

Satellite Affordable Housing Associates (SAHA) began direct neighbor communication in February 2016 – shortly after learning that we were awarded the opportunity to develop the 20269 Broadway affordable community.

At the first meeting held on February 12, 2016 at neighbor Bob Mosher's home, we met with a group of 10 neighbors to create dialogue around the development and answer many questions. From the day that SAHA was selected as the developer for this site we were committed to creating transparent communication and an open dialogue with the immediate neighbors and other community stakeholders and continue to operate this way today.

At the first meeting we learned of concerns around the location of the entrance and exit for the development. These concerns were raised because of the existing use on Clay St. between Broadway and Bragg St. as a freight loading zone for the Sonoma Lodge. In addition, concerns were voiced about the height of buildings being explored – the immediate neighbors were concerned about how 3-story buildings would interact with the existing neighborhood fabric. SAHA and Pyatok Architects began thinking about site plan revisions.

SAHA participated at the Sonoma Connect event on March 16 hosted by Supervisor Susan Gorin. At this event we were able to learn of many issues that concerned residents, non-profit organizations, businesses, and local government relating to the need of affordable housing in Sonoma.

On April 7, 2016 SAHA hosted the first of two planned community meetings. This first meeting was dedicated to answering questions from a group of 50+ neighbors, residents and stakeholders, including Mayor Pro Tem Agrimonti.

The Community Advisory Committee (CAC) is a small group of stakeholders and neighbors organized by SAHA at the early stage of a new development project. For 20269 Broadway, we selected a total of eight (8) neighbors and stakeholders to join the CAC. The CAC met three times at Valley Oak Homes at 875 Lyon St. – another affordable housing development that SAHA owns and manages in Sonoma. The meetings were held on June 7, June 22, and July 6. Peter Waller, Principal at Pyatok Architects, was the leader of the CAC meetings which were focused on receiving feedback surrounding the site plan, circulation, and other planning related issues.

At the first meeting, three site plans were presented to the group. Prior to this first meeting SAHA contracted an ingress/egress study through W-Trans to determine if placing the entrance and exit on Broadway instead of Clay St.

was an option. All three site plans at the first CAC meeting showed entrance and exit on Broadway St. and two of the three site plans reflected all two-story buildings. These updated site plans were already favorable to a majority of the group. Over the course of the remaining meetings, additional information was collected about the placement of buildings, parking, amenities, and other crucial elements of the evolved site plan that you see today. These meetings were incredibly effective and maintained SAHA's community involvement goals. A final CAC meeting is scheduled for the end of September.

In parallel to these meetings, SAHA worked directly with City and County officials who were also fielding neighborhood questions. Often times, this resulted in direct communication between SAHA and neighbors that were not in the CAC who had questions about 20269 Broadway. We also maintained an open door for CAC members to discuss the project outside of our scheduled meeting times.

To further communicate with all Sonoma stakeholders, SAHA has reached out to immediate businesses via direct communication as well as invitations to community meetings. On August 17, SAHA will make a presentation at the Chamber of Commerce Table Talk, and on August 25 we will host our second greater community meeting at the Sonoma Community Center. 200 invitations were mailed for this event to immediate neighbors and additional stakeholders.

SAHA will continue to maintain a strong, open, and transparent level of communication with neighbors and community stakeholders throughout the development process.



PYATOK

20269 Broadway, Sonoma CA					
49 unit Statistics, 8/15/16					
Site Area		86,050	sf	1.975	acres
Building Footprint		23,500	sf		
Parking		24,000	sf		
Total Building Area		44,500	sf		
1 bedroom		22	45%	550 SF	
2 bedroom		14	28%	775 SF	
3 bedroom		13	27%	975 SF	Flat
				1035 sf	TH
Total Units		49			
Estimated FAR:		0.52			
Comm.Bldg./Office/Ldry.			2,600 SF	1 story	
All 1- and 2- stories.					
70	autos	1.4 spaces	per unit		

DEVELOPMENT SUMMARY

1 Bedroom: 22 45%
 2 Bedroom: 14 28%
 3 Bedroom: 13 27%
Total Units: 49

70 Parking Spaces

BRAGG STREET

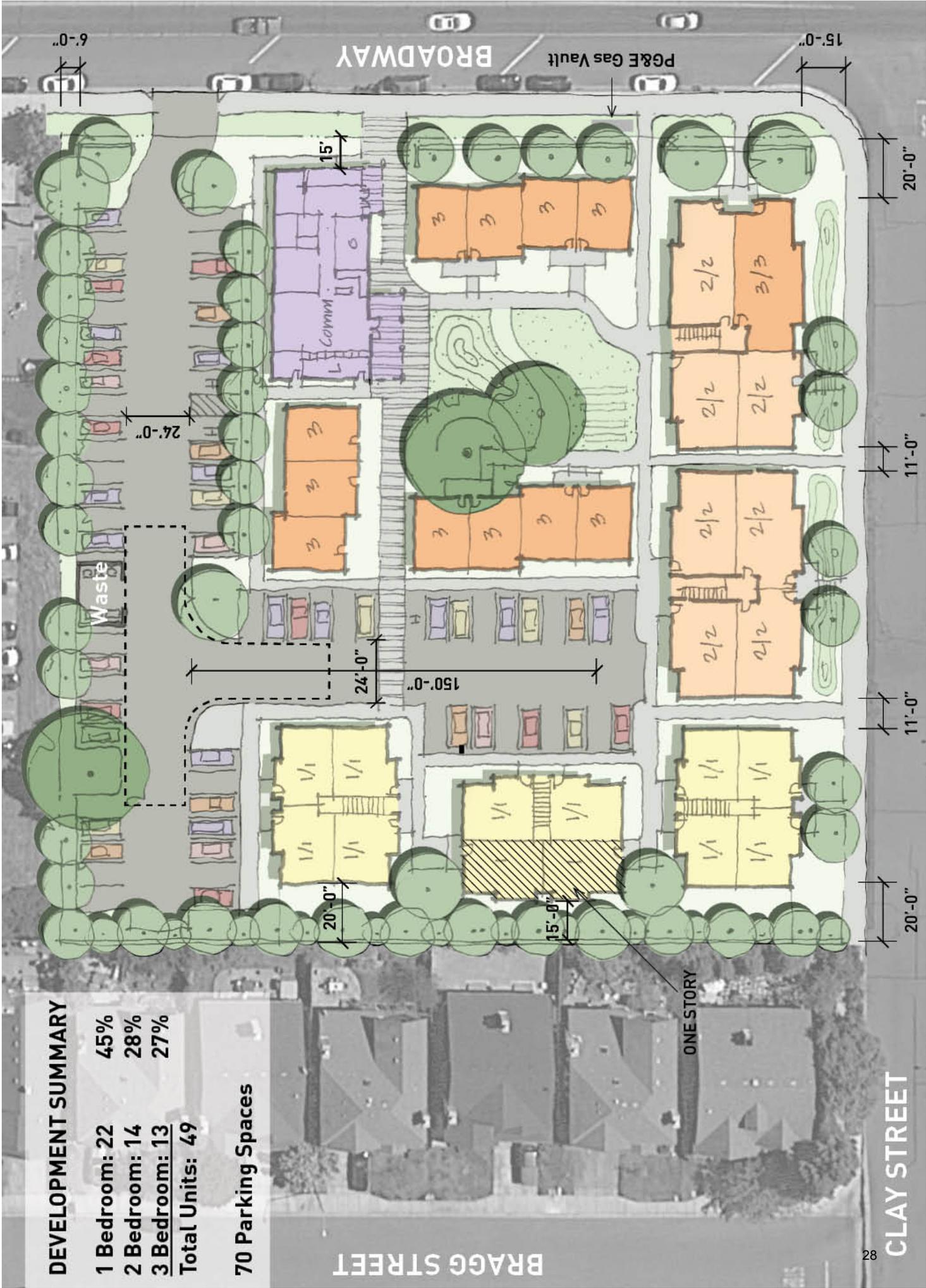
BROADWAY

PG&E Gas Vault

ONE STORY

CLAY STREET

20269 Broadway | September 8, 2016





**City of Sonoma
City Council
Agenda Item Summary**

City Council Agenda Item: 4C
Meeting Date: 09/19/16

Department

Planning

Staff Contact

David Goodison, Planning Director

Agenda Item Title

Adoption of a resolution distributing Growth Management allocations for the 2016-17 development year.

Summary

The Growth Management Ordinance establishes a process for annually distributing development allocations for the purpose of determining which large residential projects may apply for planning approval, while limiting residential development to an average of 65 units per year. In essence, the Growth Management allocations correspond to potential residential units, with one allocation equaling one unit that may be applied for in a proposed development. As provided for in the Ordinance, there are 111 allocations to be distributed for the 2016-17 development year, beginning with the annual base amount of 65 allocations, plus 46 unused allocations carried over from the previous development year. As required by the ordinance, the base amount of allocations is reduced by the amount of small development (four units or fewer) constructed within the last 12 months and 30 allocations are reserved for "infill" developments. Next, any remaining allocations are distributed first to properties which have received some but not all of their requested allocations and then to properties on the waiting list, on a first-come, first-served basis. After deducting small development units constructed in the preceding 12 months and of the set-aside for infill development, 73 allocations are available to be distributed for the 2016-2017 development year. The attached resolution would distribute those allocations in the manner prescribed by the Growth Management Ordinance.

Recommended Council Action

Adopt resolution distributing Growth Management allocations.

Alternative Actions

Modify the resolution consistent with the parameters of the Growth Management Ordinance.

Financial Impact

N.A.

Environmental Review

- Environmental Impact Report
- Negative Declaration
- Exempt
- Not Applicable

Status

- Approved/Certified
- No Action Required
- Action Requested

Alignment with Council Goals:

The implementation of the Growth Management Ordinance aligns with the "Policy and Leadership" goal of the City Council, as the Ordinance promotes local control of the pace of development in Sonoma, while complying with State housing law.

Compliance with Climate Action 2020 Target Goals:

N.A.

Attachments:

1. Supplemental Report
2. Resolution

cc: Paul Norrbom
Trent Sanson
Lee Cambra
Kelly Mather, SVH

SUPPLEMENTAL REPORT

Distribution of 2016-17 Growth Management Allocations

For the City Council meeting September 19, 2016

Background

Pursuant to the City's Growth Management Ordinance (Chapter 19.94 of the Sonoma Municipal Code), the City annually distributes allocations for the purpose of determining which projects of five or more units will be eligible to proceed through the planning review process. The ordinance establishes a "development year," running from September 1st to August 31st, with the distribution of allocations occurring in September of each year. Growth Management allocations correspond to residential units that may ultimately be built, after a project receives planning approvals. While in prior years the annual distribution began with a base of 88 allocations, an amendment to the ordinance adopted by the City Council in 2008 reduced the annual base to 65 allocations, plus any carry over of unused allocations from the previous development year. The process used to distribute allocations is as follows:

1. Small developments (four units or fewer) constructed during the preceding twelve months are deducted from the base of 65 allocations.
2. 30 allocations are reserved for infill development for the development year.
3. Up to 20 allocations per project are allocated to prospective developments that have not already received their full number of allocations, including projects that benefited from a processing exemption, as defined in the ordinance.
4. Any remaining allocations are distributed on a first-come, first-served basis to prospective developments on the Pre-application Waiting List (not to exceed twenty allocations per project per year). If not all of the allocations are distributed, the remainder is carried forward to the next development year, except that the total number of allocations may not exceed 165.

A development application may not be filed until 50% of the requested allocations have been received.

Distribution of Allocations for the 2016-17 Development Year

The starting point for the 2016-17 development year is 111 units, as 46 unused allocations are carried over from the previous year. There were eight units of small development over the last twelve months and 30 allocations are set aside for infill development. With these deductions, a net allocation pool of 73 is available. As discussed above, these allocations are first assigned (at a maximum of 20 per year) to prospective developments that have received some, but not all of their allocations. This year, there is one such development, the Norrbom property, at 590 West Napa Street, for which 40 allocations have been requested and 20 have been received. Lastly, allocations are distributed to properties that have applied for allocations but that have not yet re-

ceived any. This year, there is one property in this category, at 450 West Macarthur Street, for which 32 allocations are requested.

Recommendation

Adopt the attached Resolution distributing Growth Management allocations for the 2016-17 development year.

CITY OF SONOMA

RESOLUTION XX-2016

**DISTRIBUTION OF GROWTH MANAGEMENT ALLOCATIONS
FOR THE 2016-17 DEVELOPMENT YEAR**

WHEREAS, the City of Sonoma Growth Management Ordinance (Chapter 19.94 of the Sonoma Municipal Code) establishes procedures for the distribution of allocations on an annual basis; and,

WHEREAS, the City Council has considered the information presented by staff on the proposed distribution of available allocations for the 2016-17 development year and has found that the recommendations adopted herein are consistent with the provisions, intent, and application of the Growth Management Ordinance as most recently amended.

NOW, THEREFORE, BE IT RESOLVED, that the allocation for the 2016-17 development year shall be distributed as follows:

2016-17 Base Allocation:	+65 units	
Carry-over from 2015/16 Distribution:	+22 units	
Unused Infill Allocations, 2015/16:	+24 units	
Small Development (September 1, 2015 to August 31, 2016):	-8 units	
Allocations reserved for "Infill" projects:	-30 units	
Net available allocation:	73 units	
Distribution:	29 units	(Norrbon, 590 West Napa Street)
	20 units	(Sonoma Valley Hospital, 450 West MacArthur Street)
Remainder/Carryover:	31 units	

The foregoing Resolution was duly adopted this 19th day of September 2016, by the following roll call vote:



CITY OF SONOMA
City Council
Agenda Item Summary

City Council Agenda Item: 4D

Meeting Date: 09/19/2016

Department
 Administration

Staff Contact
 Rebekah Barr, MMC, City Clerk

Agenda Item Title

Approval of the Allocation of a City Funded Rental at the Sonoma Veteran’s Memorial Building as requested by State of California Department of Parks & Recreation Sonoma Sector of Parks

Summary

Per the City’s agreement with Sonoma County, a City funded rental allows a group use of the facility for up to twelve hours on the date of their event as long as the building is left clean and is secured upon departure. All use of the facility is subject to the terms and conditions of the County’s standard use agreement for the building. Groups are required to provide a refundable security and cleaning deposit at the time of booking. Ten of the City funded rentals are allocated for weekend days (Friday 5 p.m. thru Sunday midnight), the remaining five must be used mid-week. City funded rent events may not be held on a County-observed holiday or any day that the use would conflict with use of the building by a Veterans organization.

Joleen Ossello, Park Interpreter I, Sonoma Sector/Bay Area District, has requested a rent subsidy for their October 27, 2016 Annual Appreciation Dinner fundraising event. If this request is approved, the City will have one weekend and four weekday City funded rentals available for the remainder of the fiscal year.

Recommended Council Action:

Approve the request.

Alternative Actions:

Council Discretion.

Financial Impact

\$15,000 has been included in the 2016/17 budget to cover the cost of fifteen rentals.
 \$1,000 is remitted to the County for each City funded rental approved by Council.

Environmental Review

Status

- | | |
|--|---|
| <input type="checkbox"/> Environmental Impact Report | <input type="checkbox"/> Approved/Certified |
| <input type="checkbox"/> Negative Declaration | <input type="checkbox"/> No Action Required |
| <input type="checkbox"/> Exempt | <input type="checkbox"/> Action Requested |
| <input checked="" type="checkbox"/> Not Applicable | |

Attachments: Letter from Joleen Ossello

Alignment with Council Goals:

Provide continuing leadership as elected officials and residents of the community by taking steps to assure a safe and vibrant community.

Compliance with Climate 2020 Action Plan Target Goals: N/A

cc: Via email: Joleen Ossello



Bay Area District/Sonoma Sector
363 3rd Street, West
Sonoma, CA 95476

September 12, 2016

Sonoma City Hall
Attention City Clerk, Gay Johann
1 The Plaza
Sonoma, CA 95476

RE: City Subsidized Use of the Sonoma Veterans Building

Ms. Johann,

As volunteer coordinator for the Sonoma/Petaluma Sector, I will be hosting our annual appreciation dinner at the Sonoma County Veterans Memorial Building on Thursday, October 27th. This is a celebration to honor our volunteers and docents who dedicate at least four hours of their time each month to support; landscape maintenance staff, interpretive/guide staff, and museum curation staff. Dinner will be served for approximately sixty volunteers and their families.

While our cooperating association supports many of our financial needs for interpretation and education, they also provide the funding to purchase food for this event. In fact, an event held primarily to honor them and their hard work for our parks and ultimately the Sonoma visitors. The Sonoma Sector of Parks will provide employee lead and resources to offset this expenditure.

Please consider this appreciation event a benefit to our local citizens of Sonoma. I will gladly provide you with additional information, if needed, to process a Sonoma Free Day Waiver for this event.

Sincerely,

Joleen Ossello
Park Interpreter I
Sonoma Sector/Bay Area District
(707) 477-1398



City of Sonoma
City Council
Agenda Item Summary

City Council Agenda Item: 4E

Meeting Date: 09/19/2016

Department

Planning and Community Services

Staff Contact

Lisa Janson, Special Event Manager

Agenda Item Title

Request by Sonoma Valley High School for Temporary use of City streets on October 21, 2016 to Conduct the Annual Homecoming Parade.

Summary

Special event permit applications that include requests for the closure of City streets in conjunction with the event must obtain City Council approval of the related street closure. Because the event involves use of SR 12, the applicant must also obtain permission and an encroachment permit from Caltrans. The Sonoma Valley High School has scheduled their annual homecoming parade for October 21, 2016 between the hours of 12:50 p.m. and 2:30 p.m. The parade route will begin on Broadway (State Route 12) at the High School and end in the horseshoe of the Plaza. Details of the requested street closures are specified in the application. This is a recurring Plaza event, prior year street use applications have been approved by Council, and the event has occurred in the Plaza without issue or controversy.

Recommended Council Action

Adopt the resolution approving the use of city streets and recommending Caltrans approval subject to the following conditions:

1. Sonoma Valley High School must obtain an appropriate Permit from the State of California Divisions of Highways;
 2. Sonoma Valley High School must submit, to the City, an insurance certificate in compliance with the City of Sonoma Facility Use Insurance Requirements prior to the event;
 3. Sonoma Valley High School must meet with the Police Chief and Public Works Parks Supervisor and Street Supervisor at least two weeks prior to the event to finalize traffic plans and submit a written request for special barricading;
 4. Sonoma Valley High School must provide adequate supervision of the event to ensure that the Plaza is left in its pre-event condition and that all Plaza Use conditions and restrictions are adhered to.
-

Alternative Actions

1. Delay action pending receipt of additional information
 2. Council discretion
 3. Deny the request
-

Financial Impact

On September 3, 2014, the City Council approved a waiver of fees into the future, until and unless, there is a dramatic change or increase to the size and scope of the event.

Environmental Review

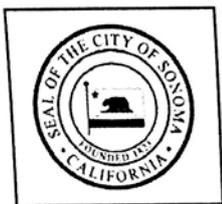
- Environmental Impact Report
- Negative Declaration
- Exempt
- Not Applicable

Status

- Approved/Certified
 - No Action Required
 - Action Requested
-

Attachments:

1. Street Use Application



City of Sonoma
No. 1 The Plaza
Sonoma CA 95476



PERMIT APPLICATION
FOR USE OF CITY STREETS

Revised 12/3/15

Application Fee: \$576.00

(Encro 100-00000-000-30203)

Note: Events utilizing any portion of Highway 12 must also obtain permission from Caltrans, District 4, 111 Grand Avenue, Oakland 94612, (510) 286-4404.

Name of Applicant: Alexander 'Casey' Jones

Name of Sponsoring Organization: Sonoma Valley High School

Address: 20000 Broadway

Telephone Numbers: Day: (707) 933-4010 Cell: 321-8604 Email: ajones@sonomaschools.org
*9266

Name of Event: Homecoming Parade

Type of Event – Mark Appropriate Box

Run or Walk

Rally or Assembly

Parade

Other

Date(s) of Event: 10/21/2014

Street Closure(s) Requested:

SVM's Front ^{→ city} between hall horse shoe, one lane and _____ from 12 am/pm to 2 am/pm
 _____ between _____ and _____ from _____ am/pm to _____ am/pm
 _____ between _____ and _____ from _____ am/pm to _____ am/pm

Complete Description of Event. Using additional sheets if necessary, describe the number of participants; duration of the event; the number, type, size and material of all entries including any floats or banners; the number and type of animals and a plan for cleaning up after them; any seating being provided; and Judges Tables. Attach a map of the route to be used and indicating the location of the staging area, announcer's stand, barricade placement, vendors, banners, signs and booths, etc.:

students march w/ class floats as well as the school band, football team, homecoming candidates. No judge table, students will clean up.

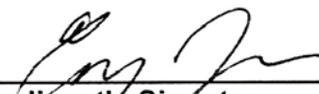
Estimated Daily Attendance: n/a

If a Sound Amplification is be used, describe the type, location, purpose and hours of use: stereo music on floats during parade

General Conditions of Approval:

Applicant is responsible for obtaining permission from Caltrans for use of any portion of Highway 12. All facilities placed upon a City street are subject to continuing safety approval and inspection by the appropriate City departments. A clear path of a minimum width of 20 feet through the length of the portion of roadway being used must be maintained for emergency vehicle access. Obstructions shall not be placed along the curb or the roadway within 10 feet of any fire hydrant. All facilities used for the event shall be removed from City streets immediately after the close of the event. All costs for barricading, traffic control, street sweeping and clean up shall be borne by the applicant. Applicant will be required to submit a deposit equal to the amount estimated by the City for services performed by City personnel in relation to the event. The deposit is due no later than two weeks before the first day of the event. If actual costs exceed the amount of the deposit, applicant will be required to pay the difference. If actual costs are less than the deposit, the excess will be returned to applicant or applied to any other fees or charges owed to the City. Applicant must provide a certificate of insurance and a policy endorsement naming the City of Sonoma as additional insured as described in the City of Sonoma Facility Use Insurance Requirements.

I do hereby acknowledge and affirm that all information contained herein is accurate to the best of my knowledge and agree to assume full responsibility and liability for and indemnify, and suits for or by reason of injury to any person or damages to any property of the parties hereto or of the third persons for any and all cause or causes whatsoever on in any way connected with the holding of said event or any act or omission or thing in any manner related to said event and its operation irrespective of negligence, actual or claimed, upon the part of the City, its agents or employees.



Applicant's Signature

9/7/2016

Date

For City Use Only

POLICE DEPARTMENT RECOMMENDATION:

Approve Deny

Amount of Deposit Required: \$ _____

COMMENTS:

Authorized Signature

Date

PUBLIC WORKS DEPARTMENT RECOMMENDATION:

Approve Deny

Amount of Deposit Required: \$ _____

COMMENTS:

Authorized Signature

Date

Date Approved by CSEC: _____

Date Approved by City Council: _____

2. Resolution

cc: Sonoma Valley High School
Attn: Casey Jones, Activity Director, 20000 Broadway Sonoma, CA 95476

CITY OF SONOMA

RESOLUTION # ____ - 2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SONOMA APPROVING AND CONSENTING TO THE USE OF CITY STREETS FOR THE SONOMA VALLEY HIGH SCHOOL HOMECOMING PARADE

WHEREAS, Sonoma Valley High School has applied to the State of California to conduct the Sonoma Valley High School Homecoming Parade, on State property; and

WHEREAS, the Sonoma Valley High School Homecoming Parade will temporarily impede and restrict the free passage of State Route 12 on October 21, 2016 between Sonoma Valley High School, 20000 Broadway and the Downtown Sonoma Plaza between the hours of 12:50 p.m. and 2:30 p.m.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Sonoma approves and consents to the proposed Sonoma Valley High School Homecoming Parade and recommends approval of and consents to the proposed restriction of State Highway Route 12 upon terms and conditions deemed appropriate and necessary by the State of California, Department of Transportation, subject to the following conditions:

1. Sonoma Valley High School must obtain an appropriate Permit from the State of California Divisions of Highways;
2. Sonoma Valley High School must submit, to the City, an insurance certificate in compliance with the City of Sonoma Facility Use Insurance Requirements prior to the event;
3. Sonoma Valley High School must meet with the Police Chief and Public Works Director at least two weeks prior to the event to finalize traffic plans and submit a written request for special barricading;
4. Sonoma Valley High School must provide adequate supervision of the event to ensure that the Plaza is left in its pre-event condition and that all Plaza Use conditions and restrictions are adhered to.

The foregoing Resolution was duly adopted this day 19th day of September 2016, by the following vote:

AYES:
NOES:
ABSENT:

Laurie Gallian, Mayor

ATTEST:

Rebekah Barr, MMC, City Clerk



City of Sonoma
City Council
 Agenda Item Summary

City Council Agenda Item: 6A
Meeting Date: 09/19/16

Department

Planning

Staff Contact

David Goodison, Planning Director

Agenda Item Title

Discussion, consideration and possible action on the review and adoption of the updated Circulation Element, including adoption of a negative declaration.

Summary

A General Plan is a state-mandated document that sets forth a community’s vision and goals with regard to its future development. Under the law, it is intended to be a comprehensive document that addresses land use, circulation, housing, open space preservation, and other aspects of the community in a cohesive manner. The purpose of the Circulation Element is to coordinate development of the city circulation system with existing and planned land uses. Areas of particular focus include pedestrian, bicycle, and transit improvements, as well as auto use. The Circulation Element serves as the policy basis for the development of an integrated circulation system and it specifies the improvements necessary to resolve existing deficiencies and accommodate planned growth, while respecting Sonoma’s historic character. The element emphasizes the importance of promoting alternatives to automobile use as a means of avoiding the need for or minimizing road improvements and reducing greenhouse gas emissions, while maintaining adequate service levels. A key objective of the Circulation Element update is to ensure that it complies with State General Plan guidance concerning “Complete Streets” principles, as this will be necessary to qualify for many types of transportation improvement funding. The term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families. It should also be noted that the Circulation Element update will not necessitate any changes in land use designation or rezonings.

Recommended Council Action

At its meeting of August 11, 2016, the Planning Commission voted unanimously to recommend to the City Council that it: 1) adopt a finding of negative declaration with respect to environmental review, and 2) adopt the updated Circulation Element. (See attached resolutions.)

Alternative Actions

Provide direction to staff regarding any additional revisions or information deemed necessary.

Financial Impact

The City Council previously allocated \$150,000 for consultant assistance for the update of the Housing and Circulation Elements, along with the preparation of a downtown parking study. The project is proceeding on budget, with the parking study portion still underway.

Environmental Review

- Environmental Impact Report
- Negative Declaration
- Exempt
- Not Applicable

Status

- Approved/Certified
- No Action Required
- Action Requested

Alignment with Council Goals:

The adoption of the Circulation Element update aligns with the “Policy and Leadership” goal of the City Council, as the Circulation Element established local policy preferences with regard to transportation improvements, while complying with State law.

Compliance with Climate Action 2020 Target Goals:

The updated Circulation Element includes numerous policies and implementation measures intended to achieve Climate Action 2020 targets by promoting alternatives to automobile use.

Attachments:

1. Supplemental Report
2. Draft resolution making findings of negative declaration
3. Draft resolution adopting the updated Housing Element
4. Draft updated Circulation Element
5. Initial Study
6. Letter from Caltrans (August 11, 2016)
7. Notes from the Planning Commission meeting of August 11, 2016

Enclosure (Available at: <http://www.sonomacity.org/Government/Resources/Reports.aspx>)

1. Circulation Element Background Report
-

cc:

SUPPLEMENTAL REPORT

Discussion, consideration and possible action on the review and adoption of the updated Circulation Element, including adoption of a negative declaration

For the City Council Meeting of September 19, 2016

Background

A General Plan is a state-mandated document that sets forth a community's vision and goals with regard to its future development. Under the law, it is intended to be a comprehensive document that addresses land use, circulation, housing, open space preservation, and other aspects of the community in a cohesive manner. The purpose of the Circulation Element is to coordinate development of the city circulation system with existing and planned land uses. Areas of particular focus include pedestrian, bicycle, and transit improvements, as well as auto use. The Circulation Element serves as the policy basis for the development of an integrated circulation system and it specifies the improvements necessary to resolve existing deficiencies and accommodate planned growth while respecting Sonoma's historic character. The element emphasizes the importance of promoting alternatives to automobile use as a means of avoiding the need for or minimizing road improvements and reducing greenhouse gas emissions, while maintaining adequate service levels.

A key objective of the Circulation Element update is to ensure that it complies with State General Plan guidance concerning "Complete Streets" principles, as this will be necessary to qualify for many types of transportation improvement funding. The term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.

While revisions have been made throughout the document, the update retains the basic organization and policy directions set forth in the 2005 Circulation Element as it has proven successful. However, while there is substantial continuity with the earlier document, the updated Circulation Element builds on and refines the policies and programs established in the 2005 Circulation Element, although new policies and programs have been added to address changed circumstances in the community and to comply with recent legislation. It should also be noted that the Circulation Element update will not necessitate any changes in land use designation or rezonings.

Key Components and Work Tasks

The update of the Circulation Element includes the following components:

- Updated traffic counts and existing intersection LOS for the street segments and intersections addressed in the current Circulation Element (16 intersections and 22 street segments).
- Updated traffic projections for the year 2020 and the year 2040 based on updated land use information and the Sonoma County Traffic Model.
- Identification of needed intersection and roadway improvements.

- Development of updated information on bicycle use and bicycle facilities, pedestrian use and pedestrian facilities, and transit use and transit facilities.
- Analysis of existing policies and programs in the Circulation Element and to identify needed revisions and additions.
- Analysis of the intersections of Broadway/West Napa Street and West Napa Street/First Street West with respect to traffic and pedestrian safety conditions and develop options for improving those intersections.

A related task is the preparation of a downtown parking study assessing existing parking resources and community needs to determine future parking needs and goals for a parking management plan. The downtown parking study, which is still in progress, is not actually part of the Circulation Element update, but the research developed in its preparation has helped inform policies and programs in the Circulation Element related to the downtown area.

Policy Directions and Areas of Change

Over the course of the update process, the Planning Commission has held a series of hearings and study sessions on policy options and improvement alternatives both on a City-wide basis and with a focus on the Plaza area. Through this process, the Commission has provided the following key directions:

- Explicitly prioritize pedestrian safety and convenience with respect to circulation improvements on the Plaza area.
- The five intersections surrounding the historic Sonoma Plaza shall be exempt from vehicle LOS standards in order to maintain the historic integrity of the Plaza and prioritize non-auto modes.
- Seek context-sensitive solutions to reduce traffic congestion and improve pedestrian circulation at the intersection of Broadway/Napa Street, while preserving the historic character of the area.
- Design and implement road diets along the Broadway corridor, in coordination with Caltrans, to enhance pedestrian and bicycle facilities and provide additional opportunities for landscaping.
- Collaborate with Caltrans and the County in exploring potential ways to accommodate regional pass-through traffic on routes other than Highway 12 through the Sonoma Plaza area.
- Implement significant roadway and intersection improvements only when the need has been proven.

The policy direction approved by the Planning Commission with respect to the intersection of Broadway/West Napa Street is intended to provide maximum flexibility and allow for the further study of a range of improvement options, including:

- Restripe with on-street bike lanes (no road diet).
- Road diet with buffered bike lanes and median.
- Road diet with protected bikeways and center turn lane.
- Road diet with buffered diagonal parking and protected bikeway.
- Road diet with bike lanes and expanded sidewalks.

Although none of these options has been ruled out, the preference expressed by the Planning Commission is for a road diet with bike lanes and expanded sidewalks. The Planning Commission has stated that it

does not favor road diet options that emphasize increased on-street parking, a direction that is reflected in the Circulation Element. With regard to the intersection of First Street West/West Napa Street, the Planning Commission recommendation is to begin with curb bow-outs to reduce crossing distances and avoid the use of flashing beacons, if possible. An overhead mast solution was considered and rejected. (Note: the improvement of this intersection is now identified in the City's 5-year Capital Improvement Plan.)

Environmental Review

Staff and the transportation consultants prepared and circulated for comment an initial study (attached) assessing the potential environmental impacts associated with the adoption of the Circulation Element. With respect to this environmental review, staff would note the following:

- The Circulation Element is a policy document.
- As drafted, the Circulation Element does not call for any rezonings or General Plan amendments. Existing land use designations would remain unchanged.
- The policies in the Circulation emphasize alternatives to automobile use, which has the result of conserving road intersection capacity and minimizing or avoiding the need for road and intersection improvements.
- Individual transportation improvement projects that may be proposed in the future will be subject to environmental review.

The draft Initial Study concludes that the adoption of the Circulation Element would not, in and of itself, result in any significant environmental impacts and the adoption of a negative declaration is therefore recommended by staff and the Circulation Element consultants. At the close of the comment period, only one response was received, from Caltrans. Although the Caltrans letter does not dispute any of the findings of the initial study, it did make comments in five areas, summarized below along with staff's response:

1. Diagonal Parking is not allowed on State Highways. This comment is in reference to a discussion on page 11 of the Circulation Element. The reference to diagonal parking is made in a quote from a Caltrans Route concept study, so the objection of Caltrans to the inclusion of this reference seems contradictory to staff.
2. The Caltrans SR 12 Transportation Concept Report does not identify a need to widen SR 12. The projections developed for the Circulation Element do anticipate a need to widen limited segments of Highway 12. However, it is anticipated that the need to do so would only happen toward the end of the projection period—the year 2040. This projection period extends beyond the planning period of the Route Concept Report. In addition, as the policies and implementation measures set forth in the Circulation Element make explicitly clear, road widenings would only be undertaken if and when demonstrably necessitated.
3. Coordination with Caltrans would be required in the design and implementation of any road diet along Broadway. This is clearly acknowledged in the Circulation Element update.
4. The Circulation Element must evaluate and account for cumulative conditions. The traffic model used in the development of traffic projections for the Circulation Element update incorporates cumulative traffic increases.

5. The Circulation Element update must be consistent with the regional congestion management plans, including MTC's Regional Transportation Plan. The Circulation Element update is consistent with these plans.

The initial study, along with the comment letter from Caltrans, was reviewed by the Planning Commission at its meeting of August 11, 2016, at which time the Commission voted unanimously to recommend to the City Council that it be adopted with a finding of negative declaration. A resolution has been prepared that would implement this direction.

Recommendation

The Planning Commission has recommended that the City Council take the following actions: 1) adopt the negative declaration; and, 2) adopt the updated Circulation Element.

CITY OF SONOMA

RESOLUTION NO. XX-2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SONOMA ADOPTING FINDINGS OF NEGATIVE DECLARATION WITH REGARD TO THE CIRCULATION ELEMENT UPDATE

WHEREAS, the City of Sonoma is required by State Law to revise its Circulation Element to comply with State Law, including the “Complete Streets Act”; and,

WHEREAS, the update of the Circulation Element was duly performed in compliance with all applicable requirements of State Law; and,

WHEREAS, because the amendment of the City of Sonoma General Plan qualifies as a “project,” as defined in the California Environmental Quality Act, an initial study was prepared in order to determine whether there was any likelihood that the adoption of the updated Circulation Element would result in any significant environmental impacts; and

WHEREAS, the updated Circulation Element is a policy document that does not in and of itself result in the approval of any particular development capital improvement project; and,

WHEREAS, any future pedestrian, bicycle, or road improvement projects that may be proposed will be subject to separate environmental review; and,

WHEREAS, the updated Circulation Element does not require any amendment to any other portion of the General Plan, being fully consistent therewith, and would not require any changes in land use designation or zoning; and,

WHEREAS, the updated Circulation Element would not entail or result in changes to the General Plan that would result in increased development potential; and,

WHEREAS, based on the factors set forth above and others as detailed in the initial study, the initial study concluded that the adoption of the updated Circulation Element would not result in any significant environment impacts and formed the basis of a finding of negative declaration recommended by the Planning Commission, following a public hearing held on August 11, 2016; and,

WHEREAS, the Initial Study/Proposed Negative Declaration evaluating the potential environmental effects of the project was circulated for 30 days, ending on August 11, 2016; and

WHEREAS, one comment letter was received regarding the Initial Study/Proposed Negative Declaration, from the California Department of Transportation; and

WHEREAS, the comment letter from the California Department of Transportation did not dispute the conclusion of the Initial Study that the proposed project would not result in any significant environmental impacts; and

WHEREAS, a Notice of Intent to Adopt a Negative Declaration was published in the Sonoma Index-Tribune and posted in accordance with the California Environmental Quality Act on August 26, 2016; and

WHEREAS, the Initial Study/Proposed Negative Declaration was reviewed by the City Council in a duly noticed public hearing held on September 19, 2016.

NOW, THEREFORE, the Sonoma City Council hereby resolves as follows:

1. The City Council hereby makes the following findings: (A) it has independently reviewed and analyzed the Initial Study/Negative Declaration and other information in the record and has considered the information contained therein, prior to acting upon or approving the Project; (B) the Initial Study/Negative Declaration prepared for the Project has been completed in compliance with CEQA and consistent with state and local guidelines implementing CEQA; and, (C) the Initial Study/Negative Declaration represents the independent judgment and analysis of the City as lead agency for the Project.
2. The City Council hereby designates the Planning Director, whose office is located at #1 the Plaza, Sonoma, CA, as the custodian of documents and records of proceedings on which this decision is based.

PASSED, APPROVED AND ADOPTED this 19th day of September 2016 by the following vote:

AYES:
NOES:
ABSENT:

Laurie Gallian, Mayor

ATTEST:

Rebekah Barr, City Clerk

CITY OF SONOMA

RESOLUTION NO. XX - 2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SONOMA ADOPTING THE CIRCULATION ELEMENT UPDATE

WHEREAS, the City of Sonoma is required by State Law to revise its Circulation Element to comply with State Law, including the "Complete Streets Act"; and,

WHEREAS, in the course of preparing the Circulation Element update, a series of public hearings and study sessions were held before the Planning Commission and the City Council to assure public input and participation; and,

WHEREAS, pursuant to an environmental review conducted in accordance with the California Environmental Quality Act, the City Council has found that the update of the Circulation Element will not have a significant impact on the environment.

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Sonoma hereby finds and declares as follows:

1. That the update of the Circulation Element was duly performed in compliance with all applicable requirements of State Law.
2. That the Circulation Element filed in the Office of the City Clerk is hereby adopted as the Circulation Element of the City of Sonoma General Plan.

PASSED, APPROVED AND ADOPTED this 19th day of September 2016 by the following vote:

AYES:

NOES:

ABSENT:

Laurie Gallian, Mayor

ATTEST:

Rebekah Barr, City Clerk

CIRCULATION ELEMENT

ROLE OF THE CIRCULATION ELEMENT

One of the most important components of a community is its circulation network. It provides the connection between different land uses, linking homes to shopping, jobs, and recreation. An efficient and integrated transportation system enables Sonoma residents to combine the benefits of small-town living with the job and recreation opportunities afforded by easy access to Sonoma Valley, Santa Rosa, Marin County, and San Francisco.

The purpose of the Circulation Element is to coordinate development of the city circulation system with existing and planned land uses. Areas of particular focus include pedestrian, bicycle, and transit improvements, as well as auto use. This element balances the need to facilitate and promote alternative modes of transportation—including buses, bicycling, and walking—with the provision of an effective roadway network that reflects the character and scale of Sonoma. The Circulation Element serves as the policy basis for the development of an integrated circulation system by providing for alternative modes of transportation, and it specifies the improvements necessary to resolve existing deficiencies and accommodate planned growth.

KEY CONCEPTS AND TERMS

Complete Streets

An overarching theme of the Circulation Element is that of “complete streets.” The term “complete streets” refers to an ideology that redefines how we use our streets and spend our money to improve them. This is accomplished by balancing allocation of space in the roadway right-of-way to provide safe and effective facilities that can be used for all modes and by all users. Complete streets are designed and operated to empower users of all ages and abilities to safely move along and across streets in a community, regardless of how they are traveling. As the National Complete Streets Coalition simply states, “Complete Streets are streets for everyone.” They make it easy to walk to the market, take the bus to work, and bike to the park.

Complete Streets are comprised of elements that make getting around safer and more efficient. Roadways designed using a complete streets approach may include sidewalks, bike lanes or cycle tracks, wide paved shoulders in rural and semi-rural areas, special bus lanes, accessible and comfortable transit stops, frequent and safe crossing opportunities, median islands, mid-block pedestrian and bicycle crossings, accessible pedestrian signals, curb extensions or “bulb outs,” narrower travel lanes, roundabouts and many other possible treatments that are selected based on the context of surrounding land uses and activities.

Level of Service

In transportation/traffic studies, Level of Service (LOS) has traditionally been determined for vehicle traffic at intersections and on roadway segments based on vehicle delays and speeds. LOS is intended to be a mechanism for communicating the performance of a transportation facility in a non-technical manner, using the results of detailed transportation analyses. Letter-based categories ranging from LOS A to LOS F are used to capture the performance of a facility. LOS A represents conditions in which drivers encounter minimal delays, whereas LOS F represents extremely congested conditions in which drivers encounter substantial delay and difficulty progressing.

It is important to understand that in some cases an automobile facility operating at LOS A or B may be undesirable as it may be characterized as having excessive capacity that can adversely affect other travel modes (through unnecessarily wide pedestrian crossing distances and promotion of higher vehicle speeds, for instance). Further, achieving a high vehicle LOS often results in disproportionately high construction and maintenance costs. In many cases, automobile operation in the LOS C to LOS E range may reflect a reasonable balance among its influences on other travel modes, auto mobility, and cost of constructing and maintaining the facility itself. In downtowns and major pedestrian districts, some jurisdictions exempt application of vehicle-based LOS requirements altogether. Some of the reasons for

exempting LOS in downtown areas may include concern that pedestrian and bicyclist mobility will suffer as modifications are made to maintain auto flow, that existing structures (historic or otherwise) would need to be demolished in order to widen roads, and that the character of the downtown would be adversely affected by an auto-focused philosophy.

CALTRANS COORDINATION

Several of Sonoma's most important roadway segments are owned and operated by the California Department of Transportation (Caltrans). State Route 12 (SR 12) includes Sonoma Highway, West Napa Street, and Broadway. Caltrans is responsible for maintaining these roads, and for reviewing and approving any proposed changes. Accordingly, the City of Sonoma must coordinate closely with Caltrans in the design and implementation of potential improvements along the SR 12 corridor that are identified in the Circulation Element.

In 2014 Caltrans completed the *Transportation Concept Report: State Route 12 (West)*, which establishes a long-range vision for the highway corridor including portions within the City of Sonoma. The report identifies SR 12 as a "Main Street" in Sonoma and recommends that the corridor be designed to maximize Smart Mobility benefits over vehicle throughput. A focus on Complete Streets, as described above, is compatible with the Smart Mobility benefits recommended by Caltrans.

The Transportation Concept Report also addresses the influence of regional traffic on the City, indicating that many regional drivers on the SR 12 corridor divert to parallel routes that avoid central Sonoma, including Napa Road, Leveroni Road, and Arnold Drive. Caltrans suggests that one potential long-range strategy may be "reassigning the SR 12 designation to a potentially more appropriate route," as a way to "better use resources and/or disperse traffic." This statement is consistent with Policy 4.2 in this Circulation Element, which calls for exploring ways to accommodate regional pass-through traffic on routes that avoid the Sonoma Plaza area, as well as Implementation Measure CE-34, which calls for the City to work with Caltrans and the County of Sonoma to establish a unified signage scheme that directs regional traffic to parallel routes.

If Caltrans, the County of Sonoma, and the City of Sonoma ultimately agree to reassign SR 12 to parallel routes, the former SR 12 segments passing through Sonoma would be relinquished to the City. The City of Sonoma would then become responsible for the

maintenance, operation, and ultimate configuration of the roadway and its intersections. This would result in added maintenance costs to the City, but may also allow the City to implement its chosen vision for Broadway, West Napa Street, and the Plaza more efficiently and without the need to obtain concurrence from Caltrans.

CIRCULATION NETWORK

The discussion of circulation network components begins with pedestrian and bicycle facilities, followed by transit and auto modes.

Walking

Sonoma is a city with a size and a scale well-suited to walking. This is one of the features that makes the Plaza so enticing to both local residents and visitors. Some of the characteristics that make the Plaza area so pleasant to walk around become less common as one travels to other areas of the city. People who might otherwise choose to walk to the store, the library, or a restaurant may not because they are confronted with noise, inconvenience, lack of shade, a perceived lack of safety, or even a lack of sidewalks. So instead they decide to drive. This creates a dilemma: as most people tend to drive, there is little incentive to provide amenities for pedestrians, but because there are few amenities for pedestrians, most people tend not to walk.

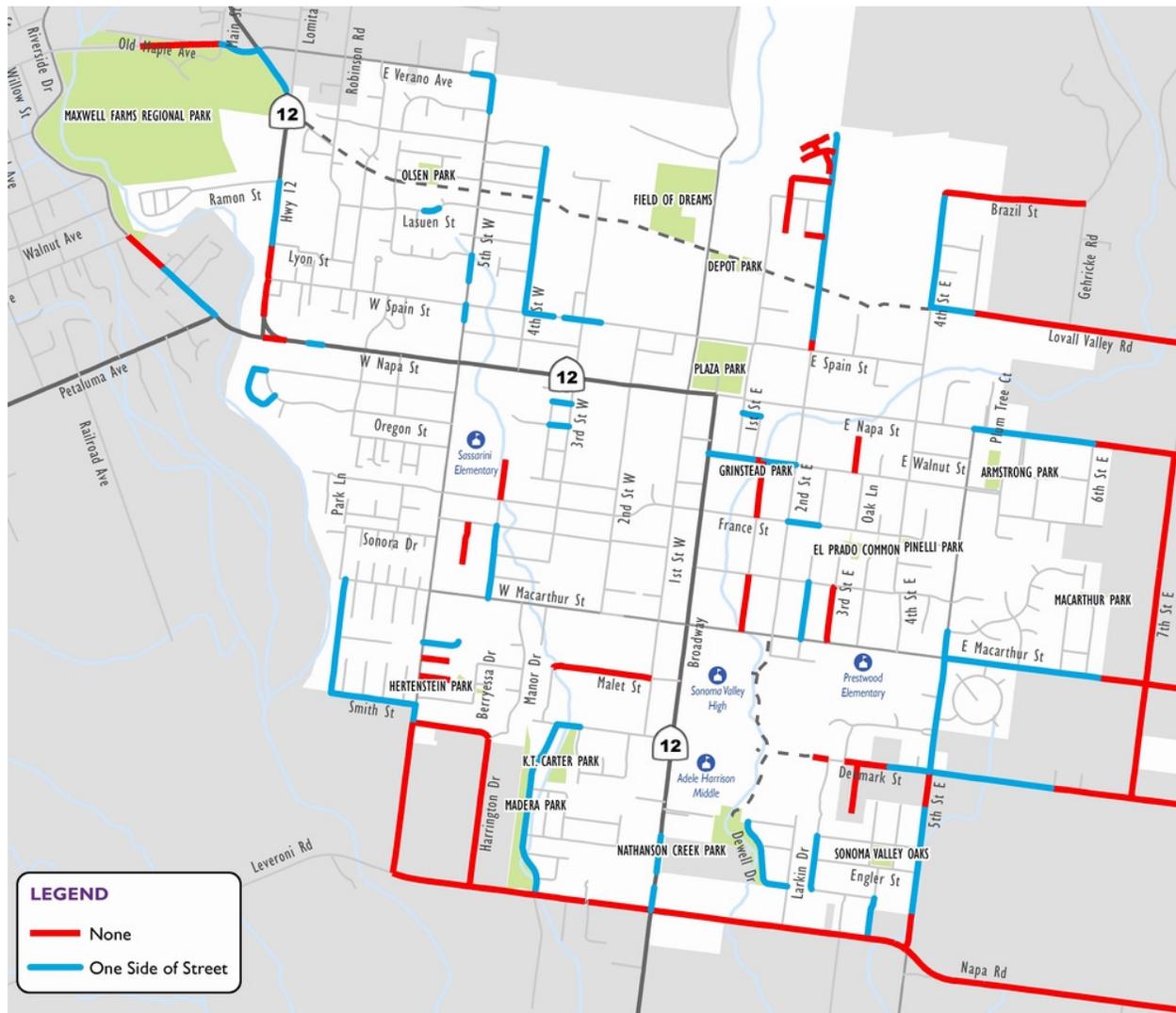
A continuous sidewalk system exists around the Plaza where pedestrian activity is highest. While the pedestrian network is also generally well-developed in the remainder of Sonoma, there are some locations where gaps in the sidewalk network can be found, as depicted in Figure CE-1. While the Circulation Element calls for closing gaps in the sidewalk, on certain rural lanes the City may choose to forgo curb, gutter, and sidewalk.

The Circulation Element policies and implementation measures are intended to recognize and enhance the inherent positive qualities of walking in Sonoma to get more people out of their vehicles more often. As discussed in the following section on bicycles, Class 1 bikeways are also commonly used as pedestrian pathways and serve as important links in the pedestrian network.

Bicycling

Sonoma's size, scale, climate, and topography make it ideal for bicycling. However, many residents continue to use automobiles because in many areas the city lacks the facilities and amenities to render biking an efficient

Figure CE-1: Sidewalk Completeness



alternative to driving. The Circulation Element includes many policies and implementation measures that are intended to promote bicycling as a means of reducing the number of vehicle trips on the local roadway network, recognizing that it can be more than just a recreational activity.

Bicycle circulation in Sonoma is supported by an existing network of multi-use paths, on-street bike lanes, and bicycle routes. Bikeways are typically classified as being one of four types:

- Class I: A completely separated right-of-way designated for the exclusive use of bicycles and pedestrians, commonly called a “bike path.” Cross-flows by pedestrians and motorists are minimized.

The paths along Fryer Creek and the former railroad right-of-way through the northern part of the city are Class 1 routes.

- Class II: A restricted right-of-way along a street designated for the exclusive or semi-exclusive use of bicycles, identified by pavement markings and signage and commonly referred to as a “bike lane.” Through travel by pedestrians or motor vehicles is not allowed. Bike lanes exist on several City streets including long segments on portions of Fifth Street West and West MacArthur Street.
- Class III: A shared street right-of-way designated by signs placed on vertical posts or stenciled on the pavement. These bikeways, which share right-of-way with motor vehicles and are typically called “bike routes,” offer the least protection from automobile

traffic. They are typically used to indicate preferred routes.

- **Class IV:** A separated bikeway for the exclusive use of bicycles, provided on public streets and including a physical separation between the bikeway and through vehicular traffic. The separation may include, but is not limited to, a physical difference in grade, a raised median, flexible posts, inflexible posts, inflexible barriers, or on-street parking. This is a relatively new classification and no Class 4 bikeways currently exist in Sonoma.

Many variations of these standard types are possible. Striping along shoulders can be used to designate bike lanes in areas without enough room for a standard Class II lane. This reduces the width of vehicle travel lanes and creates a common area shared by bicyclists and parked cars. Another option is the uses of “Sharrows,” shared bicycle-automobile lane marking symbols that can be striped on the street to alert drivers to the presence of bicyclists, as well as to both guide bicyclists on designated routes and help them position within the lane to avoid opening car doors.

Notable bicycle facilities in Sonoma include the Sonoma City Trail, which runs from SR 12/Lomita Avenue to Fourth Street/Lovall Valley Road. Other Class I trails include the Nathanson Creek Trail with connection between Fine Avenue and East MacArthur Street, the Fryer Creek Trail which stretches from Leveroni Road to Arroyo Way and connects with the Hertenstein Park trail, and the Sonoma Creek Path which parallels a segment of the waterway to Riverside Drive. The City’s *Bicycle and Pedestrian Master Plan*, a map excerpt of which is shown in Figure CE-2, expands upon the existing network to create a robust bicycle circulation system in Sonoma. The Plan includes important bicycle facility improvements such as future bike lanes on SR 12, Fifth Street East, and Leveroni Road/Napa Road, as well as several new future bike routes throughout the City.

Transit

Sonoma County Transit is the primary transit provider in Sonoma; it provides regularly-scheduled local service to major activity centers within the City limits, as well as regional service to Sonoma Valley, Santa Rosa, and San Rafael. Service to Sonoma is also provided by VINE Transit, Napa County’s primary transit operator, with connections between the Plaza and the Soscol Gateway Transit Center in downtown Napa. A door-to-door paratransit service operated by Volunteer Wheels, funded

by Sonoma County Transit and the City of Sonoma, is available for those that are unable to independently use the transit system due to a physical or mental disability. Transit routes serving the City are shown in Figure CE-3.

The City is committed to increasing ridership through increased frequency, expanded operating hours, direct funding, transit-oriented planning, and upgraded transit facilities. The Land Use Plan envisions increased densities around existing retail commercial areas and promotes mixed-use development to encourage walking and help create nodes with a sufficient level of activity to support transit services. The Circulation Element also calls for additional transit support amenities including lighted bus shelters and bike racks at transit stops.

Street System

Sonoma’s central street system follows a grid pattern established in the 1800’s by General Vallejo when the city was first laid out. As the city has grown, the basic grid has been elaborated in some areas and disregarded in others. Many residential subdivisions developed in the 1970’s and 1980s employ curvilinear streets. The dominant element of the system is Highway 12 (Caltrans SR 12), which follows the major local streets in the city: Broadway, West Napa Street, and Sonoma Highway. The regional importance of Highway 12, in conjunction with its path through the heart of the city, means that local circulation conditions are greatly affected by regional traffic and, therefore, by regional growth.

The City’s roadway network is shown in Figure CE-4. Major north/south carriers of traffic are Sonoma Highway, Fifth Street West, Broadway, and Eighth Street East. The major east/west roadways include Spain Street, Napa Street, Andrieux Street, MacArthur Street, and Napa/Leveroni Roads. These major routes are supported by a number of lesser arterials, collectors, and local streets. The road network in the Sonoma Planning Area is made up of five types of roadways, each of which serves a different primary function:

- **State Highway**—Although Highway 12 is considered an arterial, it is unique among local roadways. The highway is not only a primary route for through traffic, commuters, and tourists; it also carries many longer-distance and regional trips.
- **Arterials**—These streets carry traffic to and from the highway and to major commercial and public destinations. Volumes are heavy compared to collectors and local streets.

Figure CE-2: Existing and Planned Bicycle Network

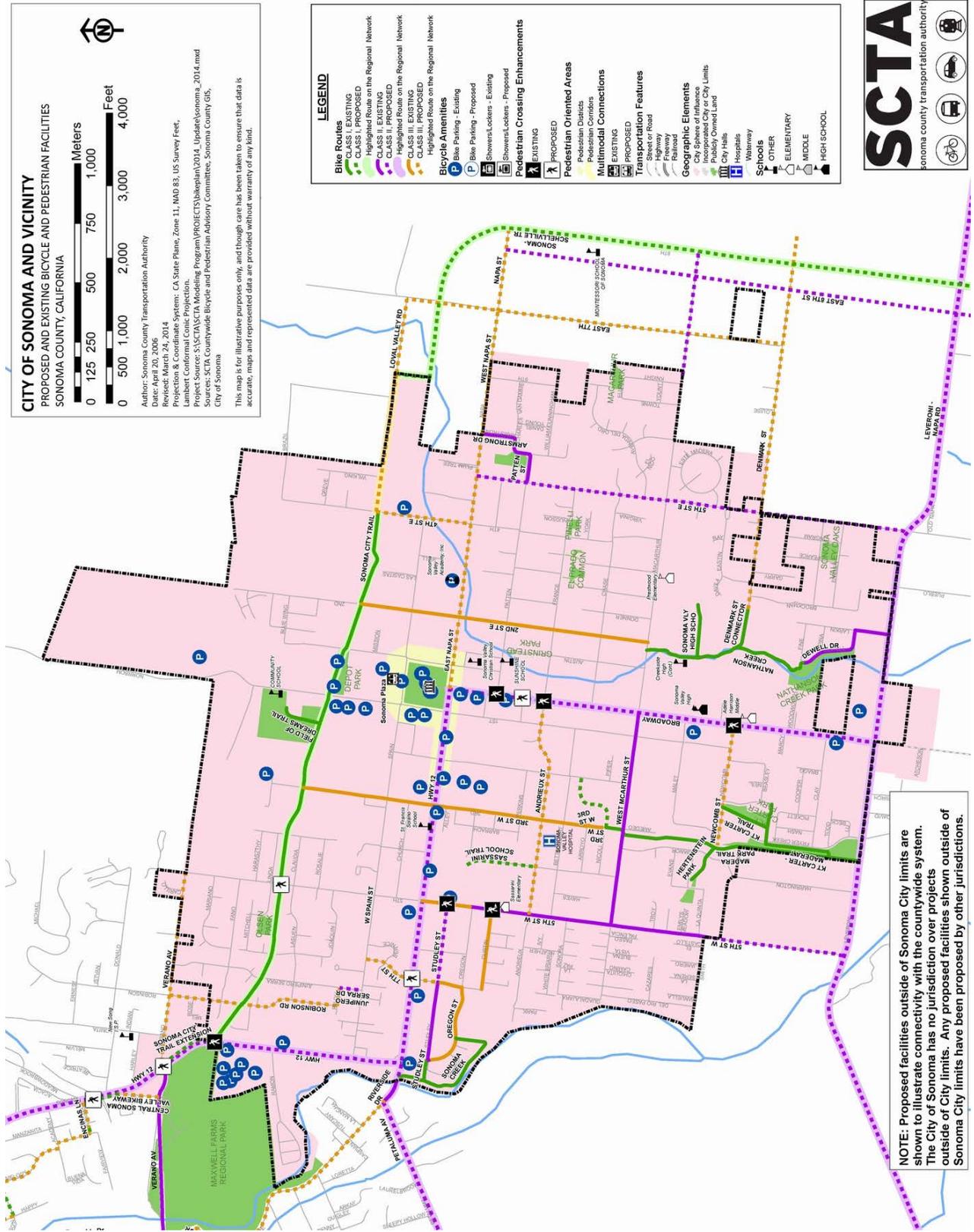


Figure CE-3: Transit Routes

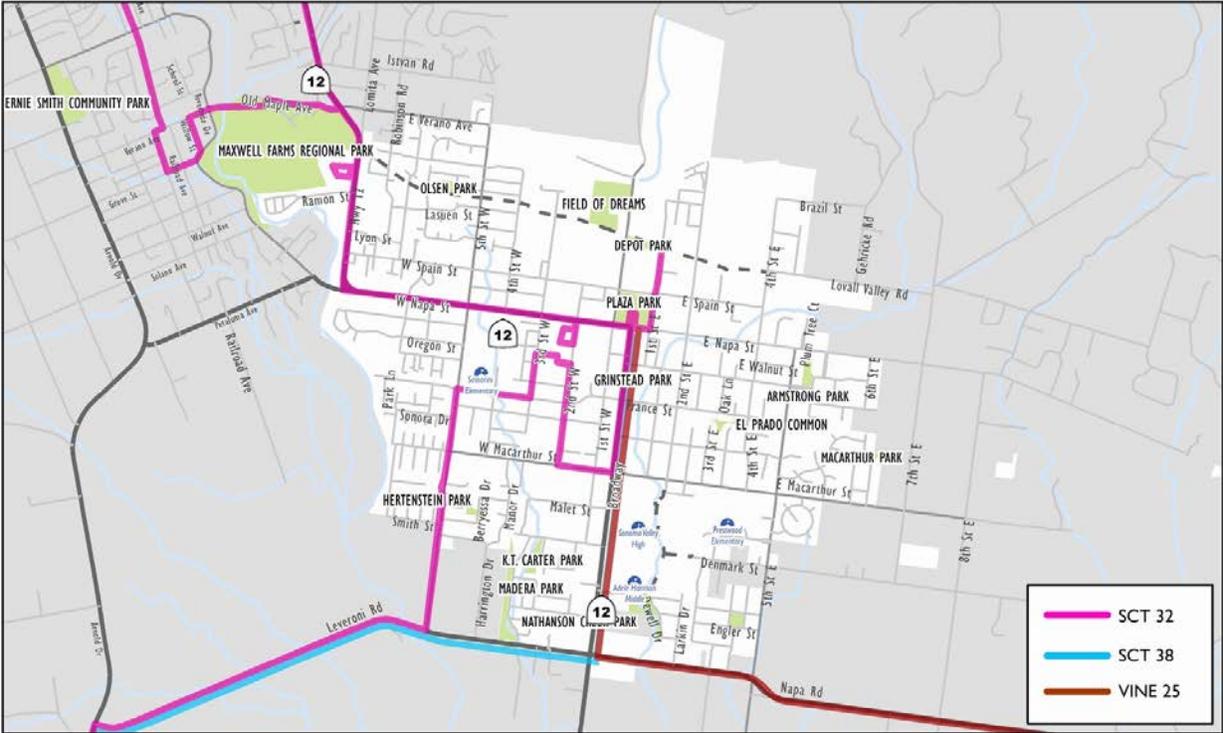
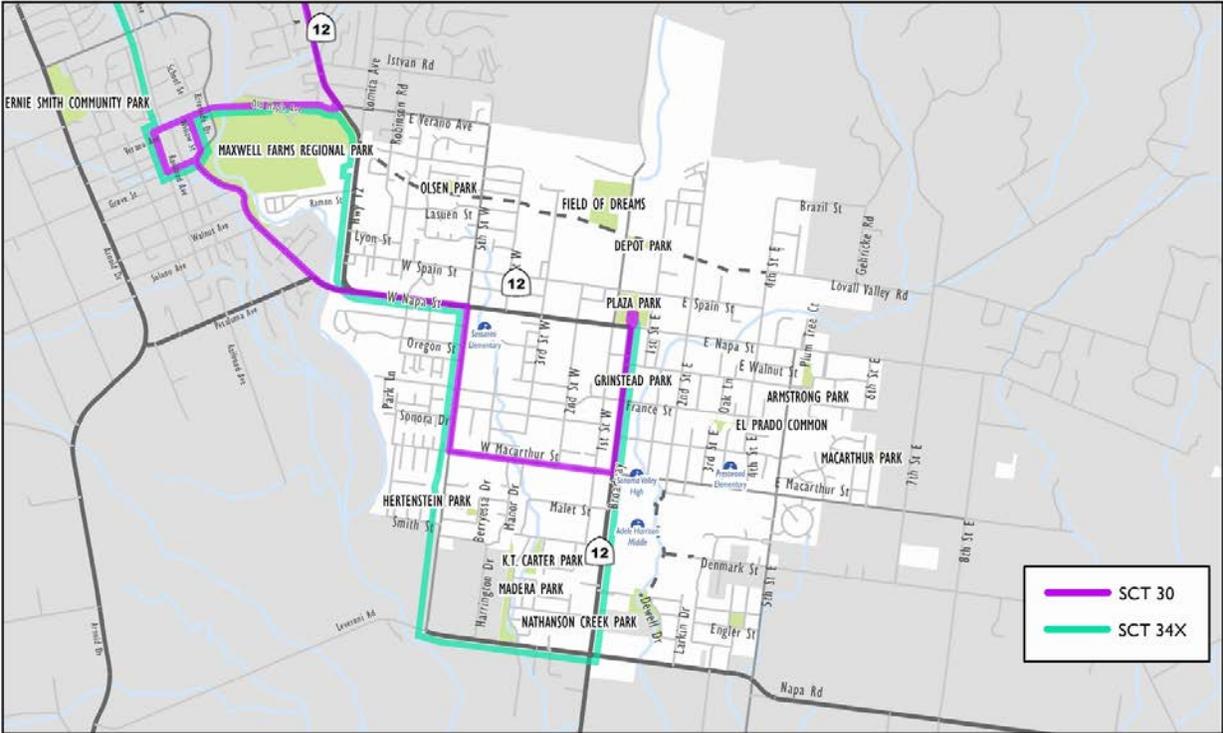


Figure CE-4: Roadway Network



- **Collectors**—These roads link arterials to local streets and commercial and public destinations. In some cases a collector may also serve as a lesser link to the highway.
- **Local Streets**—Typically residential streets, these streets provide access to neighborhoods and individual parcels within them. They are generally developed with curb, gutter, and sidewalk.
- **Rural**—These routes carry traffic to outlying districts. They are generally not developed with curb, gutter, or sidewalk.

The current travel pattern within Sonoma is dominated by Highway 12 (Broadway, West Napa Street, and the Sonoma Highway), with the highest volumes occurring along West Napa Street. Supporting arterials include Napa

Road, Fifth Street West, MacArthur Street, Second Street West, and West Spain Street. The traffic on Highway 12 has many sources including commuters, through traffic, tourists, and residents. Some traffic on other major arterials and collectors can also be attributed in part to driver avoidance of Highway 12. During peak commute times, many regional drivers traveling between Napa County and points north of Sonoma appear to bypass the central part of the city by using Napa Road, Leveroni Road, and Arnold Drive. This diversion pattern is acknowledged in the Caltrans Route Concept Report for SR 12, and in fact the report identifies redesignation of SR 12 to these parallel corridors as a potential long-term strategy.

Some of the local traffic on major streets such as Fifth Street West, MacArthur Street, Second Street West, and West Spain Street also results from drivers skirting Highway 12.

While the increase in traffic along West Spain Street is well within capacity limits, residents along this street have been particularly affected by this diverted traffic. The Plaza also experiences considerable traffic, not only due to volume, but also because of parking activity and a large pedestrian presence.



ROADWAY CAPACITY AND IMPROVEMENTS

Future changes to traffic patterns in the city will be largely determined by the location of jobs and housing in Sonoma and the region, and by improvements to the local street system. In analyzing future traffic conditions, traffic volume projections were obtained through use of the SCTM\10 travel demand model maintained by the Sonoma County Transportation Authority (SCTA), which includes year 2040 development projections representing buildout of both the City of Sonoma and regional General Plans. In other words, future traffic growth is the result of expected growth in the city, Sonoma Valley, and the greater Bay Area. Year 2030 traffic projections were obtained by assuming straight-line growth between the year 2014 and the SCTA model's year 2040 horizon year.

Table CE-1 classifies main roads in Sonoma according to functional types. The table identifies sub-segments for some streets and provides information on existing peak hour volumes as of 2014, and projected peak hour volumes in the years 2030 and 2040. Table CE-2 has a similar format but provides information on roadway capacities, identifying segments that are anticipated to encounter a traffic demand that exceeds capacity, thereby being subject to auto congestion.

Table CE-3 lists levels of service for key intersections in Sonoma for 2014, as well as projected operation in the years 2030 and 2040. The intersection locations and numbers are shown Figure CE-4.

Roadway Network Improvements

The objective for future roadway network modifications is to minimize needed improvements in Sonoma while promoting alternatives to automobile use. Accordingly, road widenings in the city will be minimized to the extent possible and implemented only when proven necessary. Future roadway improvements will be phased in accordance with the City Capital Improvement Plan and the State Transportation Improvement Program. Some improvements may be put in place as a condition of project approval as development occurs, and all will be funded in part by the City Circulation Improvement Fee imposed on all construction. The City will continue to rely on Capital Improvement Program revenues, Community Development Agency monies, and gas tax funds to finance street improvements. Sonoma County Transportation Authority funds are available for some maintenance of existing facilities and highway improvements, while any Caltrans-initiated upgrades along Highway 12 would require State and federal funding.

Roadway Segments

The Circulation Element identifies the following roadway modifications as potentially necessary to provide multimodal access and maintain adequate traffic conditions. Because nearly all of the following improvements are on Highway 12, close coordination between the City of Sonoma and Caltrans will be required.

- West Napa Street (SR 12) from Riverside Drive to Fifth Street West – acquire the right-of-way to allow for widening to five lanes. Future volumes on this segment are projected to exceed what a three-lane street can accommodate, and the segment may need to be widened to five lanes (two lanes in each direction and a center turn lane, plus bicycle lanes).
- West Napa Street (SR 12) from Fifth Street West to Second Street West – maintain existing three-lane configuration. Projected volumes on this segment are approximately 25 percent lower than the segment to the west, and are within the upper-end of a range that has been handled by a three-lane street in other jurisdictions. The segment also passes through areas with frequent building frontages that would impede widening, and areas with higher levels of pedestrian activity. Widening the highway to add new vehicle lanes in this type of built environment may cause adverse effects on pedestrian and bicyclists modes. For these reasons, the current three-lane configuration should be maintained into the future. The Bicycle and Pedestrian Plan calls for consideration of Class II bike lanes along this segment, but this would entail the removal of on-street parking

Table CE-1: Roadway Classification and Traffic Volumes

Roadway Segment	Class	Year 2014 Volume		Year 2030 Volume		Year 2040 Volume	
		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
West Napa Street (Highway 12)							
Riverside Dr to Fifth St West	Arterial	1000	975	1218	1150	1353	1258
Fifth St West to Second St West	Arterial	725	725	888	860	990	944
Second St West to Broadway	Arterial	615	585	658	621	684	644
East Napa Street							
First St East to Fifth St East	Collector	195	290	216	318	230	336
West Spain Street							
Fifth St West to Highway 12	Collector	375	420	404	459	423	484
Broadway (Highway 12)							
Watmaugh Rd to Napa/Leveroni Rd	Arterial	390	380	473	515	525	600
Napa/Leveroni Rd to MacArthur St	Arterial	635	570	805	707	911	793
MacArthur St to West Napa St	Arterial	560	460	700	605	786	695
Highway 12							
Riverside Dr to West Spain St	Arterial	750	805	901	1007	996	1132
West Spain St to Maxwell Village	Arterial	1015	965	1156	1164	1245	1289
Napa Road							
Broadway (Hwy 12) to Fifth St East	Arterial	660	675	745	796	855	813
Fifth St East to Eighth St E	Arterial	630	670	693	761	733	817
Leveroni Road							
Broadway (Hwy 12) to Fifth St West	Arterial	620	640	707	696	760	731
West MacArthur Street							
Broadway (Hwy 12) to Fifth St W	Collector	205	235	243	264	267	282
East MacArthur Street							
Broadway (Hwy 12) to City Limits	Collector	170	225	257	281	312	317
City Limits to Eighth St E	Collector	80	60	195	97	268	118
Fifth Street East							
East Napa St to Napa Rd	Local	150	125	206	163	241	187
Napa Rd to East Watmaugh Rd	Rural	60	50	70	56	75	58
Fifth Street West							
Verano Ave to West Spain St	Collector	400	295	441	317	467	331
Andrieux St to West MacArthur St	Arterial	550	480	601	524	632	551
West MacArthur St to Leveroni Rd	Arterial	460	430	504	461	531	479
Verano Avenue							
Highway 12 to Fifth St West	Collector	195	305	220	335	235	354

NB=Northbound; SB=Southbound; EB=Eastbound; WB=Westbound

Table CE-2: Roadway Capacity Utilization

Roadway Segment	Class	Capacity (veh)	Year 2014 V/C		Year 2030 V/C		Year 2040 V/C	
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
West Napa Street (Highway 12)								
Riverside Dr to Fifth St West	Arterial	800	1.14	1.11	1.52	1.44	1.69	1.57
<i>Widen to 2 lanes in each direction</i>		<i>1620</i>			<i>0.75</i>	<i>0.71</i>	<i>0.84</i>	<i>0.78</i>
Fifth St West to Second St West	Arterial	800	0.82	0.82	1.11	1.08	1.24	1.18
Second St West to Broadway	Arterial	800	0.95	0.91	0.82	0.78	0.86	0.81
East Napa Street								
First St East to Fifth St East	Collector	800	0.30	0.44	0.27	0.40	0.29	0.42
West Spain Street								
Fifth St West to Highway 12	Collector	800	0.57	0.64	0.51	0.57	0.53	0.61
Broadway (Highway 12)								
Watmaugh Rd to Napa/Leveroni Rd	Arterial	880	0.38	0.37	0.54	0.59	0.60	0.68
Napa/Leveroni Rd to MacArthur St	Arterial	800	0.84	0.75	1.01	0.88	1.14	0.99
<i>Widen to 2 lanes in each direction</i>		<i>1620</i>			<i>0.50</i>	<i>0.44</i>	<i>0.56</i>	<i>0.49</i>
MacArthur St to West Napa St	Arterial	1620	0.38	0.32	0.43	0.37	0.49	0.43
<i>Reduce to 1 lane in each direction</i>		<i>800</i>			<i>0.88</i>	<i>0.76</i>	<i>0.98</i>	<i>0.87</i>
Highway 12								
Riverside Dr to West Spain St	Arterial	800	0.88	0.94	1.13	1.26	1.25	1.42
<i>Widen to 2 lanes in each direction</i>		<i>1620</i>			<i>0.56</i>	<i>0.62</i>	<i>0.61</i>	<i>0.70</i>
West Spain St to Maxwell Village	Arterial	800	1.28	1.21	1.45	1.46	1.56	1.61
<i>Widen to 2 lanes in each direction</i>		<i>1620</i>			<i>0.71</i>	<i>0.72</i>	<i>0.77</i>	<i>0.80</i>
Napa Road								
Broadway (Hwy 12) to Fifth St East	Arterial	880	0.70	0.71	0.85	0.90	0.97	0.92
Fifth St East to Eighth St E	Arterial	880	0.65	0.69	0.79	0.86	0.83	0.93
Leveroni Road								
Broadway (Hwy 12) to Fifth St West	Arterial	880	0.64	0.66	0.80	0.79	0.86	0.83
West MacArthur Street								
Broadway (Hwy 12) to Fifth St W	Collector	800	0.36	0.42	0.30	0.33	0.33	0.35
East MacArthur Street								
Broadway (Hwy 12) to City Limits	Collector	800	0.30	0.40	0.32	0.35	0.39	0.40
City Limits to Eighth St E	Collector	800	0.13	0.10	0.24	0.12	0.34	0.15
Fifth Street East								
East Napa St to Napa Rd	Local	800	0.23	0.19	0.26	0.20	0.30	0.23
Napa Rd to East Watmaugh Rd	Rural	800	0.11	0.09	0.09	0.07	0.09	0.07
Fifth Street West								
Verano Ave to West Spain St	Collector	800	0.71	0.52	0.55	0.40	0.58	0.41
Andrieux St to West MacArthur St	Arterial	800	0.80	0.70	0.75	0.66	0.79	0.69
West MacArthur St to Leveroni Rd	Arterial	800	0.58	0.54	0.63	0.58	0.66	0.60
Verano Avenue								
Highway 12 to Fifth St West	Collector	800	0.35	0.54	0.28	0.42	0.29	0.44

Bold v/c ratios indicates locations where volumes may exceed capacity and LOS F operation may occur; *italicized* lines represent alternate configurations; planning-level roadway capacities based on Exhibit 10-7 of the *Highway Capacity Manual 2000*, Transportation Research Board, 2000; v/c=volume to capacity ratio; NB=Northbound; SB=Southbound; EB=Eastbound; WB=Westbound

Table CE-3: Intersection Levels of Service

Intersection	Type of Control	Year 2014	Year 2030	Year 2040
1. Sonoma Hwy (SR 12)/Verano Ave	Signal	22.7/C	25.3/C	28.4/C
2. Sonoma Hwy (SR 12)/Maxwell Village Center	Signal	18.3/B	20.9/C	22.7/C
3. Sonoma Hwy (SR 12)/W Spain St	Signal	26.0/C	33.1/C	43.5/D
4. Fifth St W/W Spain St	All-Way Stop	40.0/E	44.7/E	46.4/E
<i>a. Add EB and WB right turn lanes</i>	<i>All-Way Stop</i>	<i>n/a</i>	<i>31.6/D</i>	<i>33.9/D</i>
<i>b. Install mini-roundabout</i>	<i>Mini Roundabout</i>	<i>n/a</i>	<i>11.6/B</i>	<i>13.1/B</i>
5. Sonoma Hwy (SR 12)/Riverside/W Napa St	Signal	15.9/B	16.3/B	17.5/B
6. Fifth St W/W Napa St (SR 12)	Signal	37.3/D	47.5/D	59.5/E
<i>Add SB right-turn lane and EB overlap</i>	<i>Signal</i>	<i>n/a</i>	<i>n/a</i>	<i>43.0/D</i>
7. Broadway (SR 12)/Napa St	All-Way Stop	32.2/D	53.0/F	58.7/F
<i>a. Install traffic signal</i>	<i>Signal</i>	<i>n/a</i>	<i>51.2/D</i>	58.6/E
<i>b. Install single-lane roundabout</i>	<i>Roundabout</i>	<i>n/a</i>	<i>9.6/A</i>	<i>11.7/B</i>
8. E Napa St/Fifth St E Northbound Approach	Two-Way Stop	1.7/A	2.1/A	2.4/A
		12.3/B	13.5/B	14.3/B
9. Eighth St E/E Napa St Northbound Approach	Two-Way Stop	6.1/A	6.4/A	6.6/A
		12.3/B	12.9/B	13.4/B
10. Fifth St W/W MacArthur St	All-Way Stop	17.1/C	21.1/C	24.8/C
11. Broadway (SR 12)/MacArthur St	Signal	17.4/B	19.3/B	21.2/C
12. Fifth St E/E MacArthur St	All-Way Stop	8.9/A	11.2/B	13.7/B
13. Fifth St W/Leveroni Rd	Signal	11.6/B	12.7/B	13.5/B
14. Broadway (SR 12)/Leveroni Rd/Napa Rd	Signal	36.7/D	44.6/D	51.1/D
15. Fifth St E/Napa Rd	All-Way Stop	39.5/E	44.6/E	49.3/E
<i>Install traffic signal</i>	<i>Signal</i>	<i>n/a</i>	<i>10.0/A</i>	<i>11.6/B</i>
16. Eighth St E/Napa Rd	Signal	21.5/C	34.1/C	48.2/D

Results are expressed as Delay/LOS; Delay is measured in average seconds per vehicle; LOS = Level of Service; **Bold**=operation below LOS D; *italicized* rows reflect mitigated or alternate configurations; NB=Northbound; SB=Southbound; EB=Eastbound; WB=Westbound

➤ Broadway (SR 12) from Napa/Leveroni Roads to MacArthur Street – widen to five lanes only if proven necessary. Many of the parcels along this segment already include frontage improvements to accommodate a future five-lane roadway (two lanes in each direction and a center turn lane), and the projected traffic volumes are near the limits of what can be accommodated by a three-lane roadway. For these reasons the City and Caltrans should continue to plan for an ultimate five-lane roadway, however, striping of spot improvements such as right turn lanes and acceleration/deceleration areas be utilized in lieu of striping for two lanes in each direction until such time that the need for dual through lanes is proven. Maintaining one travel lane in each direction will help to regulate speeds and function better as a gateway to the Sonoma Plaza.

➤ Broadway (SR 12) from MacArthur Street to West Napa Street – implement a road diet. This segment currently includes five lanes (two in each direction plus a center turn lane). Volumes are lower than on the segment to the south, and based on the projected volumes, a single lane in each direction would be expected to function acceptably. The City and Caltrans should plan to implement a “road diet” on this segment of Broadway. A three-lane configuration would be expected to operate safely and efficiently, would help to regulate vehicle speeds in a pedestrian-oriented area, would create space for bicycle facilities, and would potentially create space for additional parking spaces. A reduction in lanes is also consistent with the Caltrans Route Concept Report for SR 12 (West), which for Broadway suggests that “reducing the number of lanes by a combination of diagonal parking, bike lanes and/or a median would

improve the location efficiency and community design.” If the Broadway/West Napa Street intersection remains as all-way stop-controlled, a three-lane configuration would allow for implementation of bulb-outs that would improve pedestrian circulation at this key Plaza gateway location. A three-lane segment would also work with a potential signal or roundabout.

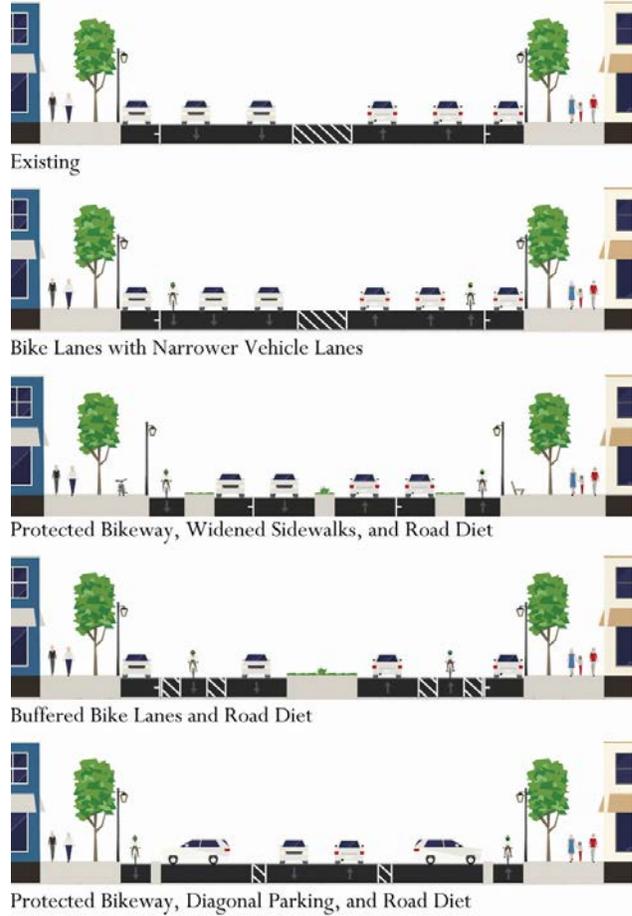
- Sonoma Highway (SR 12) from Riverside Drive to Maxwell Village Center – widen to five lanes. This segment of Sonoma Highway already encounters congestion, and the projected future volumes cannot be accommodated by a roadway with one lane in each direction. The City and Caltrans should plan for this to be a five-lane roadway in the future (two lanes in each direction, a center turn lane, and bike lanes).
- Upgrade Hayes Street and Fourth Street West to local street standards between Bettencourt Street and West MacArthur Street.

Road widenings would only be implemented upon proven need.

Intersections

Intersections are the major determinants of local traffic conditions on the City’s street network, and also serve as designated crossing locations for non-auto users. Accordingly, they should be designed in a context-sensitive manner to accommodate mobility for all users as effectively and as safely as possible. The following intersection improvements have been identified; again, in many locations coordination between the City and Caltrans will be required.

- Fifth Street West/West Spain Street – There are two improvement options. One includes restriping the eastbound and westbound approaches to add right-turn lanes. Alternatively, a mini-roundabout could be installed. The mini-roundabout would have a higher installation cost though it would provide a beneficial traffic calming effect, result in superior operation, and result in less fuel consumption, emissions, and noise than all-way stops. Either option would entail elimination of existing parking spaces near the intersection.



Many options exist for reconfiguring Broadway near the Plaza



View on Broadway looking north toward Plaza

- Fifth Street West/West Napa Street (SR 12) – Construct a southbound right-turn pocket and add an eastbound right-turn signal overlap phase. Construction of the right-turn pocket would require land acquisition.
- Broadway (SR 12)/Napa Street – The Circulation Element calls for further community engagement and evaluation before identifying specific modifications to improve multimodal circulation at this intersection. Potential changes may include (but are not limited to) any of the following: modify curbs to reduce pedestrian crossing distances while maintaining current all-way stop controls, install a traffic signal, install a single-lane roundabout, or make no changes. Any modifications would need to be completed in a manner that is deemed compatible with the Plaza’s physical and historical context.
- Fifth Street East/Napa Road – Install a traffic signal. The intersection is located in the County of Sonoma, and the City will coordinate with the County to participate in funding.



Broadway/Napa Street Intersection

Circulation Element helps organize land use through policies requiring adequate access, pedestrian and bicycle amenities, and safety improvements at street/bike path connections.

COORDINATION WITH OTHER ELEMENTS

Circulation and land use are interconnected, as is recognized in the State guidelines pertaining to general plans, which emphasize the correlation between the circulation element and the land use element. The Circulation Element is also closely related to the Housing and Environmental Resources elements and has ties to the Local Economy Element. Traffic-related noise is addressed in the Noise Element.

The Community Development Element

The Land Use Plan and designations in the Community Development Element establish the general arrangement of uses by type and intensity, from which circulation relationships derive. Through the organization of uses, the Land Use Plan lays the basis for linking housing, employment, goods and services, schools, and parks and recreation. The connection between land use and circulation has been reinforced by using the Land Use Plan as the basis for the traffic model used to develop projected traffic volumes. Building on that foundation, the elements are designed to work in concert to achieve various General Plan policy objectives. For example, in order to reduce auto dependence and promote walking, the Land Use Plan establishes higher densities adjacent to commercial centers and encourages mixed-use development. These measures also help promote transit. At the same time, the

The Local Economy Element

Through its programs to ensure acceptable traffic conditions, address downtown parking, and improve pedestrian conditions, the Circulation Element helps support the Local Economy Element in its objective of maintaining the continued vitality of Sonoma’s commercial centers. Through their policies and implementation measures, the two elements also seek to encourage a pedestrian presence in retail and service areas, particularly the downtown, by promoting mixed-use development and ground floor retail use.

The Housing Element

Like the Community Development Element, the Housing Element includes policies and implementation measures aimed at promoting mixed-use development and locating higher density residential development near commercial centers. The Housing Element expands upon those basic directions by providing guidance for the design of new housing, ensuring that higher density developments are compatible with their surroundings and include provisions for bicyclists, pedestrians, and transit users.

The Environmental Resources Element

The Circulation and Environmental Resources elements share the objectives of reducing auto dependency, encouraging transit use, and promoting energy conservation. The Circulation Element provides goals and

policies intended to establish safe and convenient bicycle and pedestrian networks linking housing, shopping, services, schools, and parks, while the Environmental Resources Element includes additional measures supporting that effort. In addition, the Environmental Resources Element includes a street tree planting measure to make local travel more enjoyable for pedestrians, bicyclists, and drivers.

The Noise Element

Current and projected traffic volumes, as documented through the Circulation Element, are assessed as a noise source in the Noise Element.



GOALS AND POLICIES

The following Circulation Element goals and policies will guide the City's actions pertaining to transportation during the planning period.

Maintain Safe and Efficient Movement

Goal 1.0: Maintain a Citywide Roadway System that Provides for the Safe and Efficient Movement of People and Goods to All Parts of Sonoma.

Policy 1.1: Ensure that the City's circulation network is a well-connected system that effectively accommodates vehicular and non-vehicular traffic in a manner that considers the context of surrounding land uses and the needs of all roadway users.

Policy 1.2: Promote safety for all users of the street system.

Policy 1.3: Maximize efficient use of the existing circulation system and avoid widening streets to the extent possible.

Policy 1.4: When analyzing the circulation network, consider the needs of all users including those with disabilities, ensuring that pedestrians, bicyclists, and transit riders are considered at an equal level to motor vehicle drivers.

Policy 1.5: Establish a motor vehicle Level of Service (LOS) standard of LOS D at intersections. The following shall be taken into consideration in applying this standard:

- Efforts to meet the vehicle LOS standard shall not result in diminished safety for other modes including walking, bicycling, or transit (see Policy 1.6).
- The standard shall be applied to the overall intersection operation and not that of any individual approach or movement.
- Consideration shall be given to the operation of the intersection over time, rather than relying exclusively on peak period conditions.
- The five intersections surrounding the historic Sonoma Plaza shall be exempt from vehicle LOS standards in order to maintain the historic integrity of the Plaza and prioritize non-auto modes.

Policy 1.6: Intersections may be exempted from the vehicle LOS standards established in Policy 1.5 in cases where the City Council finds that the infrastructure improvements needed to maintain LOS D operation (such as roadway or intersection widening) would be in conflict with goals of for improving multimodal circulation, or would lead to other potentially adverse environmental impacts. For those locations where the City allows a reduced motor vehicle LOS or queuing standard, additional multimodal improvements and/or transportation demand management (TDM) measures may be required in order to reduce impacts to mobility.

Policy 1.7: Continue to seek context-sensitive solutions to reduce traffic congestion and improve pedestrian circulation at the intersection of Broadway (SR 12)/Napa Street.

Policy 1.8: Consider all transportation improvements as opportunities to enhance safety, access, and mobility.

Policy 1.9: Design intersections to provide adequate and safe access for all users including pedestrians, bicyclists, and motorists of all ages and abilities, and in a manner that is appropriate for the surrounding land use and cultural context.

Policy 1.10: Consider the use of roundabouts and mini-roundabouts, where appropriate, to enhance pedestrian and cyclist circulation, moderate traffic flow, reduce accident severity, and improve intersection efficiency.

Policy 1.11: Ensure that new development contributes its proportional share of the cost of improvements necessary to address cumulative transportation impacts on the multimodal circulation network.

Policy 1.12: Design and implement road diets along the Broadway corridor, in coordination with Caltrans, to enhance pedestrian and bicycle facilities, provide additional opportunities for landscaping, and potentially increase parking supply.

Support Non-Auto Travel

Goal 2.0: Create a Circulation Network that Supports and Encourages Travel by Non-Automobile Modes

Policy 2.1: Implement the extensions and upgrades to the bicycle network identified in the City’s Bicycle and Pedestrian Master Plan, with a focus on establishing safe routes to popular destinations.

Policy 2.2: Improve city streets as necessary to preserve safety and expand opportunities for non-automobile modes of transportation.

Policy 2.3: Preserve and establish short-cuts that give pedestrians and bicyclists alternatives to traveling along major streets.

Policy 2.4: Improve pedestrian circulation and safety at major intersections.

Policy 2.5: Establish a system of hiking trails through major public open space.

Policy 2.6: Eliminate gaps and obstructions in the sidewalk system.

Policy 2.7: Proactively work with utility providers to reduce or eliminate barriers to pedestrian and bicyclist mobility created by utility infrastructure.

Policy 2.8: Prioritize pedestrian safety and convenience when considering circulation improvements near the Sonoma Plaza.

Policy 2.9: Prioritize bicycle and pedestrian safety for students traveling to and from school.

Policy 2.10: Create an accessible circulation network that is consistent with guidelines established by the Americans with Disabilities Act (ADA).

Policy 2.11: Promote bicycling as an efficient alternative to driving.

Policy 2.12: Expand the availability of sheltered bicycle parking and other bicycle amenities.

Policy 2.13: Resolve potential conflicts between bicycles and vehicles and pedestrians.

Policy 2.14: Incorporate bicycle facilities and amenities in new development.

Policy 2.15: Promote transit use and improve transit services.

Policy 2.16: Ensure that adequate lighting is provided at all bus stops.

Maintain Neighborhood Access and Town Character

Goal 3.0: Coordinate circulation and land use patterns to ensure safe and convenient access to activity centers while maintaining Sonoma’s neighborhoods and small-town character.

Policy 3.1: Encourage a mixture of uses and higher densities where appropriate to improve the viability of transit, pedestrian and bicycle travel.

Policy 3.2: Ensure that new development complements and extends the historic street grid pattern, where feasible, while minimizing cut-through traffic.

Policy 3.3: Protect residential areas by keeping traffic speeds low and discouraging through truck traffic.

Policy 3.4: Encourage shared and “park once” parking arrangements that reduce vehicle use.

Policy 3.5: Improve parking availability and traffic and pedestrian circulation around the Plaza area while maintaining the historic, small-town character of the area.

Policy 3.6: Recognize the role of streets not only as vehicle routes but also as parts of a system of public spaces, with quality landscaping, street trees, and bicycle and pedestrian amenities.

Policy 3.7: If necessary, utilize traffic calming techniques to control vehicle speeds on residential streets as well as on collector streets within residential areas.

Integrate with Regional Circulation Network

Goal 4.0: Effectively Integrate the City’s Circulation System with Surrounding Regional Networks

Policy 4.1: Actively work with Sonoma County and SCTA in coordinating improvements to major roads in the unincorporated areas surrounding Sonoma.

Policy 4.2: Collaborate with Caltrans and the County in exploring potential ways to accommodate regional pass-through traffic on routes other than Highway 12 through the Sonoma Plaza area, including the relinquishment of SR 12 through the City of Sonoma.

Policy 4.3: Continue to consult with Caltrans and Sonoma County on transportation planning, operations, and funding to improve automobile and non-automobile circulation on the Sonoma Highway corridor.

IMPLEMENTATION MEASURES

The implementation measures outlined in Table CE-4 correspond to the four major topics outlined in the above circulation goals and policies: Maintain Safe and Efficient Movement, Support Non-Auto Travel, Maintain Neighborhood Access and Town Character, and Integrate with Regional Circulation Network.

Table CE-4: Circulation Implementation Summary

Implementation Measure	Objective(s)	Responsible Department
SAFE AND EFFICIENT MOVEMENT		
CE-1. CIP Circulation Improvements	Prioritize and implement circulation improvements through the five-year capital improvement program.	Public Works
CE-2. Impact Fee Program	Prepare and adopt a transportation impact fee program that establishes a mechanism for new development to pay its proportional share of circulation improvements.	Public Works
CE-3. Monitor Safety	Routinely monitor collision trends in order to proactively respond to safety problems and changing conditions. Prioritize locations with high collision rates for safety improvements.	Public Works
CE-4. Seek Outside Funding	Continually seek opportunities to fund maintenance of and improvements to the circulation network, including through pursuit of grants.	Public Works, Planning
CE-5. Roadway Improvements	<p>If and when deemed clearly necessary, complete the following roadway improvements to maintain the safety and efficiency of the current circulation system, and to support buildout of the General Plan.</p> <p>Roadway Segments</p> <ul style="list-style-type: none"> • Sonoma Highway (SR 12) from Riverside Drive to Maxwell Village Center: widen street to two lanes in each direction, including a center turn lane and bicycle lanes • West Napa Street (SR 12) from Riverside Drive to Fifth Street West: widen street to two lanes in each direction, including a center turn lane and bicycle lanes • Broadway (SR 12) from MacArthur Street to West Napa Street: implement a “road diet” consisting of one travel lane in each direction plus center turn lane and bicycle lanes • Broadway (SR 12) from Napa Road-Leveroni Road to MacArthur Street: limit further widenings to spot improvements such as adding turn lanes where needed to maintain traffic flow and safety. Design and implement a plan that reduces the paved section, where possible, enhances conditions for pedestrians and bicyclists, and improves the visual quality and consistency of the corridor. <p>Intersections</p> <ul style="list-style-type: none"> • Fifth Street West/West Spain Street: restripe the eastbound and westbound approaches to add right-turn lanes, or install a mini-roundabout within the available right-of-way • Fifth Street West/West Napa Street (SR 12): construct a southbound right-turn pocket and add an eastbound right-turn signal overlap phase • Fifth Street East/Napa Road: install a traffic signal; this intersection is under County of Sonoma jurisdiction and the costs of designing, funding, and implementing the improvement should be shared by the City and County 	Public Works

Implementation Measure	Objective(s)	Responsible Department
CE-6. Design Intersections for all modes	Review plans for new or modified intersections to ensure that lane configurations are limited where possible to provide for moderate speeds and pedestrian and cyclist safety, and that curb extensions are installed where appropriate to reduce driving speeds and shorten pedestrian crossing distances.	Public Works
CE-7. Mitigate Development Impacts	Require development projects to mitigate circulation impacts through installation of necessary associated improvements or payment of in-lieu fees, consistent with a nexus between the level of impact and required improvements and/or contributions.	Public Works, Planning
CE-8. Review of Development Impacts	<p>As part of the development review process, the Planning and Public Works Departments shall review development projects to ensure that developers:</p> <ul style="list-style-type: none"> • Construct transportation improvements along property frontages when appropriate • Address the project's proportional share of impacts to the City's circulation network through payment of traffic mitigation and other fees • For local project-related circulation impacts requiring improvements that are not included in an adopted impact fee program, either complete the necessary improvements or pay a proportional share of the cost • Provide for complete streets to the extent feasible, facilitating walking, biking, and transit modes • Fund transportation impact studies that identify on-site and off-site project effects and mitigation measures • Provide adequate emergency vehicle access 	Public Works, Planning
CE-9. Improvements at Broadway/Napa Street	Engage the community in discussions to evaluate and select among alternatives to improve pedestrian circulation and alleviate congestion at the intersection of Broadway (SR 12)/Napa Street in a context-sensitive manner, and work with Caltrans to fund and implement the improvements.	Planning, Public Works
CE-10. Multimodal LOS	Monitor ongoing efforts to establish multimodal LOS methodologies and assess whether implementation of multimodal LOS is appropriate for application in Sonoma. Should the City deem a multimodal LOS methodology to be suitable for application, the LOS standards described in Policy 1.5 shall be amended to include quantitative evaluation of designated non-auto modes where deemed applicable.	Public Works, Planning
SUPPORT NON-AUTO TRAVEL		
CE-11. Add Pedestrian/Bicycle to CIP	Create and fund pedestrian and bicycle improvement categories in the five-year Capital Improvement Program as a mechanism for identifying, budgeting, and implementing specific pedestrian and bicycle improvements, including constructing pathways and repairing and completing sidewalks.	Public Works
CE-12. Provide Cut-Through Paths	Require the preservation or replacement of cut-through paths in conjunction with proposed development projects.	Planning
CE-13. Prioritize Pedestrian Improvements	Monitor and prioritize the need for pedestrian improvements through the Traffic Safety Committee.	Public Works
CE-14. Non-Auto	Work with Caltrans, the County of Sonoma, Sonoma County Transit, Sonoma County Bicycle Coalition, and the SCTA to coordinate bicycle improvements within Sonoma	Public Works, Planning

Implementation Measure	Objective(s)	Responsible Department
Modes Regional Coordination	Valley, to provide connections to regional routes, and to incorporate bicycle facilities such as carriers and racks on transit buses and at bus stops.	
CE-15. Bicycle Education	Work with schools and other interested organizations to establish safe bike routes and to promote bicycle use, registration, safety, and etiquette in accordance with the Police Department bicycle education program.	Public Works, Police
CE-16. Safe Routes to School	Coordinate with the Sonoma Valley Unified School District to fund new Safe Routes to School plans for schools within the City of Sonoma.	Public Works
CE-17. Accessible Transportation Improvements	Review all transportation improvements to ensure installation in accordance with current accessibility standards.	Public Works
CE-18. Identify and Remove Barriers	Review transportation corridors to identify barriers encountered by persons with disabilities, including locations with damaged sidewalk surfaces and non ADA-compliant curb cuts and ramps, and address such obstacles in the Capital Improvement Program as funding permits.	Public Works
CE-19. Incorporate Bicycle and Pedestrian Improvements	Require development projects to provide all rights-of-way and improvements necessary to comply with the Bicycle and Pedestrian Master Plan and Development Code requirements pertaining to bicycle and pedestrian amenities and, through the discretionary review process, look for opportunities to consolidate or eliminate unneeded curb-cuts and driveways to improve pedestrian safety.	Planning
CE-20. Update Bike Requirements in Development Code	Implement Development Code requirements for bicycle access and amenities in commercial and multi-unit residential developments and update the provisions as necessary.	Planning
CE-21. Improve Transit Availability	Work with Sonoma County Transit to improve transit coverage and headways on routes serving Sonoma.	Planning
CE-22. Add Bus Shelters	Coordinate with Sonoma County Transit to construct attractive and consistently designed lighted bus shelters along Highway 12 and other transit corridors.	Public Works
CE-23. Pedestrian Signal Timing	Review traffic signal timing plans to ensure adequate crossing times for all users at signalized intersections.	Public Works
CE-24. Upgrade Signals for Bicyclists and Pedestrians	Prepare an inventory of bicycle and pedestrian facilities at signalized intersections, and develop a program to install crosswalk actuators, bicycle detectors with stencils, and bicycle safety signs as appropriate where they currently do not exist.	Public Works
MAINTAIN NEIGHBORHOOD ACCESS AND TOWN CHARACTER		
CE-25. Caltrans Collaboration	Work collaboratively with Caltrans to ensure that the City's vision for the design and implementation of Highway 12 improvements is achieved.	Public Works

Implementation Measure	Objective(s)	Responsible Department
CE-26. Truck Routes	Establish and enforce truck routes and regulations that apply to all heavy vehicles, including delivery trucks and tour buses.	Public Works
CE-27. Traffic Calming	Evaluate requests and proposed approaches to traffic calming through the Traffic Safety Committee.	Public Works
CE-28. Casa Grande Parking Lot	Work with the State Parks Department to retain and expand the use of the Casa Grande lot for public parking.	Planning
CE-29. Parking Wayfinding	Provide maps, signage, entrance lighting, and other improvements that advertise off-street public parking.	Planning
CE-30. Develop Off-Street Parking	Work with property-owners to acquire land and/or develop public off-street parking to serve the Plaza area.	Planning, Public Works
CE-31. Parking Improvement District	Explore the feasibility of creating a downtown improvement district to fund acquisition and development of parking as well as other types of improvements.	Planning
CE-32. Tour buses	Work with the Visitors Bureau and tour bus providers to minimize safety and parking conflicts associated with tour buses.	Public Works, Police
INTEGRATE WITH REGIONAL CIRCULATION NETWORK		
CE-33. Regional Collaboration on Circulation	Work with Caltrans, the County of Sonoma and the Sonoma Valley Citizens Advisory Commission to monitor potential traffic impacts of proposed development, to identify options for regional circulation improvements, and to implement methods of alleviating traffic congestion, such as improved signal timing along Highway 12.	Public Works
CE-34. Regional Signage Program	Work with Caltrans and the County of Sonoma to establish a unified directional signage scheme in the Sonoma Valley that directs through drivers to peripheral routes instead of through downtown Sonoma.	Public Works
CE-35. Assist SCTA	Provide land use and circulation data to the Sonoma County Transportation Authority (SCTA) as requested, and coordinate with SCTA in implementing and updating the regional Comprehensive Transportation Plan.	Planning, Public Works



California Environmental Quality Act

Initial Study

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

Prepared: June 2016

1. **Project Title:** City of Sonoma General Plan Amendment:
Circulation Element Update
2. **Lead Agency Name and Address:** City of Sonoma Planning Department
3. **Contact Person and Phone Number:** David Goodison, Planning Director
(707) 938-3681
4. **Project Location:** City of Sonoma (please refer to Figure 1)
5. **Project Sponsor's Name and Address:** City of Sonoma
No. 1, The Plaza
Sonoma CA 95476
6. **General Plan Designation:** N/A (City-wide policy document)
7. **Zoning:** N/A (City-wide policy document)

8. **Description of Project:**

Overview: The Project consists of an amendment to the City of Sonoma General Plan to update the Circulation Element pursuant to California Government Code Section 65588. The Circulation Element is solely a policy document and does not modify the zoning or land-use designations of any land within the city, nor does it modify the land use element of the General Plan or the City's Zoning Ordinance. It does not provide discretionary approval of any development project or infrastructure improvement within the City. Any development or other action anticipated under the Circulation Element not already allowed under the current zoning and General Plan, would require additional CEQA review and discretionary approvals prior to any formal action. The purpose of the Circulation Element is to coordinate development of the city circulation system with existing and planned land uses, in compliance with the requirement of state law. Components of the element include:

- Updated traffic counts and existing intersection LOS for the street segments and intersections addressed in the current Circulation Element (16 intersections and 22 street segments).
- Updated traffic projections for the year 2020 and the year 2040 based on updated land use information and the Sonoma County Traffic Model.
- Identification of needed intersection and roadway improvements. (Draft recommendations are nearly complete.)
- Development of updated information on bicycle use and bicycle facilities, pedestrian use and pedestrian facilities, and transit use and transit facilities.

- Analysis of existing policies and programs in the Circulation Element and identification of needed revisions and additions.
- Analysis of the intersections of Broadway/West Napa Street and West Napa Street/First Street West with respect to traffic and pedestrian safety conditions.

The Circulation Element balances the need to facilitate and promote alternative modes of transportation—including buses, bicycling, and walking—with the provision of an effective roadway network that reflects the character and scale of Sonoma. The Circulation Element serves as the policy basis for the development of an integrated circulation system by providing for alternative modes of transportation, and it specifies the improvements necessary to resolve existing deficiencies and accommodate planned growth. A key objective of the Circulation Element update is to ensure that it complies with State General Plan guidance concerning “Complete Streets” principles, as this will be necessary to qualify for many types of transportation improvement funding. The term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.

Road Widening and Intersection Improvements: The Circulation Element identifies the following roadway and intersection modifications as potentially necessary to provide multimodal access and maintain adequate traffic conditions. Because many of the following improvements are on Highway 12, close coordination between the City of Sonoma and Caltrans will be required.

Roadway Modifications

- West Napa Street (SR 12) from Riverside Drive to Fifth Street West – widen to five lanes. Future volumes on this segment exceed what a three-lane street can accommodate; therefore, the segment should be widened to five lanes (two lanes in each direction and a center turn lane, plus bicycle lanes).
- West Napa Street (SR 12) from Fifth Street West to Second Street West – maintain existing three-lane configuration. Projected volumes on this segment are approximately 25 percent lower than the segment to the west, and are within the upper-end of a range that has been handled by a three-lane street in other jurisdictions. The segment also passes through areas with frequent building frontages that would impede widening, and areas with higher levels of pedestrian activity. Widening the highway to add new vehicle lanes in this type of built environment may cause adverse effects on pedestrian and bicyclist modes. For these reasons, the current three-lane configuration should be maintained into the future.
- Broadway (SR 12) from Napa/Leveroni Roads to MacArthur Street – widen to five lanes only if proven necessary. Many of the parcels along this segment already include frontage improvements to accommodate a future five-lane roadway (two lanes in each direction and a center turn lane), and the projected traffic volumes are near the limits of what can be accommodated by a three-lane roadway. For these reasons the City and Caltrans should continue to plan for an ultimate five-lane roadway, however, striping of spot improvements such as right turn lanes and acceleration/deceleration areas be utilized in lieu of striping for two lanes in each direction until such time that the need for dual through lanes is proven. Maintaining one travel lane in each direction will help to regulate speeds and function better as a gateway to the Sonoma Plaza.
- Broadway (SR 12) from MacArthur Street to West Napa Street – implement a road diet. This segment currently includes five lanes (two in each direction plus a center turn lane). Volumes are lower than on the segment to the south, and based on the projected volumes, a single lane in each direction would be

expected to function acceptably. The City and Caltrans should plan to implement a “road diet” on this segment of Broadway. A three-lane configuration would be expected to operate safely and efficiently, would help to regulate vehicle speeds in a pedestrian-oriented area, would create space for bicycle facilities, and would potentially create space for additional parking spaces. If the Broadway/West Napa Street intersection remains as all-way stop-controlled, a three-lane configuration would allow for implementation of bulb-outs that would improve pedestrian circulation at this key Plaza gateway location. A three-lane segment would also work with a potential signal or roundabout.

- Sonoma Highway (SR 12) from Riverside Drive to Maxwell Village Center – widen to five lanes. This segment of Sonoma Highway already encounters congestion, and the projected future volumes cannot be accommodated by a roadway with one lane in each direction. The City and Caltrans should plan for this to be a five-lane roadway in the future (two lanes in each direction, a center turn lane, and bike lanes).
- Upgrade Hayes Street and Fourth Street West to local street standards between Bettencourt Street and West MacArthur Street.

Intersection Improvements

- Fifth Street West/West Spain Street – There are two improvement options. One includes restriping the eastbound and westbound approaches to add right-turn lanes. Alternatively, a mini-roundabout could be installed. The mini-roundabout would have a higher installation cost though it would provide a beneficial traffic calming effect, result in superior operation, and result in less fuel consumption, emissions, and noise than all-way stops. Either option would entail elimination of existing parking spaces near the intersection.
- Fifth Street West/West Napa Street (SR 12) – Construct a southbound right-turn pocket and add an eastbound right-turn signal overlap phase. Construction of the right-turn pocket would require land acquisition.
- Broadway (SR 12)/Napa Street – The Circulation Element calls for further community engagement and evaluation before identifying specific modifications to improve multimodal circulation at this intersection. Potential changes may include (but are not limited to) any of the following: modify curbs to reduce pedestrian crossing distances while maintaining current all-way stop controls, install a traffic signal, install a single-lane roundabout, or make no changes. Any modifications would need to be completed in a manner that is deemed compatible with the Plaza’s physical and historical context.
- Fifth Street East/Napa Road – Install a traffic signal. The intersection is located in the County of Sonoma, and the City will coordinate with the County to participate in funding.

Roadway modifications and intersection improvements would only be implemented upon proven need.

9. Setting and Context:

The City of Sonoma is located between Petaluma and Napa and is located along State Route (SR) 12, which stretches from the Sonoma County coast to the California Central Valley. Sonoma’s circulation system is largely dominated by SR 12 as it enters and exits the city’s northeast and southern borders, and passes directly by the town’s historic downtown square. The highway serves as the main transportation corridor connecting the town to western Sonoma County including Santa Rosa and US 101, Napa County including the City of Napa and SR 29, and Solano County including Fairfield and I-80. Regional traffic associated with this important east-west

route creates traffic congestion through the middle of Sonoma during peak commute hours and on summer weekends. (See Figure 1.)

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

The adoption of the Circulation Element update is at the discretion of the City of Sonoma Planning Commission and City Council. However, the future review of potential implementing actions, such as roadway and intersection improvements, will be subject to additional CEQA review, as well as potential review and approval by other agencies, most notably Caltrans.

11. Application of CEQA requirements.

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

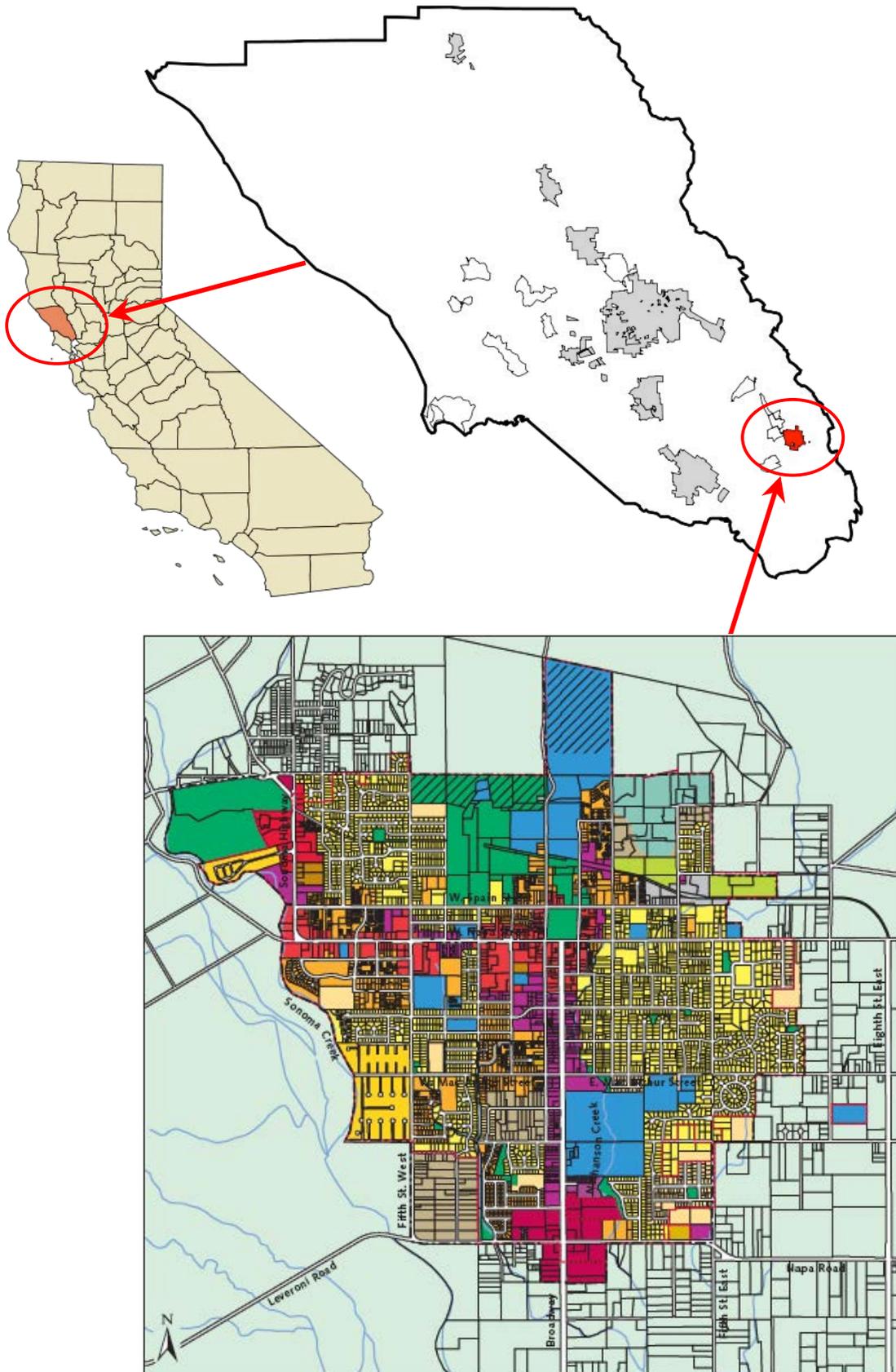
This Initial Study/Proposed Negative Declaration will be circulated for public and agency comment for a minimum of 30 days from July 8, 2016 to August 11, 2016. Written comments may be e-mailed, delivered, or mailed to the following address until close of business on August 11, 2016:

David Goodison, Planning Director

#1 The Plaza
Sonoma, CA 95476
Email: dgoodison@sonomacity.org

This Initial Study/Proposed Negative Declaration is intended to satisfy the requirements of CEQA (Public Resources Code, Div 13, Sec 21000-21177), and the State CEQA Guidelines (California Code of Regulations, Title 14, Sec 15000-15387). CEQA encourages lead agencies and applicants to modify their projects to avoid significant adverse impacts.

Figure 1 – Location Map (City of Sonoma)



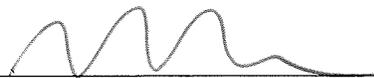
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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


6-22-16

 Signature Date

David Goodison, Planning Director City of Sonoma, Planning Department

 Printed name For (Lead Agency)

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

Discussion:

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

The Development Code §19.40.030.C defines “scenic vistas” as a public view, benefiting the community at large, of significant features, including hillside terrain, ridgelines, canyons, geologic features, and community amenities (e.g., parks, landmarks, permanent open space). This would include public views from road corridors of the hillsides that adjoin Sonoma Valley. The Circulation Element includes an identification of potential roadway and intersection improvements, to be implemented only upon a demonstration of need, that could affect scenic vistas (see “Project Description”). However, these improvements are not mandated by the Circulation Element and would be subject to subsequent review and approval procedures, including detailed environmental review and, for those improvements involving state right-of-way, review and approval by Caltrans. For these reasons, adoption of the element would have **no significant** impact on the visual quality of the site and its surroundings.

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

See response 1.a, above.

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

See response 1.a, above.

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

See response 1.a, above.

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

Discussion:

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

Currently there is some land zoned for agriculture within the City, but none that is commercially-viable Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation. The proposed Circulation Element Update does not propose any land uses changes. Therefore, the Project will have **no impact** on agricultural resources.

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

The Circulation Element Update does not identify any potential roadway or intersection improvements that would affect properties having an agricultural zoning, an agricultural use, or subject to a Williamson Act contract. Thus, there would be no affect to any lands subject to a Williamson Act contract. Hence, **no impact** would occur.

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

See response 2.b, above.

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

Discussion:

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

The Bay Area Air Quality Management District (BAAQMD) is the regional air quality agency for the San Francisco Bay Area Air Basin (SFBAAB), which comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara Counties; the southern portion of Sonoma County; and the southwestern portion of Solano County. Accordingly, the City is subject to the rules and regulations imposed by the BAAQMD, as well as the California ambient air quality standards adopted by the California Air Resources Board (CARB), and national ambient air quality standards adopted by the United States Environmental Protection Agency (USEPA). The BAAQMD does not require project specific analysis for projects proposing less than 520 apartments/condominiums or resulting in less than 2,000 vehicle trips per day. If a project does not exceed either of these thresholds, it is typically assumed to have a less than significant impact on air quality. Because the adoption of the Circulation Element update would not change any General Plan land use designation or increase the development capacity of Sonoma in any way, the proposed Project would have *no impact* with respect to air quality or any air quality plans.

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

Sonoma is part of a region-wide nonattainment area, in which levels of ground-level ozone and inhalable particulate matter exceed respective State or Federal air quality standards. Ozone and particulate matter are the pollutants of primary concern when evaluating projects. Since these air pollutants are not directly emitted to the atmosphere, the

significance of a project’s impact is evaluated through comparison of overall project emissions to thresholds of significance established by the BAAQMD. Air quality goals and policies are noted in the City’s Environmental Resources Element of the General Plan. In the environmental impact report prepared for the 2020 General Plan, it was determined that the level of development associated with General Plan buildout would not contribute to an air quality violation. The subject Circulation Element Update does not mandate any physical development that would result in the generation of air quality emissions. As a result, the adoption of the updated Circulation Element would have **no impact** in this area.

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

As noted in responses 3.a and 3.b, above, the adoption of the Circulation Element update would not change any General Plan land use designation or increase the development capacity of Sonoma in any way, nor would it mandate any physical development that would result in the generation of air quality emissions. For these reasons, the adoption of the updated Circulation Element would have **no impact** with respect to air quality.

d) Expose sensitive receptors to substantial pollutant concentrations?

The BAAQMD considers sensitive receptors to include: facilities serving children, seniors, or the ill and residences. There are no physical improvements mandated as a result of the Circulation Element Update and any future improvements will be subject to subsequent review based on the specifics of the project. Therefore, potential impacts to sensitive receptors resulting from the Circulation Element Update would be **less-than-significant**.

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

Construction activities associated with future development proposal, including grading and other earthmoving activities, may generate airborne dust that could adversely affect residents in vicinity of the project site. However, any future projects will be regulated by standard requirements and regulations pertaining to construction activity aimed at minimizing dust generation. The proposed Circulation Element Update does not result in any changes to adopted regulation that would conflict with policies and programs that minimize dust generation and any future improvements that may be proposed will be subject to subsequent review based on the specifics of the project. Therefore, potential impacts from airborne dust as a result of the Circulation Element Update are **less-than-significant**.

4. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

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

Because Sonoma’s Sphere of Influence is so limited in its area, only a few types of rare and endangered plant and animal species have any likelihood of residing within it.

(1) Plant Species. According to a local California Native Plant Society representative, the rare and endangered plant species most likely to occur within the Sonoma Planning Area include Sonoma sunshine, dwarf downingia, valley oak, and Lobb’s aquatic buttercup.

(2) Animal Species. The rare and endangered animals species most likely to be found in the Sphere of Influence include the coho and Chinook salmon, northwestern pond turtle, Cooper’s Hawk, Northern Harrier, Black-shouldered kite, peregrine falcon, yellow warbler, yellow-breasted chat, and mountain lion.

Potential impacts from construction of future circulation improvements would most likely be related to the removal of trees and other vegetation. If future circulation improvement projects were to be proposed in areas where biological resources are present, those projects would be required to provide site-specific field studies to search for special-status species and to determine whether suitable habitat for any special-status species occur within the study area. At the time such a project is proposed, the City would conduct the appropriate level of environmental review pursuant to CEQA prior to taking action to consider the approval of the project. As there are no physical

improvements proposed at this time and the Circulation Element Update would not alter any existing policies or programs that protect biological resources, the project would have a **no impact** on any candidate, sensitive, or special-status species.

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

See response 4.a. **No impact** would occur.

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

The adoption of the updated Circulation Element would not increase development potential within Sonoma, nor would it change existing land use designations or zoning districts. The Circulation Element includes an identification of potential roadway and intersection improvements, to be implemented only upon a demonstration of need; however, these improvements are not mandated by the Circulation Element and would be subject to subsequent review and approval procedures, including detailed environmental review, including an evaluation of impacts on any potential wetlands that may be identified. For these reasons, adoption of the element would have **no significant** impact in this area. Therefore, **no impact** would occur.

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

Wildlife corridors within Sonoma's sphere of influence consist of creeks. While it does not appear that any of the potential roadway and intersection improvements identified in the Circulation Element update would affect any creek, any such improvement that might be proposed in the future and would be subject to subsequent review and approval procedures, including an evaluation of impacts on any nearby creeks or waterways. For these reasons, the project would not interfere substantially with the movement of any fish or wildlife species or any wildlife corridors or native wildlife nursery sites. **No impact** would occur.

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

The General Plan and the Development Code include policies and standards regarding creek and riparian habitat protection as well as tree preservation and protection. The adoption of the Circulation Element update would not change these policies and nor would it change any existing development standards pertaining to the protection of biological resources. Therefore, **No impact** would occur.

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

No habitat conservation plans have been prepared addressing the opportunity sites and its surrounding lands. As a result, the project would not conflict with any adopted or approved habitat conservation plans. **No impact** would occur.

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

Discussion:

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

According to the State Office of Historic Preservation, structures over 50 years old *may* be historically significant, even if not listed on a local or State/National register. Pursuant to section §15064.5 of the California Environmental Quality Act (CEQA), a resource is considered “historically significant” if the resource is at least 50 years old, has integrity, and meets any one of the following criteria for listing on the California Register of Historical Resources (as set forth under Public Resource Code §5024.1):

- 1) Is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- 2) Is associated with the productive lives of individuals significant in local or regional history or the cultural heritage of California or the United States.
- 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
- 4) Has yielded, or may be likely to yield, information important in prehistory or history.

Based on the criteria listed above, there are approximately 70 sites identified within Sonoma’s sphere of influence as possessing historic significance. In addition, a portion of downtown Sonoma is a registered National Historic Landmark District and a portion of south Broadway has also been identified as a historic district. Any development proposed for an opportunity site that may contain a historic resource will be subject to these requirements and guidelines as part of the project review process. The Circulation Element Update includes provisions explicitly aimed at protecting historic resources, including the following policies:

Policy 1.5: Establish a motor vehicle Level of Service (LOS) standard of LOS D at intersections. The following shall be taken into consideration in applying this standard:

- Efforts to meet the vehicle LOS standard shall not result in diminished safety for other modes including walking, bicycling, or transit (see Policy 1.6).
- The standard shall be applied to the overall intersection operation and not that of any individual approach or movement.
- Consideration shall be given to the operation of the intersection over time, rather than relying exclusively on peak period conditions.
- The five intersections surrounding the historic Sonoma Plaza shall be exempt from vehicle LOS standards in order to maintain the historic integrity of the Plaza and prioritize non-auto modes.

Policy 1.6: Intersections may be exempted from the vehicle LOS standards established in Policy 1.5 in cases where the City Council finds that the infrastructure improvements needed to maintain LOS D operation (such as roadway or intersection widening) would be in conflict with goals of for improving multimodal circulation, or would lead to other potentially adverse environmental impacts. For those locations where the City allows a reduced motor vehicle LOS or queuing standard, additional multimodal improvements and/or transportation demand management (TDM) measures may be required in order to reduce impacts to mobility.

It should also be noted that although the Circulation Element includes an identification of potential roadway and intersection improvements, these improvements are not mandated by the Circulation Element and would be subject to subsequent review and approval procedures, including detailed environmental review, including an evaluation of impacts on any potential historic resources that may be identified. For these reasons, adoption of the element would have **no significant** impact in this area.

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

The Circulation Element includes an identification of potential roadway and intersection improvements; however, these improvements are not mandated by the Circulation Element and would be subject to subsequent review and approval procedures, including tribal consultations and an evaluation of impacts on any potential archaeological resources that may be identified. Furthermore, as a policy document, the Circulation Element Update does not result in physical improvements including ground-disturbing activities. Therefore, there would be **no impact** on the significance of any archaeological resource caused by the adoption of the Circulation Element update.

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

As a policy document, the Circulation Element Update does not result in physical improvements including ground-disturbing activities. Hence, **no impact** would occur.

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

Although impacts to human remains are not anticipated, there is always the remote possibility that human remains are present below the ground surface and could be unearthed during ground disturbing activities. The Circulation Element update does discuss potential roadway and intersection improvement projects that, if implemented, would involve grading, trenching, and other ground-disturbing activities. However, the adoption of the Circulation Element update would not mandate the implementation of any of these potential projects and any potential impacts and mitigation measures would be analyzed in conjunction with the subsequent review of a particular project. Therefore, the adoption of the Circulation Element will have **no impact** in this area.

6. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

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

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

The project site is not located within an Alquist-Priolo Earthquake Fault Zone. Any potential impacts resulting from seismic activity would be reduced to a less than significant level by the City of Sonoma’s construction requirements, which require all new structures to be constructed in a manner to maximize seismic safety. Therefore, **no impact** would occur.

ii) Strong seismic ground shaking?

The City of Sonoma is located in the seismically active San Francisco Bay Area, in proximity to several mapped active or potentially active regional faults, mainly the Rodgers Creek fault. As a result, future projects discussed in the Circulation Element update could result in the exposure of people, structures, and/or property to seismic ground shaking. While hazards associated with potential ground shaking cannot be eliminated, potential impacts resulting from seismic ground shaking would be reduced to the greatest extent feasible through compliance with the local, state, and federal construction requirements, which require new structures to be designed and constructed in a manner to maximize seismic safety. Impacts in this area would be **less-than-significant**.

iii) Seismic-related ground failure, including liquefaction?

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

iv) Landslides?

No potential for landslides exists within the city and sphere of influence, as the site is relatively flat. Therefore, **no impact** would occur.

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

Future circulation improvement projects would be subject to existing federal, State, and local regulations related to erosion prevention. As a policy document, the Circulation Element Update does not result in physical improvements including ground-disturbing activities that would result in soils erosion or loss of topsoil. Any impacts in this area would be **less-than-significant**.

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

Unstable geologic units are known to be present within the Sphere of Influence. Future circulation improvement projects on unstable or expansive soils could create risks to life or property and result in adverse impacts such as on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Portions of the City are underlain with stiff alluvial clay, which is a soil unit with expansion potential. Structures and infrastructure in these areas can be at risk if they are not engineered and constructed pursuant to appropriate codes and design standards. All circulation improvement projects that may be constructed in the future would be subject to site-specific geotechnical review as well as City engineering requirements which would minimize the potential impacts of expansive soil and soil stability. Therefore, a **less-than-significant impact** regarding the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse would occur.

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

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

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

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

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

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

In 2006, California adopted Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 established a statewide GHG emissions reduction goal to reduce statewide GHG emissions levels to 1990 levels by 2020. Assembly Bill 32 established a legislative short-term (2020) mandate for State agencies in order to set the State on a path toward achieving the long-term GHG reduction goal of Executive Order S-03-05 to stabilize carbon dioxide (CO₂) emissions by 2050.

The City of Sonoma 2020 General Plan sets forth plans, policies, and programs to aid in the reduction of GHG emissions. Policies in the 2020 General Plan aim to curb GHG emissions and reduce sprawl, in part by supporting land use decisions that reduce reliance on cars and promote compact development. In addition to implementing Plan policies, the City coordinates with regional agencies to ensure its transportation plans, programs, and projects conform to the most recent air quality and GHG reduction requirements. In 2005 the ten local governments within Sonoma County set a mutual greenhouse gas target in partnership with the Climate Protection Campaign (CPC). The target is to reduce GHG emissions to 25 percent below 1990 levels by 2015, one of the most aggressive targets in the country. All of these policies are further supported by measures in the revised Circulation Element intended to reduce energy use and lower greenhouse gas emissions.

The Circulation Element is a regulatory document that establishes goals and policies that guide future transportation improvements. However, the adoption of the Circulation Element update does not directly result in development in and of itself, nor does the Element mandate the implementation of any particular project. Before any circulation improvement project can occur in the city, all such development is required to be analyzed for conformance with the General Plan, Development Code and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. Future circulation improvement projects in Sonoma could contribute to global climate change through direct and indirect emissions of GHG from transportation sources, energy (natural gas and purchased energy and the use of construction equipment). However, the Circulation Element update would not increase development potential in Sonoma beyond what is already allowed for in the General Plan. Based on the preceding, impacts in this area would *less-than-significant*.

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

See response 7.a, above. The adoption of the Circulation Element update would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing greenhouse gases. To the contrary, the updated Circulation Element includes policies and implementation measures aimed at reducing greenhouse gas emissions. Therefore, there would be *no impact*.

8. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

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

As described in the Public Safety Element in the 2020 General Plan, the City has many programs and ordinances in place related to hazardous materials. In addition, the City's Public Works Department implements a comprehensive environmental regulatory program that includes permitting, inspection, enforcement, and educational elements. The proposed adoption of the Circulation Element Update does not involve the routine transport, use, or disposal of hazardous materials and would not be expected to generate hazardous emissions. The Circulation Element update does discuss potential roadway and intersection improvement projects that, if implemented, would involve grading, trenching, and other construction activities that could in cases involve transport or use hazardous materials. However, the adoption of the Circulation Element update would not mandate the implementation of any of these potential projects and any impacts and mitigation measures would be analyzed in conjunction with the subsequent review of a particular project. Therefore, the adoption of the Circulation Element will have **no impact** in this area.

Therefore, **no impact** would occur.

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

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

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

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

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

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

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

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

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

The adoption of the Circulation Element update would not interfere with any adopted emergency response or evacuation plan. Therefore, **no impact** would occur.

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

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

9. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

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

The City has adopted specific thresholds to analyze potential storm water and erosion impacts and requires compliance with the National Pollutant Discharge Elimination System (NPDES) for construction activities. The adoption of the Circulation Element Update will not result in a violation of water quality standards, waste discharge requirements or otherwise alter adopted policies programs that protect water quality and regulate waste discharge. Hence, **no impact** would occur.

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

The Department of Water Resources (DWR) defines groundwater basins based on geologic and hydrogeologic conditions. According to the DWR, the opportunity sites are located within the Sonoma Valley groundwater sub-basin. As set forth in a 2006 study of the Sonoma Valley watershed performed by the USGS, groundwater recharge within the basin primarily occurs from creeks, streams, lakes, reservoirs, and ground recharge from expansive agricultural and open space areas. By supporting the land use strategy of the 2020 General Plan to focus on infill development within a compact city boundary, the Circulation Element Update preserves primary groundwater recharge areas. Furthermore, the proposed adoption of the updated Circulation Element would not result in any new development potential in the city beyond what was previously analyzed in the certified General Plan EIR and no additional water demand would occur. In addition, although Circulation Element update does discuss potential roadway and intersection improvement projects that, if implemented, would involve grading, trenching, and other construction activities, the adoption of the Circulation Element update would not mandate the implementation of any of these potential projects and any impacts and mitigation measures would be analyzed in conjunction with the subsequent review of a particular project. This would be a **less-than-significant** impact.

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

The Circulation Element Update does not involve the alteration of any stream or river. The Circulation Element update does discuss potential roadway and intersection improvement projects that, if implemented, could modify site-specific drainage patterns and potentially result in erosion. However, the adoption of the Circulation Element update would not mandate the implementation of any potential project and impacts and mitigation measures would be analyzed in conjunction with the subsequent review of any particular project. Hence, there would be **no impact**.

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

No significant changes to the city's drainage patterns would result from the adoption and implementation of the Circulation Element Update. Hence, **no impact** would occur.

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

There are no changes set forth in the Circulation Element Update that would conflict with existing policies and programs that regulate drainage systems. Hence, there would be **no impact**.

f) *Otherwise substantially degrade water quality?*

There would be **no impact**. See responses to Items 9.a, 9.c, and 9.e.

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

Nor applicable. **No impact** would occur.

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

Future circulation improvement projects discussed in the Circulation Element could occur within flood zones. However, the adoption of the Circulation Element does not mandate any particular improvement and all circulation improvement projects that may be constructed in the future would be subject to site-specific environmental and geotechnical reviews as well as City engineering requirements which would avoid impeding or redirecting flood flows. Therefore, a **less-than-significant impact** would occur.

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

No portion of Sonoma is located below a levee or dam. **No impact** would occur.

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

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

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

Discussion:

a) Physically divide an established community?

Implementation of the proposed Project would not involve any structures, changes to land use designations, or the introduction of other features (i.e. freeways, railroad tracks) that would physically divide an established community. As a result, the adoption of the Circulation Element Update would not physically divide the community. **No impact** would occur.

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

The General Plan is the primary planning document for the City of Sonoma. The proposed Circulation Element update would improve the City’s ability to successfully implement its General Plan. In addition, the Circulation Element update does not conflict with the City’s zoning regulations or any other adopted plan or policy aimed at avoiding or mitigating environmental impacts. **No impact** would occur.

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

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

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

Discussion:

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

The City and Sphere of Influence does not have any sites of known mineral resources of value to the region or the state, or identified on any local land use plans. No sites used for the production of mineral resources would be impacted by the Project; therefore, it will not have a negative impact on mineral resources. Hence, **no impact** would occur.

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

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

12. NOISE: Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to, or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to, or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

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

The adoption of the Circulation Element Update would not generate or expose people to noise levels in excess of standards established within the Noise Element of the *City of Sonoma 2020 General Plan*, or the City’s Noise Ordinance (Chapter 9.56 of the Sonoma Municipal Code) beyond what was previously analyzed in the General Plan EIR. Thus, **no impact** would occur. Refer to subsection d. below for a discussion of construction noise impacts.

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

The adoption of the Circulation Element Update would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. Future circulation improvement projects will be reviewed in accordance with CEQA at the time they are proposed. There are no changes set forth in the Circulation Element Update that would conflict with adopted policies and programs that protect residence from excessive noise levels. For these reasons, impacts in this area would be **less-than-significant**.

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

Although the Circulation Element discusses potential circulation improvement options, including road widenings and intersection improvements, the Element would not change any land use designation nor would it increase development potential beyond what is already called for in the 2020 General Plan. In addition, there are no changes proposed in the Circulation Element Update that would conflict with adopted policies and programs that protect residence from excessive noise levels. Future circulation improvement projects will be reviewed in accordance with CEQA at the time they are proposed. For these reasons, impacts in this area would be **less-than-significant**.

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

Activities typically associated with circulation improvements, including grading, excavation, paving, material deliveries, and construction, would result in a substantial temporary increase in ambient noise levels in the project vicinity. Although this impact is temporary in nature, increased noise levels throughout the construction period, may adversely affect residents in the area. However, compliance with the City’s Noise Ordinance (Chapter 9.56 of the Sonoma Municipal Code) as normally required, would ensure that potential impacts from future development projects are minimized. As a policy document, the subject Circulation Element Update does not propose any construction at this time nor does it mandate the implementation of any particular circulation improvement project.

Therefore, the adoption of the Circulation Element Update would have a *less-than-significant* impact with regard to temporary or periodic increases in ambient noise levels.

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

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

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

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

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

Discussion:

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

The Project consists of adoption of a policy document that identifies and assesses projected transportation programs and improvements potentially necessary to accommodate planned residential and commercial development. It does not include any land use changes, rezoning, or development approvals. The overall amount and pace of residential development in the City of Sonoma is regulated by the City’s Growth Management Ordinance. The update of the Circulation Element will not affect the already allowable location, density, type and affordability of new housing development, nor will it induce growth in excess of what is allowed through the Growth Management Ordinance or anticipated in the General Plan as a whole. Hence there would be **no impact**.

b) Displace substantial numbers of existing housing units?

The Project consists of adoption of a policy document that identifies and assesses projected transportation programs and improvements potentially necessary to accommodate planned residential and commercial development. It does not include any land use changes, rezoning, or development approvals. The Circulation Element update does not suggest any improvement that would displace any of Sonoma’s existing housing stock. Hence there would be *no impact*.

c) Displace substantial numbers of people?

The Project consists of adoption of a policy document that identifies and assesses projected transportation programs and improvements potentially necessary to accommodate planned residential and commercial development. It does not include any land use changes, rezoning, or development approvals. The Circulation Element update does not suggest any improvement that would not displace a substantial number of people. Hence, there would be *no impact*.

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

Discussion:

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

As discussed in Section 13, Population and Housing, above, the proposed Project would not directly or indirectly result in population growth. The proposed Project does not include the construction of any new

governmental facilities or expansion of existing governmental facilities. The proposed Project would not increase development potential beyond what is already allowed for in the current General Plan and analyzed in the associated EIR. Further, the provisions of the proposed Project would not change or conflict with any aspects of the General Plan, including land use designations and allowed building intensities, that could impact demand for City services. In summary, the adoption of the Circulation Element update would not result in new impacts in regard to provision of City services.

i. Fire protection?

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

ii. Police protection?

The Sonoma County Sheriff's Department currently provides police services for the City. According to Police Department staff, since the proposed Circulation Element Update does not alter the anticipated rate of growth and demand for services analyzed in the General Plan EIR, **no impact** would occur.

iii. Schools?

The project site is located within the Sonoma Valley Unified School District (SVUSD), which operates five elementary schools, two middle schools, and one comprehensive high school. The adoption of the Circulation Element Update would not require new or physically altered school facilities, nor would it induce growth and demand for services in excess of what is allowed through the Growth Management Ordinance or anticipated in the General Plan as a whole. Therefore, **no impact** would occur.

iv. Parks?

A sufficient number of parks and recreational facilities exist within the city and region. The Circulation Element update could ultimately lead to enhanced access to recreational facilities, but it would not require the provision or construction of new public parks (refer to Section 15. Recreation). **No impact** would occur.

v. Other Public Facilities?

The Circulation Element Update would not require the provision or construction of other public facilities. **No impact** would occur.

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

Discussion:

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

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

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

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

16. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

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

The adoption of the updated Circulation Element would not increase development potential or population growth beyond what is already accounted for in the current General Plan. Further, the updated Circulation Element would not alter land use designations or allowed building intensities. The overall level of development in Sonoma would continue to be regulated by the Growth Management Ordinance. By better incorporating “complete streets” principles, the updated Circulation Element should lead to improvements in all modes of transportation, including transit, walking, and biking. For these reasons, the updated Circulation Element would enhance Sonoma’s circulation plans, policies, and ordinances and **no impact** would occur.

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

As set forth in the existing Circulation Element of the 2020 General Plan, the City of Sonoma considers Level of Service (LOS) D to be the poorest acceptable level of service operation at both signalized and unsignalized intersections. This basic standard is retained in the proposed Circulation Element update, although additional policy direction is provided as to how the standard would be implemented and under what circumstances it might be waived or modified. The traffic projections developed for the Circulation Element update are based on the traffic model from Sonoma County developed and maintained by the Sonoma County Transportation Authority (SCTA) and these projections are consistent with the traffic plans and projections of the SCTA and Sonoma County. For these reasons, the proposed Circulation Element update is consistent with County and regional transportation plans. **No impact** would occur.

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

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

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

The updated Circulation Element includes goals, policies, and implementation measures designed to reduce traffic hazards of all types. **No impact** would occur.

e) Result in inadequate emergency access?

The updated Circulation Element includes goals, policies, and implementation measures designed to improve emergency access. **No impact** would occur.

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

The updated Circulation Element includes goals, policies, and implementation measures designed to enhance programs supporting alternative transportation modes. **No impact** would occur.

17. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

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

Because the Circulation Element update does not increase density or intensity beyond what was analyzed in the 2020 General Plan, it would not have any impact on wastewater treatment requirements. **No impact** would occur.

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

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

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

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

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

The Circulation Element update does not increase density or intensity beyond what was analyzed in the 2020 General Plan and evaluated in the City's 2016 Urban Water Management Plan. Any future residential development approval will be subject to the will-serve requirement. Thus, the adoption of the updated Circulation Element will have **no impact** on the City's ability to meet future water demand.

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

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

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

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

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

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

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

Discussion:

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

As described throughout this document, the Project consists of an update of the Circulation Element of the City of Sonoma General Plan. The Circulation Element serves as the policy basis for the development of an integrated circulation system and it specifies the improvements necessary to resolve existing deficiencies and accommodate planned growth. The element emphasizes the importance of promoting alternatives to auto use as a means of avoiding the need for or minimizing road improvements while maintaining adequate service levels.

The Circulation Element update does not change the City’s current land use designations or zoning, and does not allow or require any additional development beyond that currently allowed. Any potential site-specific environmental impacts from future circulation improvement proposals will be evaluated when those projects are proposed and reviewed for permitting purposes. Adoption of the Circulation Element will not degrade the quality of the environment or substantially reduce the habitat of any wildlife species. Therefore, there will be *no impact*.

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

The Circulation Element update does not require any land use or zoning changes, and does not direct or promote development outside the City's existing sphere of influence. The Circulation Element update would not result in cumulatively considerable impacts beyond what have already been analyzed in the adopted General Plan EIR. Therefore, adoption of the Circulation Element will not result in any cumulatively considerable impacts and hence will have **no impact**.

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

The Circulation Element update does not require any land use or zoning changes, and does not require residential development outside the existing built-up areas of the City. Adoption of the proposed Circulation Element update will not degrade the quality of the environment, result in cumulatively considerable impacts or cause substantial adverse effects on human beings. Therefore, there will be **no impact**.

Documents Referenced

Attachment A: City of Sonoma, 2016 Circulation Element Update

Attachment B: City of Sonoma, 2016 Circulation Element Update Background Report

References: *These documents are available at the City of Sonoma Planning Department*

1. City of Sonoma’s 2020 General Plan Update (September 2006) includes the following Elements:
 - i. Community Development Element
 - ii. Local Economy
 - iii. Environmental Resources Element
 - iv. Circulation Element
 - v. Public Safety Element
 - vi. Noise Element
2. City of Sonoma “Land Use and Design Options”, September 2004.
3. City of Sonoma’s 2006 General Plan – Final Environmental Impact Report, September 2006. (State Clearinghouse No. 2006052117)
4. City of Sonoma General Plan, “2015-2023 Housing Element.
5. City of Sonoma “General Plan Land Use Map,” Sonoma, California
6. City of Sonoma "Zoning Map," Sonoma, California
7. State of California, Department of Conservation California Geological Survey, Alquist-Priolo Earthquake Fault Zones website: <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/Index.aspx>
8. FEMA Maps



STATE OF CALIFORNIA
 GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
 STATE CLEARINGHOUSE AND PLANNING UNIT



EDMUND G. BROWN JR.
 GOVERNOR

KEN ALEX
 DIRECTOR

August 12, 2016

David Goodison
 City of Sonoma
 No. 1 The Plaza
 Sonoma, CA 95476

Subject: City of Sonoma General Plan Amendment: Circulation Element Update
 SCH#: 2016062067

Dear David Goodison:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 11, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
 Director, State Clearinghouse

Enclosures
 cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2016062067
Project Title City of Sonoma General Plan Amendment: Circulation Element Update
Lead Agency Sonoma, City of

Type Neg Negative Declaration
Description Note: Review Per Lead

The project consists of an amendment to the City of Sonoma General Plan to update the Circulation Element.

Lead Agency Contact

Name David Goodison
Agency City of Sonoma
Phone 707-938-3681 **Fax**
email
Address No. 1 The Plaza
City Sonoma **State** CA **Zip** 95476

Project Location

County Sonoma
City Sonoma
Region
Lat / Long
Cross Streets n/a
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use N/A

Project Issues Aesthetic/Visual; Air Quality; Geologic/Seismic; Noise; Traffic/Circulation; Growth Inducing; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; Department of Water Resources; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Native American Heritage Commission

Date Received 06/28/2016 **Start of Review** 06/28/2016 **End of Review** 08/11/2016

STATE OF CALIFORNIA - CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-3528
FAX (510) 286-3559
TTY 711
www.dot.ca.gov

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August 11, 2016

Governor's Office of Planning & Research

AUG 11 2016

STATE CLEARINGHOUSE

04-SON-2016-00001
SON012627
SON/12/PM VAR
SCH# 2016062067

Mr. David Goodison
Planning Department
City of Sonoma
No. 1, The Plaza
Sonoma, CA 95476

Dear Mr. Goodison:

City of Sonoma General Plan Amendment: Circulation Element Update - Negative Declaration

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced plan. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy, Caltrans new mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). We aim to reduce vehicle miles traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Negative Declaration (ND).

Project Understanding

The proposed project consists of an amendment to the City of Sonoma (City) General Plan to update the City's Circulation Element. The project would consist of updated traffic counts and intersection level-of-service (LOS), update traffic projections for the year 2020, identify necessary intersection and roadway improvements, and update information on bicycle and pedestrian facilities to promote alternative modes of transportation. Several roadway and intersection improvements are proposed for State Route (SR) 12, which includes its relinquishment from Caltrans within City limits.

Lead Agency

As the lead agency, the City is responsible for all project mitigation, including any needed improvements to the STN. The plan's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

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DEPARTMENT OF TRANSPORTATION

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August 11, 2016.

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SCH# 2016062067

Mr. David Goodison
Planning Department
City of Sonoma
No. 1, The Plaza
Sonoma, CA 95476

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City of Sonoma General Plan Amendment: Circulation Element Update – Negative Declaration

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Project Understanding

The proposed project consists of an amendment to the City of Sonoma (City) General Plan to update the City's Circulation Element. The project would consist of updated traffic counts and intersection level-of-service (LOS), update traffic projections for the year 2020, identify necessary intersection and roadway improvements, and update information on bicycle and pedestrian facilities to promote alternative modes of transportation. Several roadway and intersection improvements are proposed for State Route (SR) 12, which includes its relinquishment from Caltrans within City limits.

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"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Mr. David Goodison /City of Sonoma
August 11, 2016
Page 2

Traffic Impacts

1. Diagonal parking is not allowed on State highways. Please remove the statement regarding diagonal parking from the ND, Chapter 4 Circulation Element (p. 11).
2. The Caltrans SR 12 - West Transportation Concept Report (TCR) (<http://d4web/tpa/SRP/files/tcr/SR-12%20TCR.pdf>) does not identify a need to widen SR 12 through the City, in particular SR 12 is:
 - Not the *de facto* main highway through the City. Arnold Drive and Napa Road are both busier, have sufficient capacity to handle regional traffic, and the existing facilities can accommodate future demand. The TCR recommends relinquishment or re-designation of SR 12 as a potential way to save resources and better disperse traffic.
 - A "main street", so widening could negatively impact the community and its historic character. The TCR recommends that SR 12 be developed with parking, pedestrian, bicycle, and local traffic given precedence over through traffic. Thought should be given to traffic calming where there is a high business/retail presence, including removing turn lanes to minimize pedestrian crossing distances.
3. The plan proposes that two travel lanes in each direction of SR 12 between MacArthur Street and West Napa Street will be reduced to one travel lane in each direction. Until SR 12 is relinquished or re-designated, coordination with Caltrans is required for any roadway capacity reduction on SR 12.
4. The plan should evaluate cumulative conditions, in addition to existing conditions.
5. The plan must be consistent with the Congestion Management Agency's Congestion Management Plan, and the MTC's Regional Transportation Plan.

Encroachment Permit

Please be advised that any work, staging, or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See this website for more information: www.dot.ca.gov/hq/traffops/developserv/permits.

Mr. David Goodison /City of Sonoma
August 11, 2016
Page 3

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse

**CITY OF SONOMA
PLANNING COMMISSION
REGULAR MEETING
August 11, 2016**

Community Meeting Room, 177 First Street West, Sonoma, CA

Draft Meeting Notes on the review of the Circulation Element Update

Item 3 – Public Hearing – Continued review of the Circulation Element Update, including consideration of adopting a Negative Declaration.

Planning Director Goodison presented staff's report and addressed the points raised in the Caltrans comment letter on the proposed negative declaration.

Chair Felder opened the item for public comment.

Fred Allebach, resident/CSEC member, agreed with a "road diet" proposed for Broadway and how it encourages residents to use alternative transportation methods such as bicycling. However, in his view, more affordable shopping opportunities are needed in Sonoma, although he recognizes that this issue is more related to zoning.

Chair Felder closed the item for public comment.

Comm. Wellander discussed the letter received from Caltrans on the proposed negative declaration. In his view, no changes to the Circulation Element are needed in response to letter.

Comm. McDonald, thanked staff for proposing significant changes to the Circulation Element. He felt that it is a solid document that greatly improves City policy, especially in terms of promoting alternatives to automobile use. He asked about the description of potential changes to the segment of West Napa Street between Fifth Street West and Second Street West, as it does not include any discussion of bike lanes. He suggested that language be added in the implementation section to encourage the removal of un-needed driveways as part of the review of development applications, as a means of improving pedestrian safety.

Planning Director Goodison stated that the discussion of the road segment would be expanded to include a discussion bike lanes and he suggested a revision to Implementation Measure 19 to include a reference to the removal or consolidation of redundant curb-cuts.

Comm. Willers is pleased with the Circulation Element update as it improves support for maintaining the historic character of Sonoma while better promoting alternatives to automobile use. While he recognizes that there is language in the Element to the effect that road widenings would not be implemented unless proven necessary, he would like to make sure that options that could reduce through traffic in Sonoma are fully explored. He suggested policy language making explicit reference to investing the potential relinquishment of Highway 12 through Sonoma. In his view, a driving force for road potential road is regional traffic and hoped that Caltrans would direct traffic outside the City if possible.

Planning Director Goodison suggested some revisions to the discussion of road widenings on page 8, as well as an addition to policy 4.2 that would address the potential re-routing of Highway 12.

Comm. Cribb identified a typographic error on page 2.

Planning Director Goodison reviewed the final amendments as discussed by the Planning Commission. The Planning Commission concurred with the proposed revisions.

Comm. Felder asked for further comment or a motion.

Comm. Willers made a motion to approve the adoption of the Negative Declaration and to recommend to the adoption of the Circulation Element by the City Council, subject to the final amendments as discussed. Comm. Cribb seconded. The motion was unanimously approved (Comms. Roberson and Coleman absent).



City of Sonoma
City Council
Agenda Item Summary

City Council Agenda Item: 7A

Meeting Date: 09/19/16

Department

Planning

Staff Contact

David Goodison, Planning Director

Agenda Item Title

Follow-up discussion, consideration, and possible action on a request by the League for Historic Preservation to confirm that the Maysonnave House Lease allows for ancillary events as a means of fundraising for the upkeep of the Maysonnave House, located at 291 First Street East.

Summary

At its meeting of February 2, 2016, the City Council reviewed a request by the Sonoma League for Historic Preservation to confirm that the occasional use of the Maysonnave property for events, including weddings, is allowed for under its lease with City as an ancillary activity consistent with the primary use of the property as a museum. Under the terms of the lease, the League is responsible for all repairs and maintenance to the building and premises. In previous years, a major component of funding for building maintenance had come from the efforts of the Sonoma League for Historic Preservation Auxiliary (SLHP Auxiliary), which raised money from a variety of fundraising events as well as the occasional rental of the property for celebrations and weddings. In 2011, the SLHP Auxiliary was disbanded, which led to funding shortfalls in the area of building maintenance. To address this problem, the League reconstituted the SLHP Auxiliary. As part of this effort, the League wanted to verify that proposed fundraising activities were consistent with the terms of the lease.

After discussing the matter, the City Council concluded that such activities could be allowed, based on section 4 of the lease, which includes the following passage: *"The Premises are leased to TENANT for the purpose of establishing and maintaining a museum and a research library, open to the public during established office hours. Other uses customarily associated with museums such as offices, meetings, and social events are also permitted."* [Emphasis added.] At the suggestion of the City Attorney, the Council further directed staff to prepare a side-letter that would formalize this determination, place limits on the size and frequency of fundraising events, and allow for future review and reconsideration by the Council should the need arise.

Following the Council review, two issues have arisen. First, the City received a petition from a number of neighboring residents raising the concern that the review of the League's request was not adequately noticed. Although the City Attorney has since confirmed that mailed public notice was not required for the item, Planning staff acknowledges that it should have done a better job in providing notice to the neighbors. (For this item, mailed notices were sent to property owners and tenants within 500 feet of the site.) In addition, the League for Historic Preservation, after reviewing a draft of the proposed side letter, responded to the effect that they felt it was overly broad, in that it placed limits not just on larger special events, but also on normal League activities in the Maysonnave residence. The League has submitted a revised draft of the side letter for Council consideration. In light of these two issues, staff is returning this matter to the City Council for additional consideration.

Recommended Council Action

Staff recommends that the City Council 1) re-confirm that the "Maysonnave Residence Lease Agreement" allows for ancillary activities as set forth in the letter of request from the League for Historic Preservation, subject to the limitations set forth in the revised draft side letter; and 2) authorize staff to execute the side letter, subject to any amendments by the Council.

Alternative Actions

Council discretion.

Financial Impact

The League is not requesting any funds from the City. However, their proposal is intended to facilitate fundraising for the on-going maintenance of a City-owned property.

Environmental Review

- Environmental Impact Report
- Negative Declaration
- Exempt
- Not Applicable

Status

- Approved/Certified
- No Action Required
- Action Requested

Alignment with Council Goals:

The review of this issue relates to City Council goals regarding city character, fiscal management, and infrastructure.

Compliance with Climate Action 2020 Target Goals:

N.A.

Attachments:

1. Letter from City Attorney, dated July 19, 2016.
2. Neighbor petition
3. Revised draft side letter submitted by the League for Historic Preservation
4. Status report on League events
5. Correspondence

cc: Sonoma League for Historic Preservation
SLHP Auxiliary
Joe Costello
North of the Mission Association

July 19, 2016



FILE COPY

JEFFREY A. WALTER*
VALERIE PISTOLE
VERONICA A.F. NEBB
JOHN A. ABACI

*A PROFESSIONAL CORPORATION

Joseph L. Costello
128 Mission Terrace
Sonoma, CA 95476

Re: Maysonnave House Lease and Uses Thereunder

Dear Joe:

The City Manager has asked that I provide a response to you concerning the petitions you submitted and the comments you made to the City Council concerning the various gatherings the Council -- at its February 1, 2016, meeting -- determined were allowed under its 2001 Lease ("Lease" or "Lease Agreement") with the Sonoma League for Historic Preservation (the "League"). Pertinent to this discussion is the provision in Section 4 of that Lease which states that "The Premises are leased to TENANT for the purpose of establishing and maintaining a museum and a research library, open to the public during established office hours. *Other uses customarily associated with museums such as offices, meetings, and social events are also permitted.*" [emphasis added] A copy of the lease is attached for your easy reference.

From the outset of the League's use of the Maysonnave house, it was contemplated by the League, the City and the community at large that the League would use the house for a variety of events which included gatherings of numbers of people. After Henri Maysonnave died in 1998 and bequeathed the property to the City, the City undertook a study to determine the preferable manner in which to master plan the Maysonnave and surrounding properties. That study was entitled the Sonoma Land Use & Pedestrian Corridor Study/Plan Alternative, dated May 2000. This study offered three alternative planning scenarios. The City Council chose the second alternative, which involved retaining the Maysonnave home in its present location and using it for museum purposes, such as an art museum. In the wake of the Council's decision, the League stepped forward and proposed to renovate the house and use it as an historical museum. The City Council embraced the League's proposal and authorized the then City Manager to execute the Lease which remains in effect to this day.

That the Lease memorialized the community's envisioned uses of the property to include social events and other gatherings is clear. In June 2004, the League prepared and submitted to the City a "Grant Proposal for the Sonoma Valley Heritage Center" ("Grant Proposal") requesting funds to assist in defraying the mounting costs of the League's renovation efforts. A copy of that Grant Proposal is attached. In that Grant Proposal, the League stated the Maysonnave property would be used as a "community meeting room and a historic garden suitable for community gatherings." Grant Proposal, at p. 1. It went on to say that the historic museum, once established, would be self-supporting through dues and memberships, "meetings, weddings and other community events." *Id.*, at p. 4. At the time this Grant Proposal was being prepared, you were the Mayor of the City, and in that capacity, you signed a March 4, 2004, letter on City letterhead on behalf of the Council in support of the Grant Proposal stating: "The Council agrees that the proposed use is in keeping with the late Henri Maysonnave's stated wishes that the property be

670 W. NAPA STREET, SUITE F, SONOMA, CALIFORNIA 95476

TELEPHONE: 707-996-9690 FAX: 707-996-9603

AN ASSOCIATION, INCLUDING A PROFESSIONAL CORPORATION

used as a center for art, culture or museum activities.” Please see attached copy of your letter. And consistent with these stated purposes and well before February 1, 2016, the League has used the Maysonnave property for various community gatherings, including weddings, birthdays, receptions, anniversaries and fund raising events.

At the City Council’s meeting on February 1, 2016, the League produced surveys demonstrating that the types of uses to which the League had been putting the Maysonnave property and which the League proposed to put the property were commonly and regularly employed by other museums in the Bay Area.

In short, based upon the historical use of the Maysonnave property and comparative data from other museums, the Council determined that the Lease lent itself to a construction that permitted the uses proposed by the League.

An interpretation of a Lease pertinent to property owned by the City does not require any specific, advance notice to neighboring property owners. However, City staff has indicated to me that it could have done a better job in noticing the Council’s February 1, 2016, meeting. City staff also informs me that it intends to agendize the Lease for a Council meeting in September in order for the Council to obtain updated information about the League’s uses of the property and how those activities have affected the City and neighboring property owners. City staff advises me that that future meeting will be adequately noticed to neighboring property owners. I attach a copy of a draft side letter agreement that the Council directed City staff to negotiate with the League governing the uses proposed by the League at the Council’s February 1, 2016, meeting. As you can see, that side letter agreement provides that:

The allowance of the events described in this Side Letter Agreement by the City shall be subject to re-evaluation by the City at any time and, upon thirty (30) days’ advance written notice delivered by the City to the Tenant, the City shall have the right to terminate Tenant’s right to hold any or all of the events detailed above.

In light of the notice question you have raised, this agreement has not yet been executed but, in staff’s opinion, this provision reflects the Council’s intent to ensure that its interpretation of the lease concerning events at the Maysonnave home may be revisited and potentially adjusted, as necessary. Staff intends to present this draft agreement to the Council at the September 2016 meeting referenced above, in order to make sure that its provisions comport with the Council’s direction given during its February 1, 2016, meeting.

Thank you for your interest in this matter.

Sincerely yours,

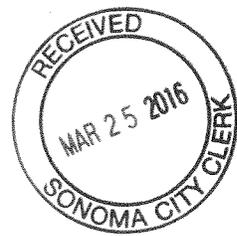
WALTER & PISTOLE



JEFFREY A. WALTER

Enclosures

cc: City Council (w/encl.)
Carol Giovanatto, City Manager (w/o encl.)
David Goodison, City Planning Director (w/o encl.)



Joseph L. Costello
128 Mission Terrace
Sonoma, CA 95476
707-938-8180
jlcostello@vom.com

March 25, 2016

Laurie Gallian, Mayor
City of Sonoma
No. 1 the Plaza
Sonoma, CA 95476

Re: Maysonnave House (291 First Street East)

Dear Ms. Gallian:

Please accept the attached Petition on behalf of residents and /or property owners of First Street East and Mission Terrace. Thank you for your attention.

Yours very truly,

A handwritten signature in black ink that reads "Joe Costello". The signature is stylized with loops and a long horizontal stroke.

Joe Costello

cc/Carol Giovanatto, David Goodison, & Robert Demler

PETITION

THE UNDERSIGNED RESIDENTS AND/OR PROPERTY OWNERS OF FIRST STREET EAST AND MISSION TERRACE NOT NOTIFIED OF THE SONOMA LEAGUE FOR HISTORIC PRESERVATION'S REQUEST TO HOLD ANCILLIARY EVENTS HEREBY REQUEST THAT THE CITY COUNCIL RECONSIDER ITS DECISION TO ALLOW SPECIAL EVENTS AT THE MAYSONNAVE HOUSE.

- ~~John B. ...~~ 128 MISSION TERRACE
- Andrea K. Castella 128 MISSION TERRACE
- John Stenkamp 363 First East
- Caroly Stenkamp 363 FIRST ST E.
- J. (John) Brady 326 First ST E
- Jacqueline A. Brady 326 FIRST ST. E.
- MAM Anna Dahlberg 126 MISSION TERRACE
- Adrian Page 126 MISSION TER (TENANT)
- ~~...~~ 351 1st ST E
- Cheryl 306 1st E
- Sue Reible 335 1st E
- ATK 335 1ST ST E
- Marian Adams 140 Mission Terrace
- Lee Hays 142 Mission Terrace Sonoma CA 95470
- Ingeborg Hubel 138 Mission Ter, Sonoma
95476

PETITION

THE UNDERSIGNED RESIDENTS AND/OR PROPERTY OWNERS OF FIRST STREET EAST AND MISSION TERRACE NOT NOTIFIED OF THE SONOMA LEAGUE FOR HISTORIC PRESERVATION'S REQUEST TO HOLD ANCILLIARY EVENTS HEREBY REQUEST THAT THE CITY COUNCIL RECONSIDER ITS DECISION TO ALLOW SPECIAL EVENTS AT THE MAYSONNAVE HOUSE.

KEN WINGSON 270 1st St. E #5

Billy J Lord #4

Gretta Kutz #7 240 1st St E, Sonoma, Ca

Norma McLaughlin Unit #1 (270-1st St E)

Ann Marie Merry 270 1st St. E #2

Dirigitta Sarver 270 First St. E #6

PETITION

THE UNDERSIGNED RESIDENTS AND/OR PROPERTY OWNERS OF FIRST STREET EAST AND MISSION TERRACE NOT NOTIFIED OF THE SONOMA LEAGUE FOR HISTORIC PRESERVATION'S REQUEST TO HOLD ANCILLIARY EVENTS HEREBY REQUEST THAT THE CITY COUNCIL RECONSIDER ITS DECISION TO ALLOW SPECIAL EVENTS AT THE MAYSONNAVE HOUSE.

Kathleen Barrett 328 1st East Sonoma
Lynda Comado 270 1st East #8 Sonoma
Deeley Hae 125 Mission Terrace (707) 684-0797
Jan in Wats 125 Mission Terrace
Laura Wilson 125 Mission Terrace Sonoma
Robert Pickett 145 Mission Terrace, Sonoma

August 28, 2016

Robert Demler
President
The Sonoma League for Historic Preservation
P. O. Box 766
Sonoma, CA 95476-0234

Re: Side Letter Agreement ("Side Letter Agreement") Outlining Ancillary Uses Permitted Under the Maysonnave House Residence Lease Agreement ("Lease" or "Lease Agreement") as of January 16, 2001 Between the City of Sonoma ("City") and the Sonoma League for Historic Preservation ("Tenant")

Dear Mr. Demler:

This letter serves as the Side Letter Agreement authorized by the City Council at its February 1, 2016 meeting. The purpose of this letter is to identify the additional events and activities that the City Council has agreed can occur at the Henri Maysonnave House located at 291 First Street East, Sonoma, California ("the Premises"), which is the subject of the Maysonnave Residence Lease Agreement referenced above.

It is hereby agreed between the City and the Tenant that the following uses are permitted pursuant to paragraph 4 of said Lease:

1. **Lecture Series:** Tenant sponsored series of lectures for fundraising or promoting the Tenant's mission. *Inside the House: Attendance per event: 20-40; limited to six (6) events per calendar year. In the Garden: Attendance per event: 20-60; limited to four (4) events per calendar year.*
2. **Community-Sponsored Events** to be held in the house and/or garden for fundraising or promoting the Tenant's mission. These may include any joint events or other local non-profit events. *Inside the House: Attendance per event: 20-40; limited to four (4) events per calendar year. In the Garden: Attendance per event: 20-60; limited to four (4) events per calendar year.*
3. **Small League Events or League Member Events** to be held in the house and/or garden for income or promoting the Tenant's mission. *Inside the House: Attendance per event: 20-40; number of events not limited as per practice under Lease. In the Garden: Attendance per event: 20-60; limited to four (4) events per calendar year.*

4. **Large League Events or League Member Events** to be held in the house and/or garden for income or promoting the Tenant's mission. *Inside the House: Attendance per event: 20-60; number of events not limited as per practice under Lease. In the Garden: Attendance per event: 60-120; limited to four (4) events per calendar year.*
5. **Small Non-League Events** to be held in the house and/or garden for income. *Inside the House: Attendance per event: 20-40; limited to six (6) events per calendar year. In the Garden: Attendance per event: 20-60; limited to six (6) events per calendar year.*
6. **Large Non-League Events** to be held in the house and/or garden for income. *Inside the House: Attendance per event: 20-60; limited to six (6) events per calendar year. In the Garden: Attendance per event: 60-120; limited to six (6) events per calendar year and no more than two (2) per month.*
7. **Meetings** by outside groups that only use the Board Room for income purposes. *Attendance per event: 10-30; number of events not limited as per practice under Lease.*
8. **Meetings** by outside groups that only use the Board Room on a gratis basis at the discretion of the Tenant. *Attendance per event: 10-30; number of events not limited as per practice under Lease.*

Note: The City of Sonoma and its various departments will be able to utilize the property at no cost to host meetings or events as long as said meetings or events do not involve the collection of any fees or charges. *Attendance per event: as agreed; number of events: as agreed.*

Starting in September 2016 and quarterly thereafter, Tenant shall submit, in writing, to the City by the fifteenth (15th) of the month following the end of each quarter, a report detailing the number, nature, size and sponsor of each and all events held at the Premises which shall fall within any of the categories listed above. Said report shall also specify any issues or problems that arose in the holding of any of the events described in the report and the steps that Tenant has taken or plans to take to resolve those issues or problems and/or prevent them from happening again.

Robert Demler

Re: Side Letter to Maysonnave Residence Lease Agreement

August 28, 2016

Page 3 of 3 Pages

The allowance of the events by the City as described in this Side Letter Agreement shall be subject to re-evaluation at any time by the City and, upon a thirty (30) days' advance written notice delivered by registered mail by the City to the Tenant, the City shall have the right to terminate Tenant's right to hold any or all of the events detailed above. In the event of termination of any and all events, the City shall present the Tenant with a new Lease Agreement for the Premises within ten (10) business days. If the new Lease Agreement is not signed by both the City and the Tenant within another ten (10) business days, or extended by mutual agreement, the Lease for the Premises shall be considered terminated.

This Side Letter Agreement shall be deemed incorporated into and a part of the Lease and the failure of the Tenant to comply with the terms and conditions hereof shall be deemed a material default of the Lease entitling the City to invoke any or all of the remedies set forth in the Lease therefor.

The City and the Tenant agree to the above-specified terms and conditions.

If the Tenant agrees to the terms and conditions specified herein, please execute this Side Letter Agreement where indicated below and return it to me for the City's files.

Sincerely yours,

CITY OF SONOMA

Carol Giovanatto
City Manager

On behalf of the Sonoma League for Historic Preservation, a California nonprofit corporation, I, Robert Demler, its President, hereby agree to the preceding terms and conditions. I warrant that I have been duly authorized by the Sonoma League for Historic Preservation's Board of Directors to execute this Side Letter Agreement on behalf of said corporation.

Dated: _____

Robert Demler, President



Preserving Sonoma since 1969

Robert Demler

President

robertcdemler@gmail.com

September 19, 2016

To: The City Council of the City of Sonoma

Copies to: The City Manager and The City Planner

From: The Sonoma League for Historic Preservation

Subject: Status Report of Activities at the Maysonnave House

Period Covered: January through September 19, 2016

This Status Report on the usage of the Maysonnave House by the Sonoma League is provided to honor the League's agreement to provide the City of Sonoma with such information. A more formal agreement will be signed between the League and the City covering these kinds of reports.

With the Maysonnave House Lease clarification from this past January 17th, the League has focused on taking certain steps to obtain a broader usage of the Maysonnave House and Garden, both for non-income activities for the League and for the League's sharing this asset where appropriate as well as for income producing events. This year's greatest efforts have been spent in developing this latter category so that a dependable income stream will be established to support the Maysonnave House and Gardens.

The following two listings reflect the various activities that have occurred at the Maysonnave House and Garden from January 2016 through the date of this report.

Non-Income Activities [January 1, 2016 through September 19, 2016]:

January 17:	Sonoma Salon [Discussion Forum on Legal Aspects of Owning a Historical Property]
January 30:	League Directors' Annual Planning Retreat
May 18:	League Awards of Excellence in Preservation to Buena Vista Winery, Three Sticks Winery and Pangloss Cellars (approximately 75 members, 25 guests)
July 4:	Fourth of July League Picnic in Garden
September 8:	Reception for Professional Events Group in House and Garden
September 11:	Event for Sister Cities
Various Dates:	Board Meetings of the Sonoma League for Historical Preservation
Various Dates:	Board Meetings of the North of the Mission Neighborhood Association
Various Dates:	Committee Meetings of the General Vallejo Monument Committee
Friday Mornings:	Open House sponsored by the Friends of Maysonnave
Various Dates:	Historical Survey Working Group
Various Dates:	Maysonnave Cottage Planning Group
Various Dates:	League Board Functional Groups

Income Activities [January 1, 2016 through September 19, 2016]:

Various Dates:	Board Meetings of Pets Lifeline
Various Dates:	Board Meetings of Overlook Trail Stewards
June 26:	Retirement Party in House and Garden (approximately 100 persons)
August 17:	Dinner in the Garden and Art Sale
September 1:	Wedding Rehearsal
September 2:	Wedding in Garden (approximately 75 persons)
September 5 :	Wedding Brunch in the Garden (approximately 65 persons)

Please note that there have been other League events during this period - one was held at the Vintage Center and two were held at the Sonoma Community Center. These events were held at these other sites because of the need for a larger size venue and, of course, fees were paid for their use.

Naturally, the largest challenge the League has in its efforts to utilize the Maysonnave Property to create an income stream to support it is the availability of qualified persons to manage this effort, especially in having to depend entirely on un-paid League volunteers. A core group, composed of several League Directors and League Members have been carrying the burden of this work during 2016. This has been satisfactory but certainly less than ideal as most of this core volunteer group are untrained in these varying roles but they have succeeded, nonetheless, in maintaining this effort.

During the course of this year, this core group of League volunteers realized that an events professional was the needed missing element and such a person was sought after and located in the person of Kristen Simpert, owner and manager of K Venues. The League has signed a six-month 'trial' agreement with K Venues so that a constant and focused effort will be devoted to the marketing of the Maysonnave House and Garden as an event venue to achieve this desired income stream. The results of this new approach will not be realized until next year because of the event bookings that are necessarily made months ahead in this popular town and valley.

Additionally, the League has purchased an additional 'page' in the Sonoma Valley Visitors Bureau's website in the events section and the League's own website has been reconfigured for providing information about the availability of the Maysonnave House and Garden for events.

Recently the League acquired the services of a new volunteer Maysonnave House Manager who has taken on the responsibilities of maintaining the house and garden in an excellent condition at all times for the purposes of marketing the property for events.

Throughout this year, a group of League members, who are styled as "Friends of Maysonnave" have provided significant support to the financial underpinnings of the budget for operating expenses necessary for the Maysonnave property as well as its maintenance, both on-going and long term capital improvement expenses. These fundraising contributions by the Friends Group have provided a budgetary 'breathing spell' for the League for its overall financial obligations but has also helped to deal with a number of long delayed deferred maintenance issues of the property. The Friends Group has also held an open house each Friday morning this year with approximately 130 people visiting the property and a number of new members have been sourced from this event.

Additionally, this Friends Group, with the approval of the League's Board of Directors, has formed the team that is negotiating with the City for the preservation and improvement of the Maysonnave Cottage to bring it to a standard that can be appreciated by the public by integrating it with the existing Maysonnave House and Garden. Current efforts are well underway for this project and, preliminarily, are encouraging.

Thus, while there are a number of projects underway in terms of current activities and for future programs, the Sonoma League for Historic Preservation is having a successful year of activities, both in terms of its mission programs and with its membership and fundraising events.

The Sonoma League very much appreciates the City of Sonoma's ongoing loyalty and support for our now forty-seven year organization and we look forward to many more years of partnering with the City in our joint efforts to preserve the rich architectural heritage of our town and valley.

Preserving the past begins with preserving the present!
www.sonomaleague.org
www.facebook.com/sonomaleagueforhistoricpresrvation

Joseph L. Costello
128 Mission Terrace
Sonoma, CA 95476
707-938-8180
jlcostello@vom.com

September 12, 2016

Laurie Gallian, Mayor
City of Sonoma
No. 1 the Plaza
Sonoma, CA 95476

Re: Maysonnave House (291 First Street East)

Dear Ms. Gallian:

Please accept the following submission:

On February 1, 2016, the Council allowed 12 annual/2 per month unpermitted large weddings at the Maysonnave House as well as other private special events.

A Petition for Reconsideration was filed on March 25, 2016 and Comments from the Public were recorded on April 18, 2016.

There is financial bias in that the Maysonnave House is leased by the City to the League for Historic Preservation who maintains the property.

When public property is leased to a private party and the lessee uses the property to raise revenue, such use is subject to local zoning regulations. (68 Op. Atty. Gen. 114 5-23-85 construing Gov. Code 53091a). Staff Reports and Council Minutes make clear that a purpose of the proposed "Side Letter" is to raise revenue. (See also People v. New York Racing Ass'n, Inc. 1982 457 N.Y.S. 2d 668 where lease of public racetrack parking lot to private party for flea market to raise revenue was subject to local zoning ordinances).

Thus, neither the Lease nor the proposed "Side Letter" supersedes the Development Code (MC 19.10.050 Table 2-4 & 19.54.030 B.5) and an existing ordinance (MC 9.12.280). The process for amending the Municipal Code was disregarded and ignored.

Allowing 12 weddings per year but no more than 2 per month with up to 120 guests violates the applicable zoning and the revenue raising purpose defeats any exemption from compliance with current regulations.

The Planning Commission may allow a temporary use permit in all zoning districts for special events but no more than 2 per year/1 per day (MC 19.54.030 B.5). The Community Services & Environment Commission makes recommendations and issues permits for use of park buildings (MC 9.12.280). Both commissions were disregarded and ignored.

A previous Council's letter in support of the League's 2004 Grant Proposal referenced "...a center for art, culture or museum activities." and was not an endorsement of unpermitted large weddings and other private special events.

The Planning Department's interpretation of the "Assessory Use" definition (MC 19.92.020 A) does not create a new use. Definitions are intended to assist readers in interpreting the language of the Development Code. Compare Wineries/Winery Assessory Uses with Libraries and Museums under Park (PK) uses (MC 19.10.050 Table 2-4). Libraries and Museums Assessory Uses is not listed and uses not listed are not allowed (MC 19.10.050 C).

Thank you for your consideration.

Yours very truly,



Joseph L. Costello

cc/Carol Giovanatto, David Goodison, Jeffrey Walter, & Robert Demler



City of Sonoma
City Council
Agenda Item Summary

City Council Agenda Item: 7B

Meeting Date: 09/19/16

Department

Planning

Staff Contact

David Goodison, Planning Director

Agenda Item Title

Discussion, consideration, and possible action on options for the Maysonnave Cottage (289 First Street East), including a proposal by the League for Historic Preservation.

Summary

At its meeting of March 7, 2016, the City Council discussed a staff recommendation to refer the proposed demolition of the Maysonnave Cottage to the Design Review Commission, based on previous Council direction. As part of this discussion, staff noted that the 2008 Cultural Resources Evaluation assessing the cottage, which had concluded that the structure is not historically significant, had been called in question and recommended that an updated CRE be commissioned. Another factor raised in the course of discussion of potential alternatives to demolition was that it was unknown as to whether the various re-use options for the cottage would trigger a requirement for structural upgrades, which made it difficult to evaluate cost feasibility. In light of these issues, the City Council ultimately voted 3-2 to postpone consideration of demolition and to direct staff as follows: 1) commission an updated CRE; 2) commission a structural analysis; and 3) report back to the City Council in September on the findings of the required reports and on any proposals received for the preservation of the cottage.

As directed by the Council, an updated CRE has been completed. It concludes that the Maysonnave Cottage is in fact historically significant due to its association with the railroad and related activities. In staff's view, this finding makes it difficult to support concept of demolition. Based on the finding of significance, an extensive and expensive environmental review would have to be prepared in order to pursue demolition. More important, it is staff's view that pursuing the demolition of a City-owned structure that has been found to be historically-significant would set a bad precedent with respect to the City's overall historic preservation efforts. With regard to requirements for structural/seismic upgrades, based on the Structural Evaluation which has been prepared, the Building Official has determined that ANY use of the interior of the cottage would trigger a requirement for seismic upgrading.

Over the last several months, staff has been working with the League for Historic Preservation, which has prepared a proposal to preserve the cottage that takes accounts for the recent findings. The League proposal calls for the preservation and upgrade of the cottage in three phases:

1. Stabilize and secure the building and grounds.
2. Upgrade the grounds and building exterior.
3. Perform seismic and interior upgrades to allow the use of the cottage as storage.

Additional details are found in the attached proposal. In staff's view, the phase 1 improvements are, for the most part, the City's responsibility as building owner and some of this work has already been completed or is in progress. The implementation of phases 2 and 3 would be responsibility of the League for Historic Preservation, which would conduct fundraising in order to complete them. The proposal by the League is fairly broad and does not include timelines as they interested in determining whether there is Council support before proceeding further.

Recommended Council Action

Staff recommends that the City Council: 1) direct staff to prepare a scope of work of work for stabilizing and securing the Maysonnave Cottage; and 2) refer the League proposal to the Building Committee for review and for the development of a potential lease amendment with the League for Historic Preservation.

Alternative Actions

Council discretion.

Financial Impact

Stabilizing and securing the building, potentially including the installation of an ADA-compliant path of travel connecting the Cottage property to the accessible sidewalks on the Maysonnave Home property, would likely cost between \$50-80,000 dollars. As this is not a budgeted project, funding would need to be provided from the Special Projects fund or other source. However, staff would develop a detailed scope of work and cost estimate for Council review prior to proceeding with this work. Maintaining the Maysonnave Cottage rather than demolishing it will result in long-term maintenance costs to the City, but these costs could be reduced if the League for Historic Preservation proposal is successfully implemented.

Environmental Review

- Environmental Impact Report
- Negative Declaration
- Exempt
- Not Applicable

Status

- Approved/Certified
 - No Action Required
 - Action Requested
-

Alignment with Council Goals:

The review of this issue relates to City Council goals regarding city character, fiscal management, and infrastructure.

Compliance with Climate Action 2020 Target Goals:

N.A.

Attachments:

1. Minutes of the City Council meeting of March 7, 2016.
 2. League for Historic Preservation Proposal (which includes the updated CRE and the Structural Report as appendices).
-

cc: Sonoma League for Historic Preservation
North of the Mission Association

Peggy Phelan stated that the Committee felt the Ting was an appropriate monument to recognize the Chinese farm laborers of the nineteenth century and their contribution in establishment of Sonoma Valley's wine industry; would educate residents and visitors about this forgotten piece of Sonoma's history; and would attract tourists from China while enhancing Sonoma's small town character with a historic monument. She added that Penglai would donate all the construction materials.

Lynne Joiner stated that the Chinese had been forgotten and spoke about the exclusion of Asians from California's history. She stated that the committee would raise all funds necessary for installation of the Ting.

Clm. Edwards confirmed that the Chinese had dug the caves at Buena Vista winery. Clm. Agrimonti pointed out a section of the book *The Sonoma Valley Story* by Bob Lynch included a section regarding the Chinese.

Mayor Gallian invited comments from the public. City Historian George McKale said it would be a marvelous monument to the Chinese and he pointed out that there were several Chinese establishments depicted on the very early maps of Sonoma.

It was moved by Clm. Edwards, seconded by Clm. Hundley, to grant conceptual approval of the project. The motion carried unanimously. Clm. Edwards pledged six months of his City Council salary for the project.

Item 7B: Discussion, consideration, and possible direction concerning the demolition of the Maysonnave Cottage (289 First Street West).

Planning Director Goodison provided the history and background regarding this agenda item. He presented Council with several options and added that staff was recommending that the proposed demolition of the cottage be referred to the Design Review and Historic Preservation Commission for consideration. Mayor Gallian confirmed through City Attorney Walter that although the Council, by a three to two vote, had previously voted to demolish the cottage they could decide to proceed in another direction. She then invited comments from the public.

Isac Gutfreund, owner of Bungalows 313, stated he would be interested in partnering with the City in renovation of the structure and conversion to a vacation rental subject to certain conditions.

Robert Demler, President of the Sonoma League for Historic Preservation, asked the Council to delay making a decision until September to allow the League additional time to come up with a viable solution.

Patricia Cullinan stated that it was her belief that the cottage was eligible for listing on the California Register and she requested that a new Historic Resource Evaluation be prepared to assess its potential historic significance.

Joe Costello questioned a portion of the Gutfreund proposal regarding special events.

Jack Wagner, Vic Conforti, George McKale and Gina Cuclis spoke in support of keeping the cottage.

Planning Director Goodison responded to Costello's inquiry regarding special events by explaining that there was no entitlement to Bungalows 313 for special events but that they could apply for a permit allowing up to two events per year.

Clm. Hundley stated her support for conducting an engineering and code analysis to assist anyone interested in making a proposal for renovation of the cottage.

Clm. Agrimonti expressed frustration about "kicking the can down the road". She stated that the Council had made a decision and now that it was time to take action people were coming up with new ideas and proposals.

Clm. Cook confirmed his continued belief that the cottage should be demolished.

Clm. Edwards stated his support for a six month continuance.

Mayor Gallian agreed with Clm. Hundley.

It was moved by Clm. Hundley, seconded by Edwards, to direct staff to perform a cost analysis and cultural resource evaluation at a cost not to exceed \$25,000. The motion carried three to two, Councilmembers Cook and Agrimonti cast the dissenting votes.

Item 7C: Discussion, Consideration and Possible Action on a First Reading of an Ordinance to Regulate and Prohibit the Use of Leaf Blowers Within the City Limits.

Assistant City Manager Johann reported that staff had incorporated the direction provided by Council at their last meeting into the draft ordinance. The major provisions of the ordinance included: 1) Gas Powered Leafblowers would not be allowed within the City of Sonoma at any time. "Gas-powered leaf blower" means any leaf blower, leaf vacuum or other leaf-gathering device directly powered by an internal combustion or rotary engine using gasoline, alcohol or other liquid or gaseous fluid. Lawn mowers, lawn edgers and electrically-powered leaf blowers were not included in the definition. 2) Allowable leafblowers could be operated Monday-Saturday 9:00 a.m. - 4:00 p.m. except on City holidays. 3) The operation of leaf blowers must comply with the noise ordinance, including the decibel limits applicable to residential power equipment. 4) Leafblowers should not be operated in a manner that directed dust and debris onto any neighboring parcel or a public street. 5) Both the property owner or tenant and the landscaper would be subject to the penalty provisions under the ordinance. The fine that is imposed for violation of the ordinance will depend upon whether the violation is prosecuted as an infraction, misdemeanor or administratively; and 6) The ordinance would be enforced commencing July 1, 2016.

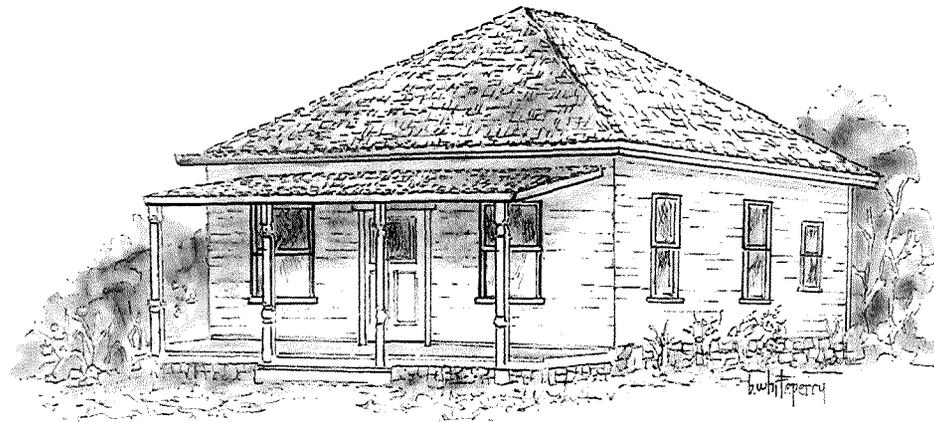
Mayor Gallian invited comments from the public.

The following persons expressed their appreciation to the City Council and their support of the ordinance: Sarah Ford, Patricia Cullinan, Mara Lee Ebert, Bob Edwards and Georgia Kelly.

Item 7C: Discussion, Consideration and Possible Action on a First Reading of an Ordinance to Regulate and Prohibit the Use of Leaf Blowers Within the City Limits, Continued



Preserving Sonoma since 1969



MAYSONNAVE COTTAGE PROJECT

REUNITING THE MAYSONNAVE HOLDINGS THROUGH A PARTNERSHIP
WITH THE CITY & COMMUNITY SERVICES

September 12, 2016

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APPENDIX 2: HISTORIC STUDY

APPENDIX 3: STRUCTURAL REPORT

APPENDIX 4: LETTER FROM WALDRON REGARDING TREE REMOVAL

BACKGROUND:

As the city of Sonoma has gone through rapid change, it has become increasingly important to honor the historical structures that help tell the story of the town's history. While the area around the Plaza reflects the city's vibrant commercial history, the area north of the Plaza, known as the Depot District, is a prime example of the town's residential land use at the turn of the 19th century.

The numerous cottages built around the Sonoma Depot echo many neighborhoods that sprung up around train depots between 1870 and 1910. These wood-framed cottages were built in the Folk Victorian style, and the Maysonnave Cottage is an ideal example. By preserving the Cottage, we preserve a part of Sonoma's history.¹

Because of the restoration and preservation of the Maysonnave House, the Sonoma League for Historical Presentation has a special interest in securing and upgrading the Cottage as it was originally part of the Maysonnave Estate. Our goal is to partner with the City and the community to unite both the House and the Cottage because the story of the property and the history of its owners is such a vital part of the history of not only the Depot District, but also the town of Sonoma.

We would like to introduce our interest in securing and preserving the Cottage by providing a strategy for a phased plan of action: securing and protecting the Cottage, allowing community access to the grounds, and integrating the Cottage into the Maysonnave Estate. It is our sincere hope that the City will grant approval of this phased approach to saving the Cottage and provide support (to be outlined in the following section) for this goal.

PHASE 1

PROTECT AND SECURE THE COTTAGE

- SECURE THE REAR OF THE COTTAGE - CITY
- REMOVE THE CONCRETE PAD IN REAR OF COTTAGE
- PAINT EXTERIOR
- INSTALL FENCING FOR FRONT OF COTTAGE TO MATCH HOUSE
- SECURE AND DECORATE THE WINDOWS
- INSTALL SECURITY LIGHTING
- REMOVE DISEASED TREES - CITY OCT/NOV
- INSTALL SIGNAGE (NO TRESPASSING)
- ADA PATH FROM MAYSONNAVE PARKING SPOT ACROSS FRONT OF COTTAGE
- GROUND MAINTENANCE
 - INITIAL FOCUS ON FRONT GARDEN WITH ADA CONSIDERATION
 - ONGOING WEED CONTROL IN GARDEN

ASSUMPTIONS:

- 1) No foundation work will be necessary for this phase
- 2) No outstanding structural issues for this phase
- 3) City will assume responsibility for Phase 1 with Community Volunteers managed by SLHP
- 4) Labor at prevailing wage or Volunteer labor
- 5) Some Phase 11 and/or Phase 111 items may move to Phase 1 in project implementation

PHASE 11
COMMUNITY ACCESS TO GROUNDS

- ADA ACCESS TO GROUNDS THROUGH MAYSONNAVE HOUSE PROPERTY
- ADDITIONAL FENCING FOR ACCESS CONTROL
- DESIGN AND IMPLEMENT LOW WATER USE GARDEN
- SIGNAGE (DIRECTIONAL/ADA)
- POTENTIAL CONNECTOR PATH BETWEEN BARRACKS PARKING LOT AND DEPOT PARK

ASSUMPTIONS:

1. City to pay for connector path if installed
2. General Cottage and Garden maintenance to be funded by SLHP from Maysonnave House rentals
3. Use of Pro Bono work for garden design and implementation.
4. Additional fencing and signage to be funded by donors.

PHASE 111

INTEGRATE INTO MAYSONNAVE ESTATE/HOMESTEAD

- RESTORE EXTERIOR OF COTTAGE TO ORIGINAL STATE (MOVE INTO PHASE 1 IF POSSIBLE)
- INTEGRATE HOUSE AND COTTAGE GARDENS
- RENOVATE INTERIOR OF COTTAGE (SLHP STORAGE AT FRONT HALF OF COTTAGE)
- INSTALL SECURITY CAMERA SYSTEM
- INSTALL SIGNAGE (HISTORICAL AND SECURITY CAMERAS)

ASSUMPTIONS:

1. Raise funds from Community and special programs
2. General maintenance funded by SLHP from Maysonnave House rentals
3. No foundation work necessary if no usage change
4. No kitchen or bathroom access

CONCLUSION:

We ask that the City grant approval and support for the 3-phased approach. In addition, we would also request that the lease of the Maysonnave House be amended and extended to include the Cottage and its grounds. By providing support for the preservation of the Cottage, the City helps the League and Friends of Maysonnave continue to realize Henri Maysonnave's wish for the people of Sonoma and its visitors to enjoy the property and learn from its rich history.

APPENDIX 1:

COST SHEET

PHASE 1

PHASE I
ESTIMATED COST

TASK	COST	ASSUMPTION
Plywood Exterior	\$2,000	60 32sf sheets plus labor
Paint Exterior	\$1,000	10 gallons paint plus labor
Fencing	\$5,000	From parking area to existing fence at prop line, including 2 gates. If existing gate at right of Cottage operable, cost will be less.
Security Lighting	\$500	4 motion sensor lights (1 on each corner of Cottage) plus batteries
ADA sidewalk	\$5,000	~85 sf from Maysonnave parking area to existing fence at prop line
TOTAL ESTIMATED COST	\$13,500	If community volunteer groups participate, costs would reduce

APPENDIX 2:

HISTORICAL STUDY



Maysonnave Cottage, 2016

HISTORIC RESOURCE EVALUATION
of
The Maysonnave Cottage
289 First Street East
Sonoma, California

June 15, 2016

Prepared for:

City of Sonoma
Planning Department
No. 1 The Plaza
Sonoma, CA

Prepared by:



JERRI HOLAN & ASSOCIATES, AIA
Architects ♦ Engineers ♦ Planners

Jerri Holan, FAIA
1393 Solano Avenue, Suite B
Albany, CA 94706

HISTORIC RESOURCE EVALUATION
The Maysonnave Cottage, 289 First Street East, Sonoma CA

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HISTORIC RESOURCE EVALUATION

The Maysonnave Cottage, 289 First Street East, Sonoma CA

INTRODUCTION

In May, 2016, the City of Sonoma retained Jerri Holan & Associates to prepare an Historic Evaluation for the Maysonnave Cottage located at 289 First Street, behind the Maysonnave House located at 291 East First Street in Sonoma, California. Built ca. 1900-1910, the entire estate consists of the Maysonnave House, the Maysonnave Cottage, and a Carriage House (garage) located at 291b First Street East. The property is named after its second owners, the Maysonnave Family who purchased it from the original owners, the Aguillon Family, in 1952. The Aguillon Family purchased forty-five acres from General M.G. Vallejo in 1878 and built the residential structures here sometime around the turn of the 19th Century. The Maysonnave Family deeded the property to the City of Sonoma.

Pursuant to the California Environmental Quality Act, this report was initiated to re-evaluate the property's eligibility for inclusion on the California Register of Historical Resources in light of information submitted by local residents. An evaluation of the Maysonnave Cottage in 2008 by Tom Origer & Associates determined the Cottage was not eligible for the Register. That report evaluated the Cottage using the context of the *Evolution of Residential Architecture, 1835 to 1950*.

METHODOLOGY

This report was prepared by Jerri Holan, FAIA, a preservation architect and architectural historian who meets the qualifications of the State Office of Historic Preservation. Jerri Holan has an advanced degree from the University of California, Berkeley, and is a Fulbright research scholar and a Fellow of the American Institute of Architects. Holan conducted a field survey of the property and documented existing conditions and environs with photographs. During the evaluation, buildings were examined and primary research was conducted in published histories, professional reports, and comparable properties. The following repositories and resources were consulted as part of the research process:

- a) Sonoma Planning Department (David Goodison and Wendy Atkins)
- b) California Office of Historic Preservation (Jay Carreira, State Historian III)
- c) Sonoma Valley Historical Society (Patricia Cullinan, President)
- d) Depot Park Museum
- e) Sonoma League for Historic Preservation
- f) Archives at Heritage Center at Maysonnave House
- g) Friends of Maysonnave (Ethal Daly, League Board Liaison)

HISTORIC RESOURCE EVALUATION
The Maysonnave Cottage, 289 First Street East, Sonoma CA

SONOMA HISTORICAL SETTING

***THEMES:** SONOMA VALLEY REGION - COMMERCE & RESIDENTIAL
RAILROADS 1879 - 1942
LATE 19TH CENTURY AND EARLY 20TH CENTURY VICTORIAN
ARCHITECTURE*

At the end of the nineteenth century, Sonoma was a valley hamlet with a significant place in California's political history. The Plaza area was well-known and wine, agriculture, and basalt quarries were major industries. A transformative year for Sonoma was 1879 when the Sonoma Valley Railroad began daily service to San Francisco, greatly expanding farming and trading throughout the region. Prior to that year, transportation had been limited to steamboat and stagecoach which were slow and impractical for heavy loads. In 1880, a train depot building was built directly on Sonoma Plaza and by 1882, the train service had extended to Glen Ellen.

A lengthy lawsuit that ended in 1890 finally forced the railroad off the Plaza citing inappropriate private use of public land and the negative impacts of dirt and noise in proximity to the Mission Church. Competition from Southern Pacific Railroad – which provided service to Santa Rosa -- also almost forced the Sonoma railway out of business, but the narrow valley region needed more rail service, not less.

In 1889, General Vallejo sold a portion of his land north of the Plaza to the North Pacific Railway Company and the Sonoma Train Depot was built at 270 First Street West sometime around 1890. Eventually, Sonoma Valley merged with Northern Pacific Railroad and improved their rail system (see Appendix A). Thirty years of competition between Northern and Southern Pacific railroads followed, working to Sonoma's advantage in both price and convenience. Eventually, they too merged into one line, the Southern Pacific. As train service increased, the Sonoma Valley region benefitted tremendously: populations increased, industry expanded, and the Valley became a vacation destination. The railways continued to be important well into the Twentieth Century until the automobile and Greyhound bus took their place (pp. 116-117, Lynch). The Sonoma Depot closed in 1942.

SONOMA TRAIN DEPOT, CA. 1941
(Postcard from Sonoma Depot Museum)



HISTORIC RESOURCE EVALUATION

The Maysonnave Cottage, 289 First Street East, Sonoma CA

The Depot District

At the turn of the century, the Plaza was becoming the center of civic life in Sonoma. It was the site of hotels, a bank, a post office, and many commercial establishments. Public use of the Plaza was also expanding -- City Hall was built in 1906 and the Carnegie library was built in 1910 to the south of the Plaza. This area and its surroundings are characterized by Spanish and Mission influences in its stone and adobe architectural styles.

At the same time, a couple blocks north of the Plaza, the new Sonoma Train Depot area was emerging. The Train Depot was constructed in a late Victorian style, reflecting a more typical American wood building than those found on the Plaza. The Mazza house, ca. 1870, was converted to a hotel to serve train passengers and other commercial structures such as the Cooperage, ca. 1911, feed stores and hay grain warehouses were built to accommodate thriving farming and agricultural businesses. It wasn't long before wooden dwellings also began to populate the Depot district.

The railroad property was adjacent to forty-five acres of land owned by Camille Aguillon. During the last decades of the Nineteenth Century, Aguillon, one of region's largest winemakers, grew fruit on this property. The Depot district was a natural location for the prominent winemaker's family estate. With access to train service, the locale was in close proximity to Aguillon's winery on the Plaza and it would also benefit his fruit and agricultural production north of the Plaza. Soon after the Sonoma Train Depot was constructed, sometime around 1900, Aguillon built his home at 291 First Street East and the cottage behind it at 289 First Street East. Both buildings are within a few hundred feet of the Depot itself.



MAYSONNAVE HOUSE, CA. 1906
291 First Street East



MAYSONNAVE COTTAGE, 2016
289 First Street East

HISTORIC RESOURCE EVALUATION

The Maysonnave Cottage, 289 First Street East, Sonoma CA

While Historic Inventory Lists provide 1910 and 1901 dates for the Aguillon dwellings, local repositories have photos with earlier dates. Camille Aguillon passed away in 1906 (his wife passed in 1901) so it is likely both buildings were constructed sometime before 1906.

Aguillon's homes were built in what is known as the 'Folk Victorian' style, a typically simple wood-frame building with a wide front veranda. While the main House was a larger, formal version of the Style, the Cottage was smaller with less elaborate woodworking. Because of its simplicity, the style was affordable and is found throughout the United States. Not surprisingly, affordable vernacular buildings such as the Aguillon/Maysonnave Cottage were commonplace in the Valley's rural communities and the style was quite popular in Sonoma. As the wine and basalt industries grew, the need for modest homes for local laborers also grew.

The Sanborn Maps

The 1911 Sanborn Map is the first to show the Train Depot area in Sonoma and the Depot is the only structure depicted (see Appendix B). The 1923 Sanborn Map shows the Depot neighborhood in more detail with sixteen extant structures (see Appendix C). Some are commercial, but most of the structures are small dwellings similar in scale to the Aguillon House and Cottage. Aguillon's large agricultural parcel is shown between his home and the train depot. Given their orientation toward the Depot rather than East or West Street frontages, it is likely that two of the small dwellings were related specifically to the train depot, possibly guest homes serving train passengers. This is certainly the case for 298 First West Street which the Map shows having a saloon, bowling alley, and dwelling facing the Depot. The Aguillon/Maysonnave Cottage, also oriented toward the train depot, might have been a guest house.

The Sonoma Sanborn Maps show that, by 1941, the district had not changed much - it was still largely a rural Victorian neighborhood with the same small single-story Victorian dwellings surrounding the Depot (see Appendix D). The biggest changes were the addition of a feed store and the relocation of 298 West Street to West Street. By this time, the saloon and bowling alley were gone.

These simple frame homes and structures are excellent examples of Sonoma's rural domestic architecture at the turn of the Century. They are also more typical of American settlements elsewhere in California at this time. In contrast to the Spanish influence in the Plaza area, they show the continued settlement of Sonoma into the early decades of the Twentieth Century. The homes illustrate Sonoma's early residential land use related to

HISTORIC RESOURCE EVALUATION

The Maysonnave Cottage, 289 First Street East, Sonoma CA

railroad development and similar patterns are found around train depots throughout America.

In contrast to the Plaza's adobe buildings, the Depot's wood buildings were also more typical of California's early twentieth-century construction methods. Balloon framing was introduced to the West sometime in the mid-Nineteenth Century. The technique used nails and light 2 x 4 studs instead of the heavy timber, mortise and tenon framing used in the East. The light 2 x 4 framing was covered with wood siding or clapboards and was widely accepted in western frontier towns by the turn of the Century, where a shortage of skilled labor with heavy timber existed.

Depot District Survey

A reconnaissance survey of the Depot district today found twelve of the sixteen (75%) buildings shown on the 1923 Sanborn Map still in place, most intact. In general, the residential structures are the same vintage and Folk Victorian style as the Aguillon/Maysonnave House and Cottage, ca. 1900s. In addition, six Victorian homes of similar style and age are extant on blocks directly adjacent to the blocks depicted on the 1923 Map. In summary, eighteen Victorian buildings from the turn of the Century are still in place – many with original integrity – in this Depot neighborhood. Of these, three are designated Sonoma landmark buildings and four are potential landmarks (see Appendices E and F).

MAYSONNAVE COTTAGE HISTORICAL CONTEXT

The 2008 Historic Report for the Maysonnave Cottage evaluated the structure in the context of *Residential Architecture, 1835 to 1950*. If this was the correct context, then the Report's conclusion that the structure did not meet the eligibility criteria for inclusion on the California Register of Historic Places would be correct. However, after reviewing the Report, it appears to be lacking in its approach to Sonoma's historical context and in its conclusions regarding the Cottage.

First and foremost, Residential Architecture is too broad of a context for this particular group of buildings and ignores the neighborhood's transportation and commercial character. Further, the 1835-1950 Period of Significance is not the most relevant to the residential buildings on the Maysonnave parcels nor to the other early buildings in the vicinity. Given the similarities of existing Victorians, these early residential buildings were probably all constructed within a couple of decades of the Train Depot's construction. Finally, the very significant relationship of the local Victorian dwellings to the regional Victorian train depot

HISTORIC RESOURCE EVALUATION
The Maysonnave Cottage, 289 First Street East, Sonoma CA

building was overlooked. Consequently, the Report's conclusion of the Cottage's ineligibility was inaccurate.

A more appropriate context within which to evaluate the Maysonnave buildings would be the pattern of *Rural Victorian Railroad and Residential Development, 1879-1942*. The neighborhood originated as a result of the Depot being relocated from the Plaza and the buildings' Victorian origins reflect frontier influences and the development of wooden architecture in America. This influence is very significant for the development of Sonoma at the turn of the Century because prior to 1879, the City's Spanish origins were dominant in the neighboring Plaza district and the railroad was not significant in the Valley.

In addition to containing many existing early buildings, the contemporary Depot neighborhood has been highly influenced by its early Victorian residential and commercial context. The historic Train Depot has been rehabilitated into a museum with a surrounding park. Many recreational uses occur here and the Depot is still the communal heart of the district. The Train Depot Hotel has been converted into a public restaurant and the Cooperage is a Bed & Breakfast Inn. The rehabilitation of the Maysonnave House into a museum also augments the historic public and residential character of this neighborhood. Later buildings in this neighborhood, constructed after 1941, are mostly single-story wood homes with significant front porches continuing the residential character established at the turn of the Twentieth Century in the Folk Victorians. Small-scale commercial and residential uses still successfully complement each other, resulting in a compact and cohesive contemporary neighborhood.

The pattern of small dwellings and commercial buildings surrounding the public Depot that originated in Sonoma's late Nineteenth Century township is mostly intact and continues today.

PROPERTY DESCRIPTION AND HISTORY OF 289 FIRST STREET EAST

The 2008 Resource Evaluation provides a thorough documentation of the property and the backgrounds of the two families associated with 289 First Street East. The agricultural parcels were farmed by the prominent winemaker Camille Aguillon and his wife, Camille. The family constructed the Main House, Cottage and Garage on the property around the same time the Train Depot was relocated to this area of Sonoma. The family continued to use and inhabit the property until 1952 when the parcels were purchased by Fabian Maysonnave. His son Henri deeded the property to the City of Sonoma upon his death.

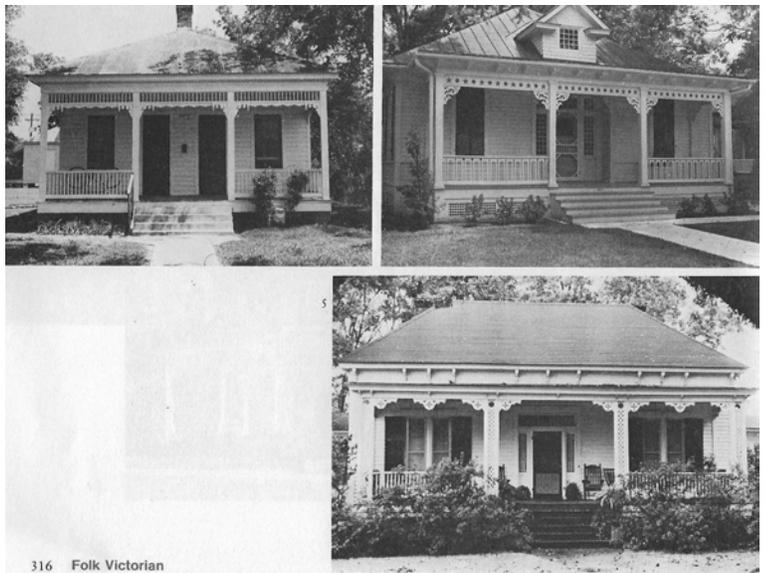
HISTORIC RESOURCE EVALUATION

The Maysonnave Cottage, 289 First Street East, Sonoma CA

The Report also correctly describes the Cottage as a wood-frame structure with wood siding, a full-width porch supported by spindles and decorative brackets which has a symmetrical facade and one-over-one double-hung windows.

However, the Report does not mention the Cottage's orientation to the landmark train depot, approximately three hundred feet from its doorstep. It fails to accurately identify the architectural style of the Cottage and does not mention that the Cottage's style is the same as that of the Main House which is oriented to the street. It also does not mention the simple square geometry of the dwelling nor its pyramidal hip roof which are typical features of 'Folk Victorian' structures.

This style was common between 1870 and 1910 and is defined by Victorian decorative detailing on simple folk house forms and is much less elaborate than other Victorian styles. The primary areas for decoration are the porch and cornice line. The style has Italianate origins, with carved posts and a strong cornice line. Unlike Queen Annes, Folk Victorians have symmetrical facades and modest, homogenous wall finishes. The structures are also sometimes referred to as Symmetrical Victorians.



FOLK VICTORIAN EXAMPLES
(From McAlester, p. 316)

The style was common throughout America and the spread of Folk Victorians was made possible by the railroads: heavy woodworking equipment could be shipped to remote areas and local lumber yards could easily obtain stock from distant mills that produced inexpensive Victorian detailing. The style had five subtypes which were used on most post-railroad houses at the turn of the Century. In addition, older folk homes were also easily updated with new Victorian porches and the style became quite popular in the rural western United States. After 1910, homes were built in Craftsman, Colonial Revival or other styles of the day (pp. 308-316, McAlester).

HISTORIC RESOURCE EVALUATION

The Maysonnave Cottage, 289 First Street East, Sonoma CA

Folk Victorians are found throughout the Sonoma Valley region. In Sonoma, they were especially popular in the the district directly adjacent to the Train Depot. Of the Victorian homes that remain in the Depot neighborhood, twelve are Folk Victorians.



MAYSONNAVE COTTAGE VERANDA & ROOF



TURNUED POSTS & BRACKETS

Both the Maysonnave House and Cottage are excellent examples of the Folk Victorian style. Significant features of the Maysonnave Cottage are its raised front porch with turned columns and shaped brackets; its original front door and symmetrical double-hung wood windows and trim; its pyramidal (hip) roof and original wood siding. The iron porch railing is probably not original. Today, the Cottage is in poor condition while the Main House has been restored.

CRITERIA FOR HISTORIC EVALUATION

The definition of a historic resource is contained in Section 21084.1 of the California Environmental Quality Act (CEQA) Statute as amended in January, 2005. For purposes of this Evaluation, an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR). To be eligible for listing on the CRHR, a structure must usually be more than 50 years old, must have historic significance, and must retain its physical integrity. The CRHR evaluates the significance of a resource on the following four criteria:

Criterion 1 - Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;

HISTORIC RESOURCE EVALUATION
The Maysonnave Cottage, 289 First Street East, Sonoma CA

- Criterion 2 - Associated with the lives of persons important to local, California or national history;
- Criterion 3 - Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values;
- Criterion 4 - Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

CRITERION 1 - Events

Under CRHR Criterion 1, research yielded information indicating that the Maysonnave Cottage at 289 First Street East was related to the development of the Sonoma Train Depot. The Train Depot, and buildings related to it, were an important part of Sonoma's early land use patterns and economy. The Train Depot was also a significant part of the region's development. Finally, residential development around rural train stations is a broad pattern of American history that contributed to the character of many small towns.

Consequently, the property is eligible for listing on the CRHR under Criterion 1.

CRITERION 2 - Persons

Under CRHR Criterion 2, research conducted for the Maysonnave Cottage yielded information that it was directly associated with an important regional winemaker who had a lasting and significant effect on local, regional and California history. Camille Aguilon was one of the Valley's largest winemakers who contributed greatly to the development of Sonoma and its surrounding valleys as a wine producing region.

Consequently, the property is eligible for listing on the CRHR under Criterion 2.

CRITERION 3 - Design/Construction

Under Criterion 3, the Maysonnave Cottage embodies the distinct characteristic of a Folk Victorian cottage from the turn of the Century and is an early example of balloon frame construction in Sonoma. The Cottage retains a good degree of integrity and its relation to the Main House on the adjacent property, as well as to the Garage of the Main House, elevates it to a level of significance. Together, the three intact buildings form a very complete complex of early Victorian buildings, especially in relation to the train depot, with a very high degree of integrity

Consequently, the property is eligible for listing on the CRHR under Criterion 3.

HISTORIC RESOURCE EVALUATION
The Maysonnave Cottage, 289 First Street East, Sonoma CA

CRITERION 4 - Information

Under CRHR Criterion 4, a property might be significant if it has potential to yield information about the state or nation's prehistory or history. Archival research conducted within the scope of this Historical Evaluation provided no specific indication that the subject property has the potential to yield important information related to history or prehistory. Therefore, the property does not appear to be eligible for the CRHR under Criterion 4. Further investigation may be necessary to determine significance beyond the scope of this Evaluation.

EVALUATION OF HISTORIC SIGNIFICANCE

The Maysonnave Cottage is not listed as a historic resource on the National or California Registers and it is not a City of Sonoma landmark.

However, research on the subject property indicates that the Cottage was an important contributor to Sonoma's early Victorian railroad neighborhood. Events related to the Cottage, its owners, and its architecture are all significant at local and regional levels. The relationship of the Cottage to the Train Depot, the Aguilon family, to the Maysonnave House, and to rural Victorian architecture all contribute to the structure's importance.

In conclusion, it is Jerri Holan & Associate's professional opinion that the Maysonnave Cottage does possess a level of historic significance that would make it eligible for listing on the CRHR. Therefore, the building does qualify as a historic resource for the purposes of CEQA.

Historic significance under the CRHR is a two-tiered process. If a property is deemed to be historically significant, then a determination of its historical integrity is conducted; that is, how authentic are the remaining physical characteristics of the property. Since the Cottage does possess historic significance, it is necessary to evaluate its physical integrity.

EVALUATION OF PHYSICAL INTEGRITY

The US Department of Interior, National Park Service, recognizes a property's integrity through seven aspects or qualities: location, design, setting, materials, workmanship, feeling,

HISTORIC RESOURCE EVALUATION
The Maysonnave Cottage, 289 First Street East, Sonoma CA

and association. In evaluating the Maysonnave Cottage under these aspects, the following findings were made:

LOCATION - The Cottage is in its original location where it was originally constructed as shown in the 1923 and 1941 Sanborn Maps and therefore has much integrity.

DESIGN - The Cottage retains the integrity of its early Folk Victorian origins. With the exception of its roofing materials, all of its original components appear intact: the pyramid roof, the colonnaded porch and brackets, symmetrical front door and windows, and original wood siding.

SETTING - The current setting of the Cottage is very much the same as it was in 1900 when it was constructed as shown by the 1923 Sanborn Map. Its relation to the Maysonnave House and to the Railroad Depot are completely intact and has all of its original integrity.

MATERIALS - The Cottage retains all its original materials and components with the exception of its roofing material.

WORKMANSHIP - The Cottage regains all the physical evidence of its Victorian architecture including its turned porch columns and brackets, front door and windows, and wood siding. Its balloon frame construction is also intact and of the period. The porch railings have been lost.

FEELING - The feeling of this neighborhood's early Victorian origins are completely intact in the Maysonnave Cottage. The original Train Depot still resides less than three hundred feet from its front door and the Main House and garage of the Maysonnave complex are also in their original locations in relation to the Cottage. Over 75% of the original Victorian neighborhood is still in existence and retains much integrity. The infill and subsequent contemporary developments that have taken place in the neighborhood have not overwhelmed, obscured or destroyed the neighborhood's and the Cottage's small-scale, western frontier character. Open space, modest homes, and small commercial uses still define an intact district.

ASSOCIATION - The Cottage still has a direct link with the event that made it significant, the construction of the Sonoma Train Depot in this neighborhood. Both the Cottage and the Depot are still in their original settings, with intact materials and workmanship. Their association has much integrity and the setting clearly conveys their original Victorian character.

HISTORIC RESOURCE EVALUATION

The Maysonnave Cottage, 289 First Street East, Sonoma CA

It is Jerri Holan & Associate's professional opinion that the Maysonnave Cottage possesses a high degree of physical integrity and that it would be eligible for listing on the California Register of Historic Resources. In addition to the California Register, the Maysonnave Estate, including the House, the Cottage, and Carriage House, would be eligible for the National Register of Historic Places.

CONCLUSION

After surveying the neighborhood around the Sonoma Train Depot, it is apparent that the district that developed around the Depot at the turn of the Century is intact, has a high degree of integrity and has made an important contribution to the character and early American history of the City of Sonoma. The Victorian pattern of small dwellings and commercial buildings surrounding the public Depot continues today. Consequently, the area around the Depot has the potential to become a historic district and, as such, is eligible for the California and National Register of Historic Places

* * * * *

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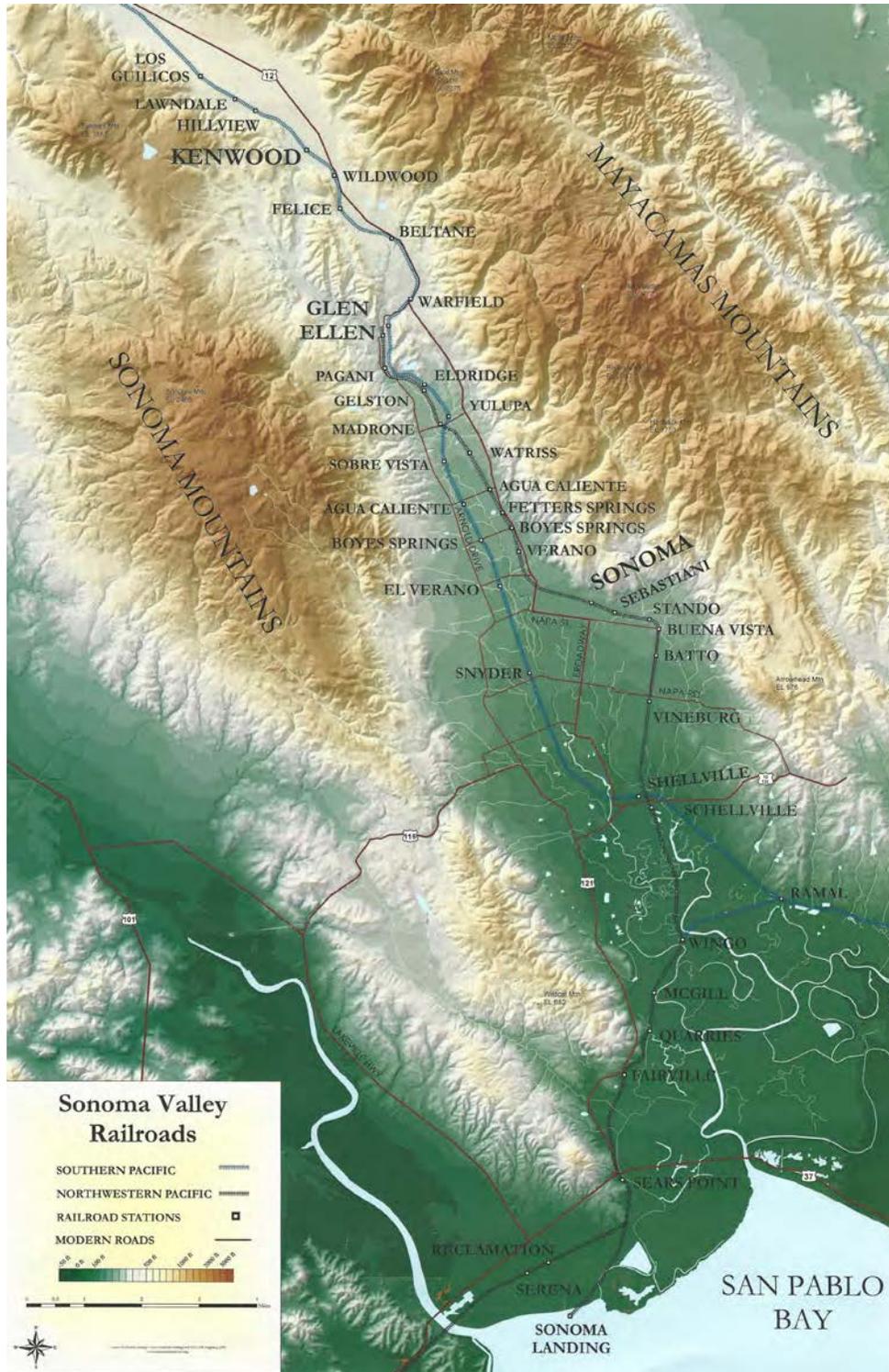
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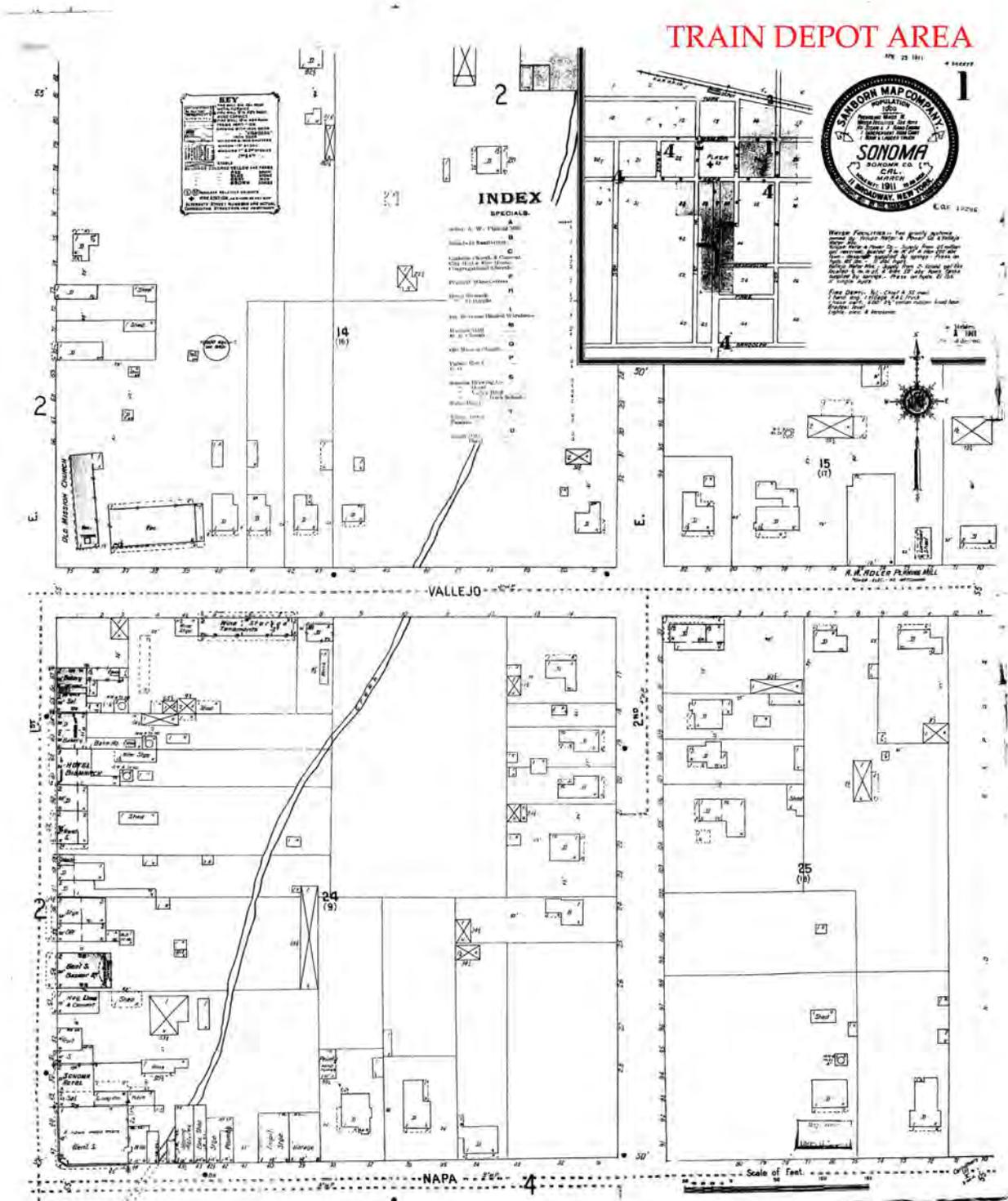
HISTORIC RESOURCE EVALUATION
The Maysonnave Cottage, 289 First Street East, Sonoma CA

APPENDIX A
(from Sonoma Historical Ecology, GIS/GPS Program, 2006)



HISTORIC RESOURCE EVALUATION
The Maysonnave Cottage, 289 First Street East, Sonoma CA

APPENDIX B
1911 Sanborn Map

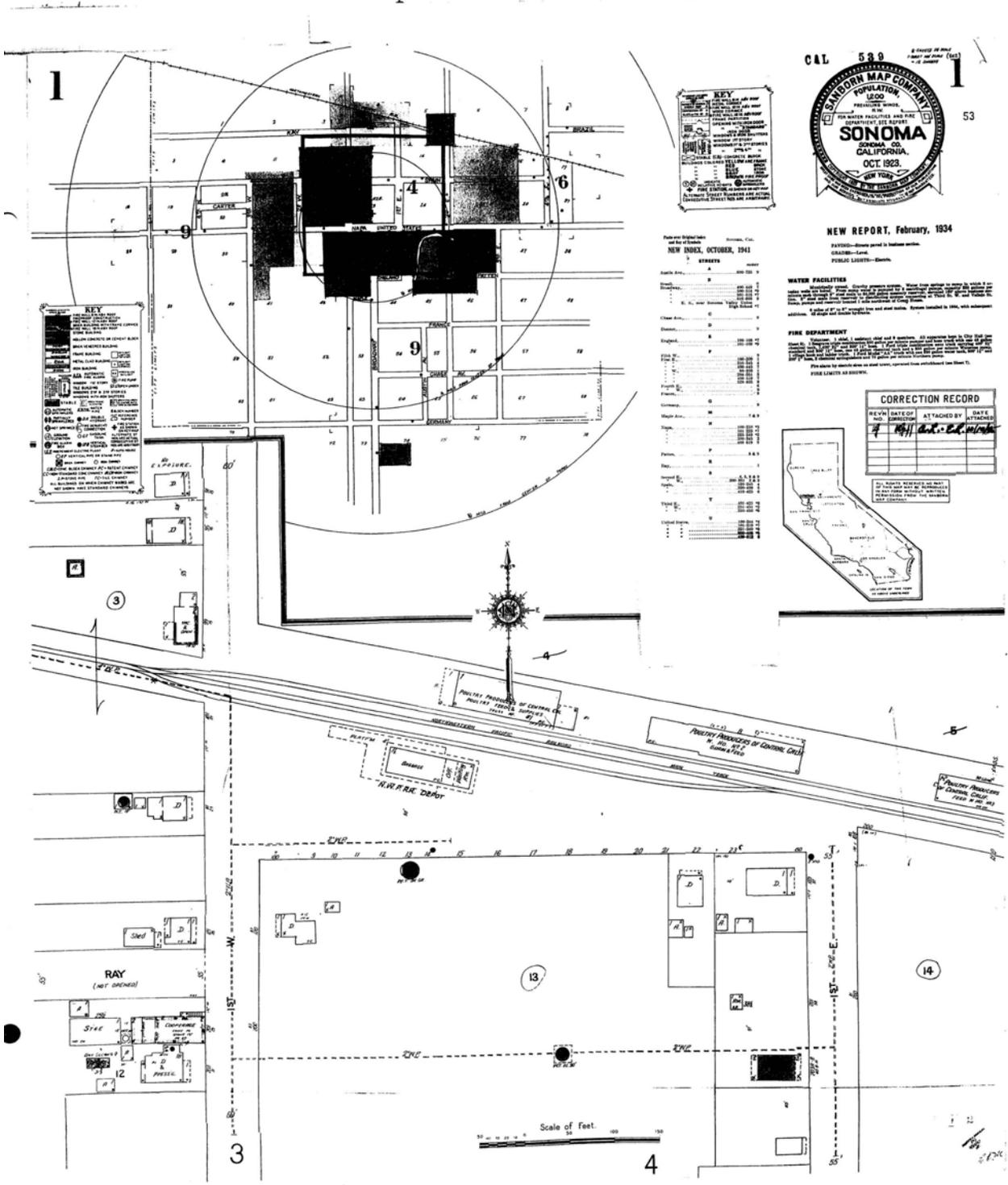


HISTORIC RESOURCE EVALUATION

The Maysonnave Cottage, 289 First Street East, Sonoma CA

APPENDIX D

1941 Sanborn Map



HISTORIC RESOURCE EVALUATION
The Maysonnave Cottage, 289 First Street East, Sonoma CA

APPENDIX F
SURVEY PHOTOGRAPHS



1. SONOMA TRAIN DEPOT
270 FIRST STREET WEST



2. 289 FIRST STREET WEST



3. 289 FIRST STREET EAST



4. 291 FIRST STREET EAST



5. 327 FIRST STREET EAST



6. 335 FIRST STREET EAST

HISTORIC RESOURCE EVALUATION
The Maysonnave Cottage, 289 First Street East, Sonoma CA

APPENDIX F
SURVEY PHOTOGRAPHS



9. THE COOPERAGE
301 FIRST STREET WEST



10. 299 FIRST STREET WEST



11. 287 FIRST STREET WEST



20. 277 FIRST STREET WEST

HISTORIC RESOURCE EVALUATION
The Maysonnave Cottage, 289 First Street East, Sonoma CA

APPENDIX F
SURVEY PHOTOGRAPHS



12. DEPOT HOTEL
241 FIRST STREET WEST



13. 225 FIRST STREET WEST



14. 217 FIRST STREET WEST



19. 205 FIRST STREET WEST



18. 270 FIRST STREET EAST
(4 Buildings)

APPENDIX 3: STRUCTURAL REPORT



Maysonave Cottage
289 First Street East
Sonoma, CA

Structural Evaluation
August 8, 2016

Eric Kreager, S.E.
Senior Principal Engineer
MKM Job No. 160220

Owner:
City of Sonoma



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 - 1.1 Purpose
 - 1.2 Jurisdiction Requirements
 - 1.3 Evaluation Procedure
2. Site and Building Data
 - 2.1. Building Description
 - 2.2. Structural System
3. Findings and Recommendations
4. Preliminary Calculations and Schematic Details

1. Scope and Intent

1.1 Purpose

The purpose of this structural evaluation is to identify potential deficiencies in the subject building's vertical and lateral-force resisting systems and to recommend structural improvements for continued use of the building.

1.2 Jurisdiction Requirements

The building is located in and owned by the City of Sonoma. The City requires a minimum standard of seismic safety for continued use of this structure as outlined in the 2013 California Historical Building Code (CHBC). CHBC Chapter 8-7: Structural Regulations is intended to provide alternative structural requirements for qualified historical buildings. The CHBC requires a complete load path from origin of vertical and lateral forces to the foundation.

Other applicable standards include the 2013 California Existing Building Code (CEBC). CEBC Chapter A3 includes provisions for seismic strengthening of cripple walls and sill-plate anchorage in wood-frame residential buildings, and CEBC Appendix Chapter A1 includes provisions for seismic strengthening of unreinforced masonry (URM) bearing walls. In the case of the Maysonave Cottage, these two standards apply only to the interface between wood framing and masonry and to the URM foundation walls supporting the building.

1.3 Evaluation Procedure

The following procedure was used to arrive at findings and recommendations:

- Documentation of existing building materials and structural elements;
- Calculation of vertical and lateral forces on the building per CHBC requirements, and identification of a complete load path from origin of forces to the foundation;
- Calculation of in-plane shear demands on walls, and verification of existing shear strength or schematic design of strengthening measures;
- Calculation of diaphragm shear transfer demands, and verification of existing shear anchors or schematic design of new connections;

2. Site and Building Data

2.1 Building Description

The Maysonave Cottage is a one-story wood-framed building constructed circa 1910. Overall dimensions are roughly 34 feet in length and 27 feet in width for a footprint of 920 square feet not including the front porch on the north side. The floor-to-ceiling height is about 10 feet, and the overall building height is about 21 feet from adjacent grade to the ridge.



The front porch measures about six feet by 25 feet and adds 150 square feet to the total covered area. The rear porch has been demolished, and the old concrete steps and landing are the only other remaining appendages.





2.2 Structural System

Gable roof framing consists of plywood sheathing over 1x6 skip sheathing over 2x6 hip rafters and ridge with 2x4 common rafters and 2x4 ceiling joists at 32 inches on center. Vertical and diagonal struts support the rafters near mid span and transfer roof loads to ceiling joists and interior walls.



Floor framing consists of 1x straight tongue-and-groove sheathing over 2x6 joists at 24 inches on center. Interior longitudinal 4x6 girders support the floor framing and interior walls. Girders are supported by 4x4 posts bearing on a variety of pier blocks and loose stones at a non-uniform spacing.



Exterior walls and floor joists bear on stone masonry walls estimated at about 12 inches thick and up to about 32 inches above grade at the south wall. Embedment of foundation walls below grade is unknown. Mortar between stones was in poor condition, loose and crumbly; in some locations mortar was missing where stones have been removed for plumbing penetrations. See detail A on sheet 4.6.





Exterior walls appear to consist of 2x4 studs with horizontal 1x8 V-groove rustic redwood siding on the exterior face and vertical 1x4 tongue-and-groove redwood on the interior face.

Interior walls consist of rough 1x6 vertical and horizontal framing sheathed with vertical 1x4 tongue-and-groove redwood on each face.

The lateral-force resisting system currently consists of wood diaphragms with plywood sheathing (applied over 1x skip sheathing during re-roofing) at the roof and 1x straight tongue-and-groove sheathing at the floor. Vertical shear walls consist of straight horizontal exterior sheathing and straight vertical interior sheathing. Foundation walls consist of unreinforced stone masonry.

3. Findings and Recommendations

The following findings and recommendations are based on a site review and preliminary calculations as previously noted.

Vertical System

- Dry rot was noted at the front porch floor sheathing. All framing and sheathing with dry rot should be removed and replaced.
- The front porch roof beam appeared to be sagging near the east side. Finishes should be removed to inspect the beam, investigate the cause of excessive deflection and strengthen as required.
- The concrete steps at the front porch were cracked and spalling. The steps should be removed and replaced.
- Rear porch steps should also be removed and replaced.
- Blocking between existing joists should be installed over interior floor girders where the joists are spliced.
- Interior floor girder connections to posts appear to be toenailed connections only. Positive connections using premanufactured metal connectors and/or straps are recommended.
- Interior footings and positive connections using premanufactured metal connectors between interior posts and footings are recommended.

Lateral System

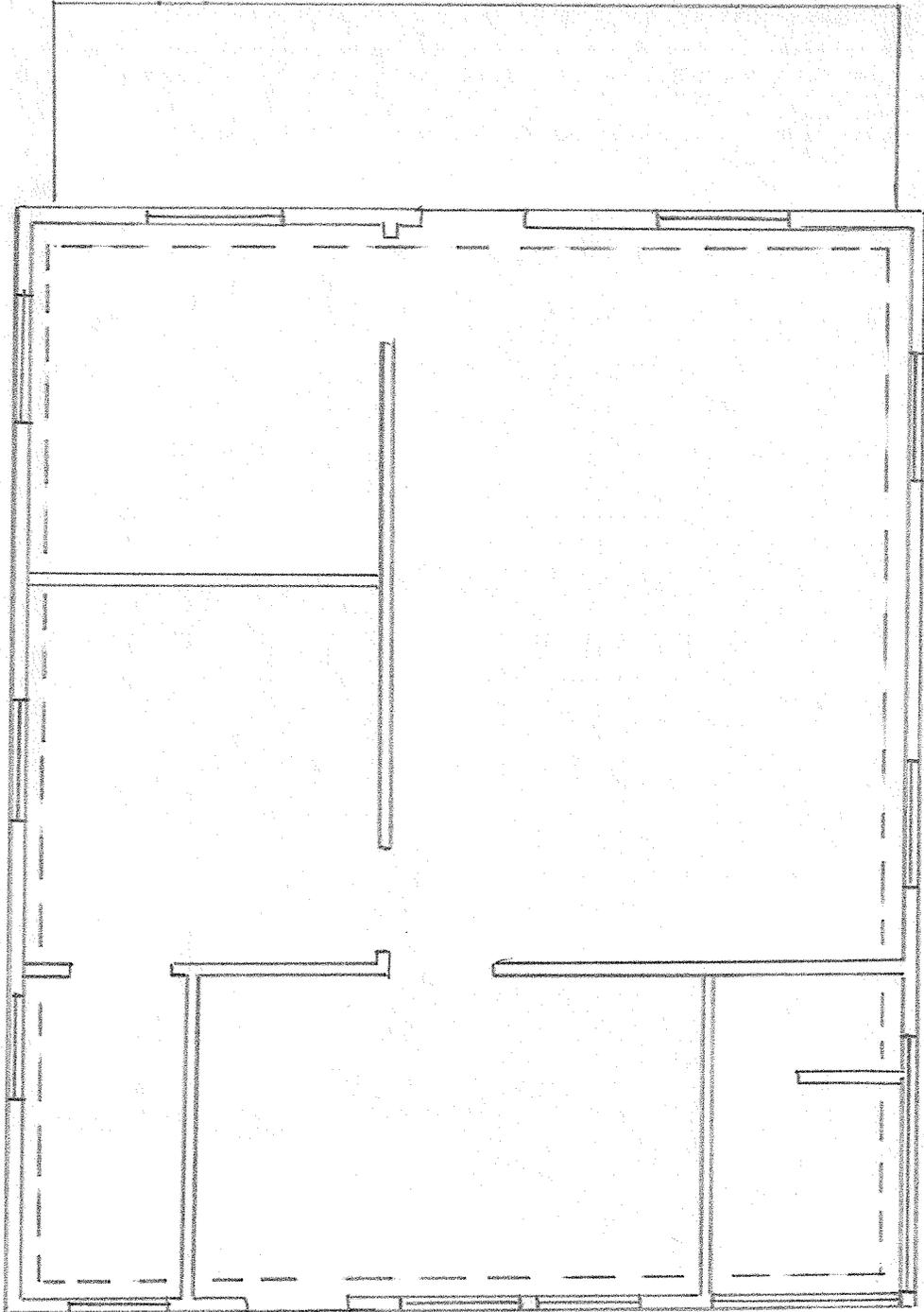
- The structure appears to have a complete load path from roof to foundation, but connections between diaphragm and wall elements are hidden from view by finishes. Strengthening of diaphragm and/or shear wall elements will require these areas to be temporarily exposed at which time verification and strengthening of connections may be performed.
- Preliminary analysis of the wood-framed shear walls with straight sheathing on both sides indicate non-compliance in both directions. The addition of structural sheathing is recommended to address this deficiency. Infill framing and sheathing at two unused openings at the south wall is recommended. Other window and door openings can be accommodated.
- Tie down connections between shear walls and the foundation are required. Horizontal straps above and below window openings can help to minimize tie down requirements.
- There were no visible anchor bolts at the sill plate–foundation interface. Strengthening of this connection will depend on the selection of a foundation upgrade from several possible options including the following:
- A continuous reinforced concrete perimeter foundation is recommended to replace the existing unreinforced stone masonry foundation. Existing stone

can be saved, cut and applied as a veneer if the appearance of stone is desired. See detail B on sheet 4.7 for a schematic design.

- Alternatively, the CHBC requires a reinforcing element at or near the top of the existing masonry walls. This element can be reinforced concrete cast on top of the existing stone masonry. This option would require partial removal of floor and wall framing to access the stone top bearing surface. This option would also require repointing the masonry mortar to ensure sound mortar joints. See detail C on sheet 4.8 for a schematic design.

Maysonnave Cottage

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PLAN VIEW



Building Weight

Roofing	2.2	Shtg	2.9
Ply Shtg	1.5	JST	1.5
1x Shtg (skip)	2.2	Girders	1.0
Rafter	0.7	MISC	0.6
Insulation	0.8		
Ceiling JST	0.7	Flr D	6 psf
Ceiling 1x	2.9	Flr L	40 psf
Ceiling Gyp	2.2		
MISC	0.8		

Roof D 14 psf
" Lr 10 psf @ 8:12 slope

Ext Shtg	2.9 psf
Studs	1.0
1x T&G	2.9
Int gyp	2.2
Misc	1.0

10 psf Ext & Int walls

ΣW =	14 psf x 1.2 x 34' x 27'	=	15.4 ^k	Roof	15.4
	6 x 34' x 27'	=	5.5 ^k	FLOOR	
	10 psf x 10' x 34' x 2	=	6.8	E & W	3.4
	10 x 10 x 27 x 2	=	5.4	N & S	2.7
	10 psf x 10' x 82'	=	8.2	Int	4.1
			<u>41.3^k</u>		
			total		25.6 ^k
					lumped @ roof

100220
7/16
RHB
4.2

USGS Design Maps Summary Report

User-Specified Input

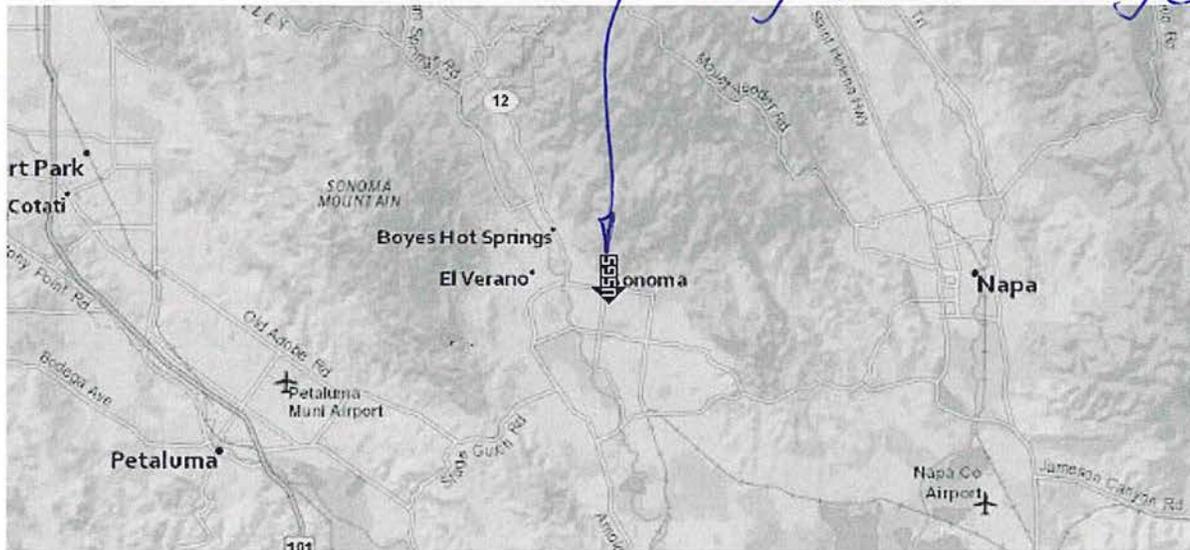
Building Code Reference Document ASCE 7-10 Standard
(which utilizes USGS hazard data available in 2008)

Site Coordinates 38.29567°N, 122.45654°W

Site Soil Classification Site Class D - "Stiff Soil"

Risk Category I/II/III

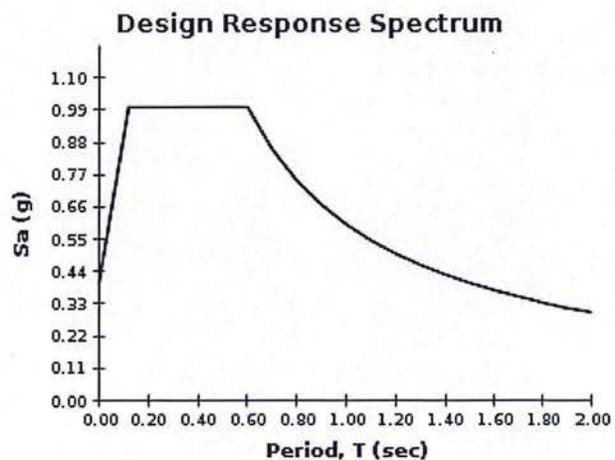
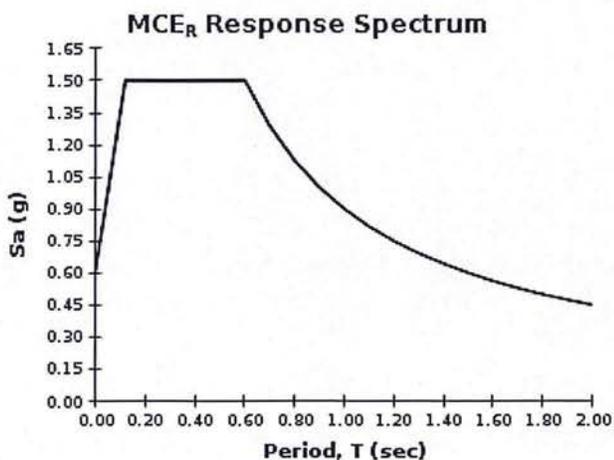
Maysonave Cottage



USGS-Provided Output

$S_s = 1.500 \text{ g}$	$S_{MS} = 1.500 \text{ g}$	$S_{DS} = 1.000 \text{ g}$
$S_1 = 0.600 \text{ g}$	$S_{M1} = 0.900 \text{ g}$	$S_{D1} = 0.600 \text{ g}$

For information on how the S_s and S_1 values above have been calculated from probabilistic (risk-targeted) and deterministic ground motions in the direction of maximum horizontal response, please return to the application and select the "2009 NEHRP" building code reference document.



For PGA_M , T_L , C_{RS} , and C_{R1} values, please [view the detailed report](#).

CHBC 2013 Review

Seismic Forces per 8-706.1

$$V \text{ per ASCE 7-10} = C_s W = \frac{S_{DS}}{R/I} W$$

$$R = 2 \#, S_{DS} = 1.00, I_e = 1.0$$

$$V = 0.50 W$$

$$0.75 V = 0.38 W$$

Need not exceed 0.30 W (before shtg.)

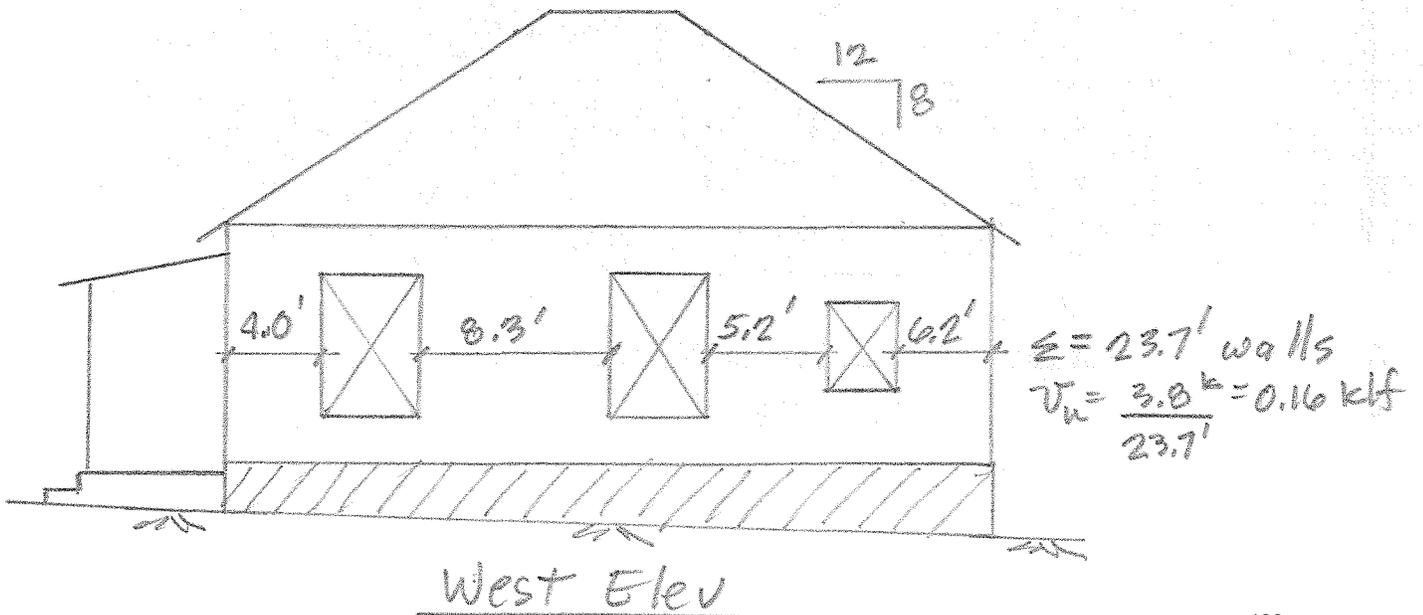
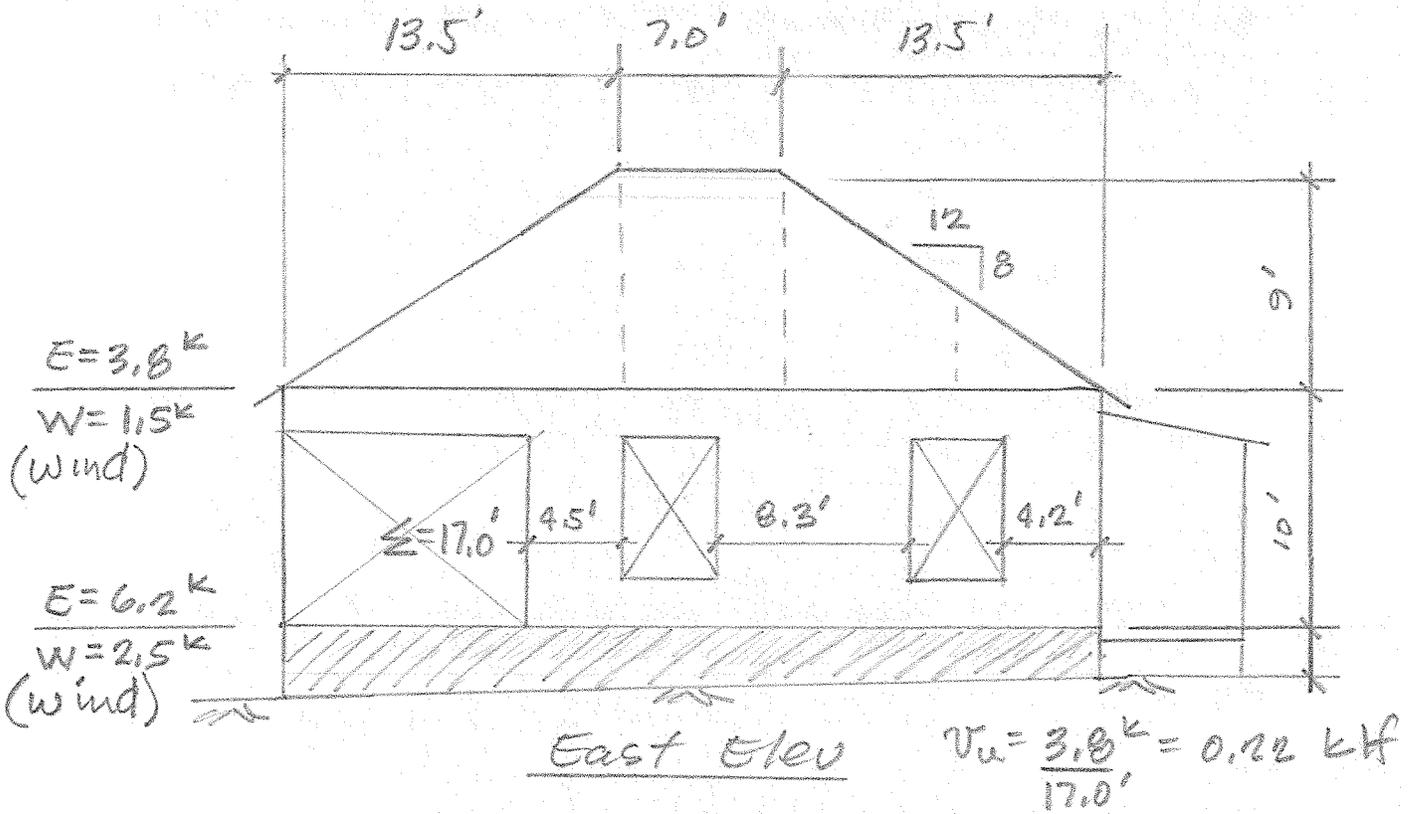
* Bearing-wall system A.17

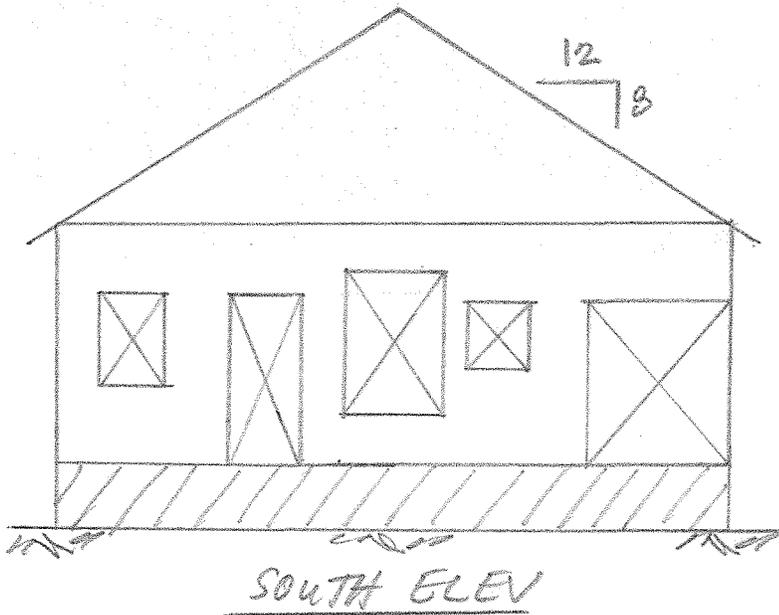
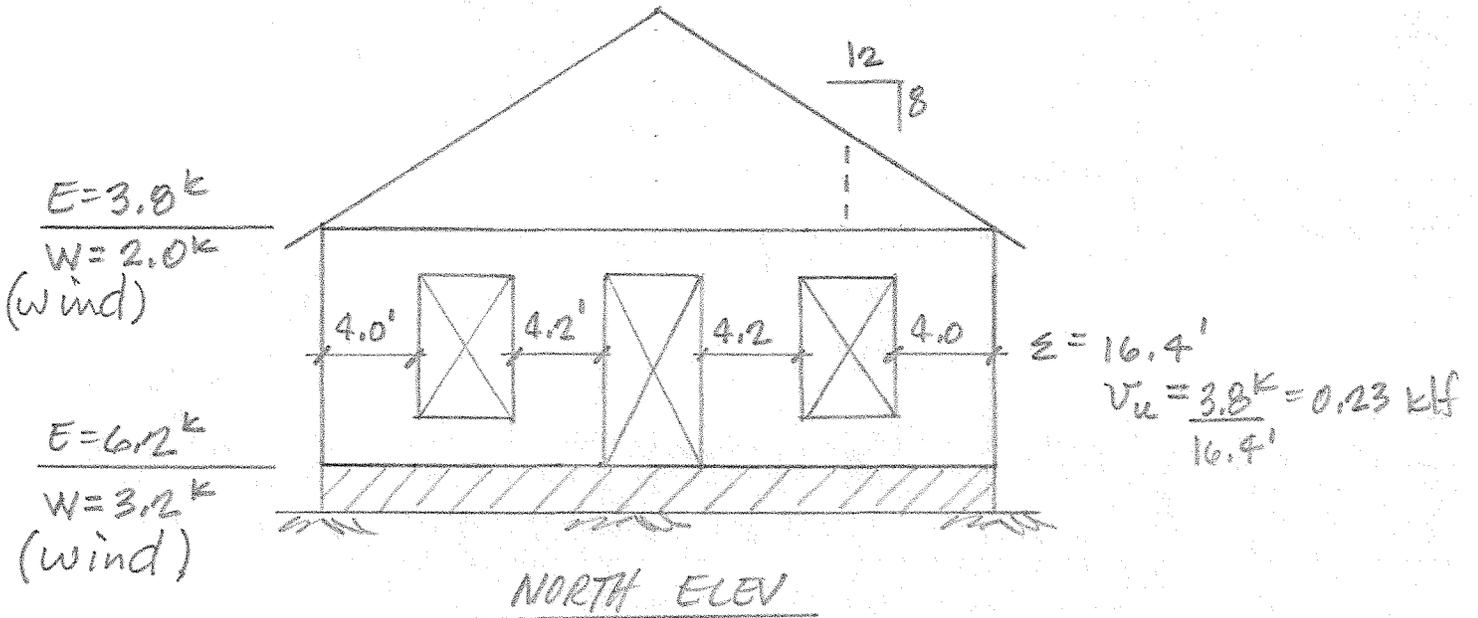
With new strl-panel shear walls

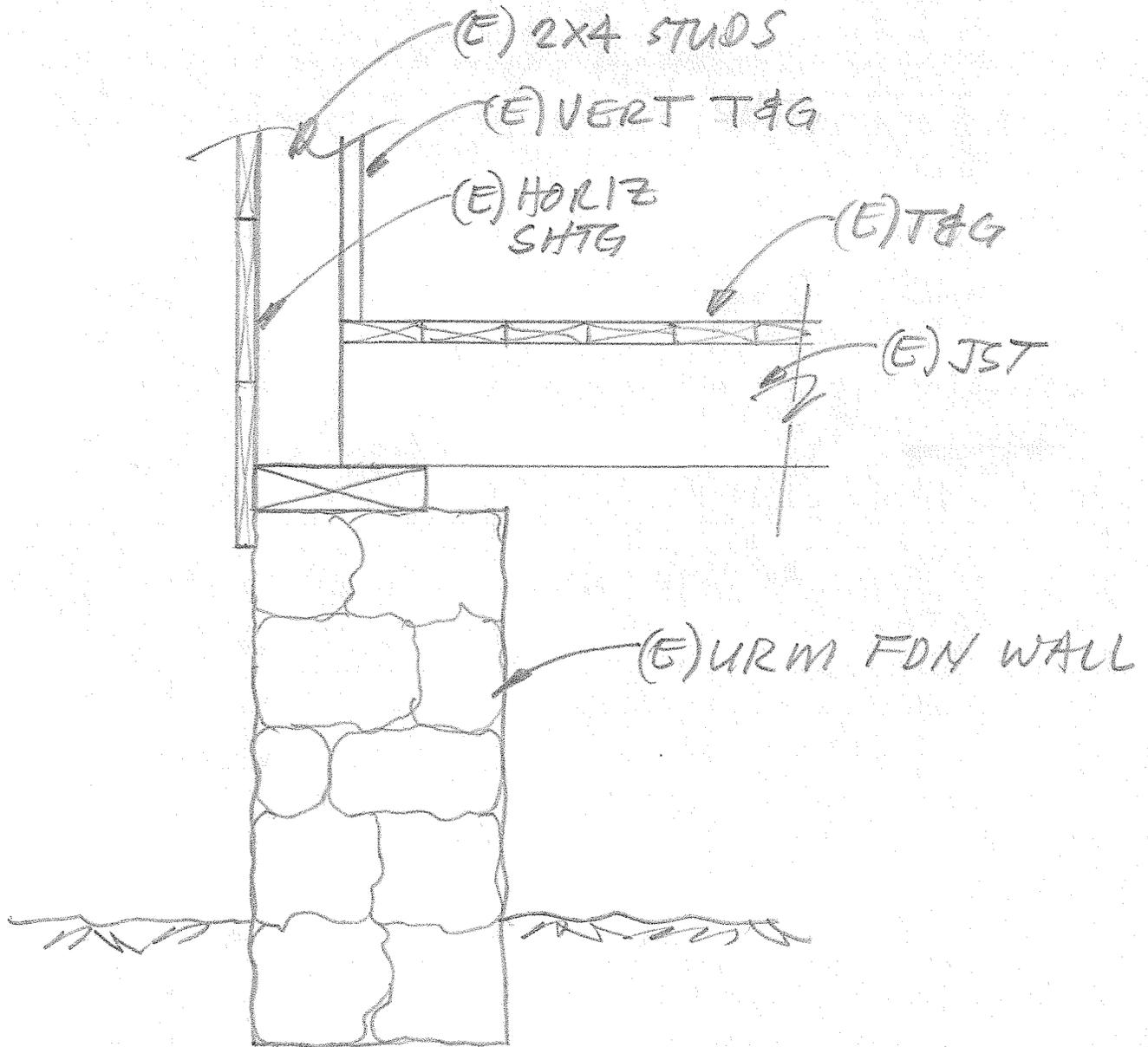
$$R = 6.5 \# \quad 0.75 V = 0.75 \times 0.154 W$$

$$\underline{0.75 V = 0.12 W} \text{ (after shtg.)}$$

$$V_u = 0.3 \times 41.3^k = 12.4^k @ \text{ Fdn}$$



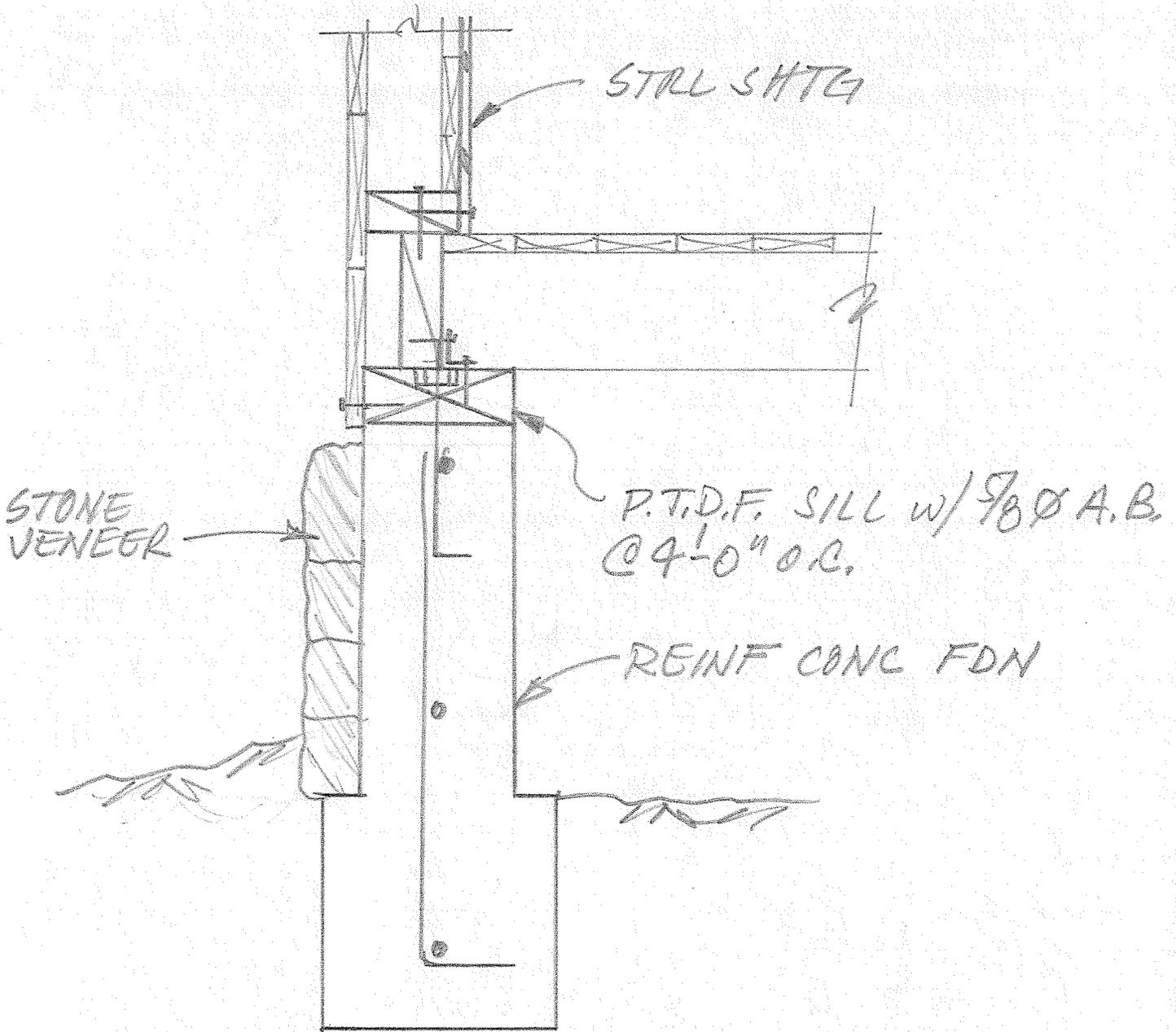




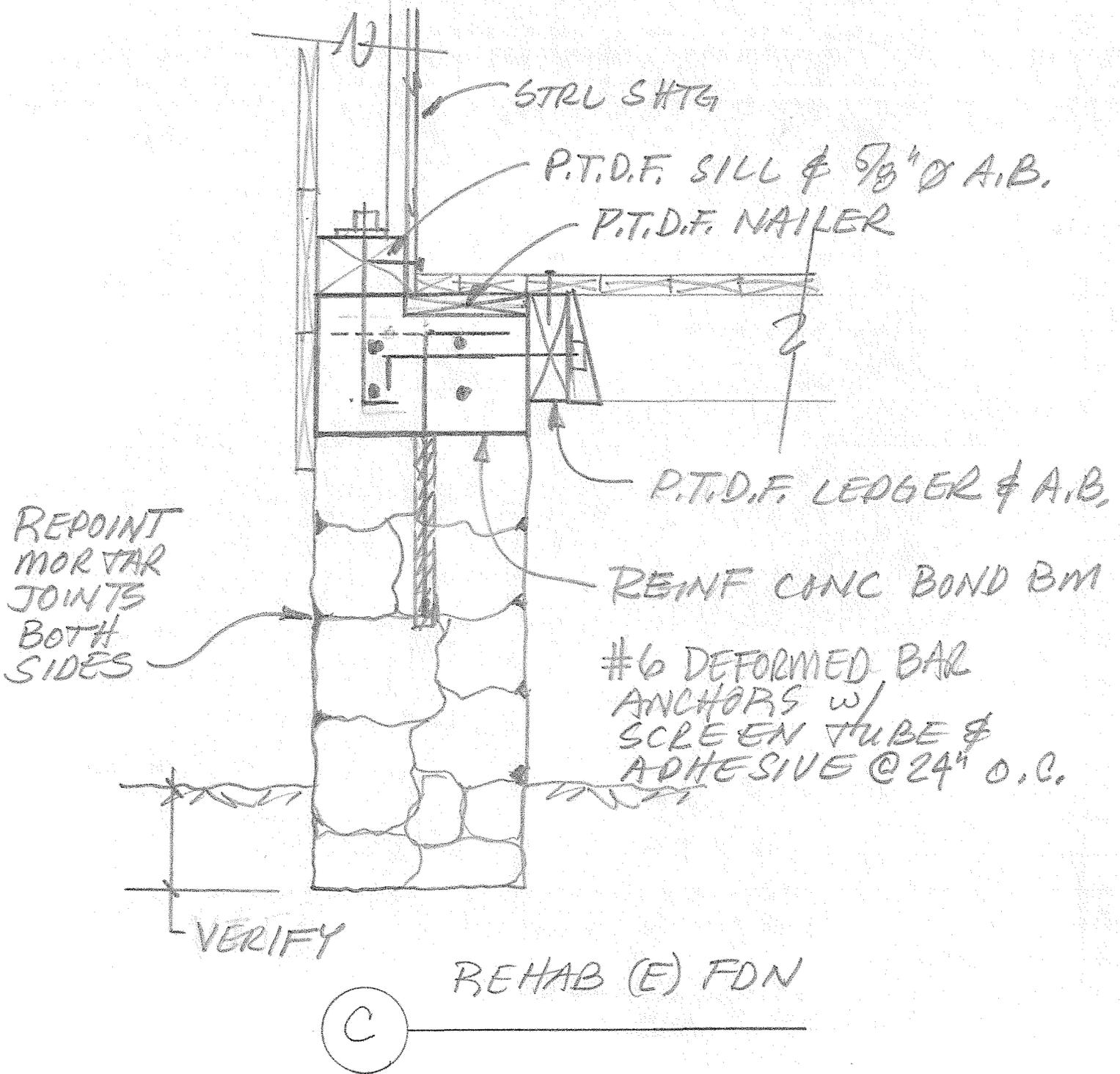
EXISTING FDN
A

Maysonnave Cottage

Job #	160220
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PE	RHB 4.7 of



(B) NEW FOUNDATION



APPENDIX 4:

WALDRON LETTER



waldron landscaping

P.O. BOX 938 • SONOMA, CA 95476 • LIC. 346260 • 996-5868

Robert Demler , President, Sonoma League for Historic Preservation.

POB 766, Sonoma Ca

If a drip system is utilized for a drought tolerant landscape installation at the Maysonave Cottage there should be no impact on the site's drainage. The system would only be used during the summer season when the lot is dry. The minimum amount of water put out by the emitters would be absorbed by the plants or evaporate quickly.

The eucalyptus trees are a hazard for several reasons. One tree was cut to near ground level many years ago and has grown back on a partially decayed stump. It could fall at any time. Several others were topped at about 30 feet and have sent up multiple branches from the cuts. These are growing from weak connections and the limbs are likely to snap at the points of the old cuts. The draught has likely weakened these trees, adding to the possibility of failure. The species is known to have a tendency to uproot in windy conditions when the soil is saturated from winter rains.

Thanks,

Steve Waldron



CITY OF SONOMA
City Council
Agenda Item Summary

City Council Agenda Item: 7C

Meeting Date: 09/19/2016

Department Administration	Staff Contact Carol E. Giovanatto, City Manager
-------------------------------------	---

Agenda Item Title

Discussion, Consideration and Possible Action on a Report by the Facilities Committee Regarding the Proposal by the HAVEN to Establish a Safe Parking Pilot Program for Sonoma Homeless.

Summary

At the June 6 Council meeting, the Sonoma Overnight Support (SOS) presented a proposal to establish a Safe Parking Pilot Program at the HAVEN. The proposal encompassed five parking spaces directly in front of the HAVEN as a pilot program. The issue was referred to the Facilities Committee (Councilmembers Edwards and Cook) for further analysis. At the June 27th Council meeting a verbal status report was presented by the Facilities Committee. Clm. Edwards reported he had met with Catholic Charities and toured areas in Santa Rosa where Safe Parking programs were being used. He stated he still had questions but was willing to work towards a solution. He pointed out that Sonoma was the only small community in the County that had a shelter and was already taking on a big share of the responsibility. Clms. Edwards and Cook stated they would like to have more time to do research, meet with SOS representatives and try to come up with other solutions. Further discussion ensued with Council reaching majority consensus to have the Facilities Committee continue to look into the issue and report back in September. SOS agreed to continue to look for options for the program within Sonoma.

The Facilities Committee has been continuing to meet with Catholic Charities representatives as well as with Kathy King, Executive Director of SOS to discuss the specifics of the Safe Parking Program and the services that are currently provided from the HAVEN. On multiple occasions, SOS has referred to an available alternative site (no address of the location disclosed) that is could be utilized for the safe parking program if the Haven site is not approved. Due to the proximity to the Little League Field and the expressed concerns of Field of Dreams representatives, the Facilities Committee is recommending that SOS pursue the alternative larger site for the program. The Facilities Committee further recommends that efforts continue to work with the County and faith-based organizations to find a comprehensive solution Valleywide to address the Safe Parking and Homeless issues.

Recommended Council Action

Accept the recommendations of the Facilities Committee for SOS to pursue their alternative site.

Alternative Actions

Council discretion.

Financial Impact

Unknown at this time.

Environmental Review**Status**

- Environmental Impact Report
- Negative Declaration
- Exempt
- Not Applicable

- Approved/Certified
- No Action Required
- Action Requested

Attachments:

Alignment with Council Goals:

N/A

cc:

Kathy King, Executive Director, Sonoma Overnight Support



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

*Members of the
Commission*

Efren Carrillo
Chair

Shirlee Zane
Vice Chair

Susan Gorin
David Rabbitt
James Gore

Margaret Van Vliet
Executive Director

September 14, 2016

City Council
City of Sonoma
177 First Street West
Sonoma CA 95476

Dear Members of the Council:

I understand you are considering options to provide "Safe Parking" for homeless people within the City. With this letter I would like to share some information about our experience thus far as it may help inform your deliberations.

As you may know, the Sonoma County Community Development Commission has contracted with Catholic Charities to operate a Safe Parking Program for the past two and a half years. The Safe Parking Program's nine locations in Santa Rosa and Sebastopol vary in how many cars are parked, from three spaces at various churches, to fifty spaces at the Permit & Resource Management Department parking lot at the County Center. In FY 2015-16, the program worked with 595 persons who were living in their cars: the program provided a safe place to spend the night, a warming station in very cold weather, and sanitary facilities for more than 200 people every night.

The Safe Parking Program offers one of several ways into the Sonoma County system of care for residents who have lost housing:

- The program provides a monitored, safe, and secure place to park overnight for people who have recently lost their housing, and who have been forced to live in their cars.
- The program provides a way to locate people who have applied for services, when resources and housing are found, because they are allowed to spend the night in a single location. This is particularly important because when there is no sanctioned place for people to be located, attempts to find them often fail.
- Through the Safe Parking Program, 52 people entered shelter during the 2015-16 program year, and 75 were referred into "Rapid Re-Housing" permanent housing services.

We believe that Safe Parking has made a meaningful contribution to ending homelessness at minimal cost and without negative impact on the neighborhoods in which it is located. The only



site that has had to close was one where housed neighbors harassed families with children who were sleeping in their cars next-door. These families were relocated for their safety.

I wish you the very best as you take up the important questions about how to safely manage the high number of homeless people in the community. If you decide to proceed, our staff at the Community Development Commission is certainly available to provide technical assistance.

Best regards,



Margaret Van Vliet
Executive Director

C: Supervisor Gorin



City of Sonoma
City Council
Agenda Item Summary

City Council Agenda Item: 7D
Meeting Date: 09/19/16

Department	Staff Contact
Planning and Community Services	David Goodison, Planning Director

Agenda Item Title
 Discussion, consideration and possible action on the changes to the regulations concerning vacation rentals, including consideration of whether an interim moratorium ordinance should be implemented.

Summary
 As part of its ongoing discussion of housing issues, the City Council has requested a review and discussion of the City’s vacation rental regulations. Although vacation rentals are already regulated and restricted within the city, the City Council has a number of options to modify the Development Code to change the regulation of future applications for vacation rentals, including the following:

- Change the permit requirement from a Use Permit to a license. Under the Use Permit process, once it is approved, the Use Permit runs with the land regardless of changes in ownership. In contrast, a license is a type of permit that is specific to the property and can be designed to expire (or be subject to a renewal requirement) upon a change in ownership.
- Within the Mixed Use zone and the Commercial zone, eliminate any allowance for converting a residential unit into a vacation rental.
- Eliminate vacation rentals as an allowed use altogether.

If the City Council is interested in pursuing changes to vacation rental regulations, it should also discuss whether the adoption of an interim moratorium ordinance would be appropriate. Under State law, an interim moratorium ordinance may be adopted based on anticipated changes in development policies arising from ongoing or anticipated planning studies, such as a zoning ordinance amendment. However, in order to adopt an interim moratorium ordinance, the local jurisdiction must find that the approval of new development would result in a “current and immediate threat to the public health, safety, or welfare.” If consideration of an interim moratorium ordinance is requested, staff would develop a draft ordinance and bring it back to the City Council at an upcoming meeting for consideration.

Recommended Council Action
 Provide direction to staff as to whether the City Council wishes to change the regulations pertaining to applications for vacation rentals, including whether there is interest in adopting an interim ordinance.

Alternative Actions
 N.A.

Financial Impact
 Vacation rental generate TOT and restrictions on the creation of additional vacation rentals within the city would reduce income from that source. However, staff does not regard this as a significant financial impact.

Environmental Review	Status
<input type="checkbox"/> Environmental Impact Report	<input type="checkbox"/> Approved/Certified
<input type="checkbox"/> Negative Declaration	<input checked="" type="checkbox"/> No Action Required
<input checked="" type="checkbox"/> Exempt	<input type="checkbox"/> Action Requested
<input type="checkbox"/> Not Applicable	

Alignment with Council Goals

The discussion of vacation rental regulations is responsive to the City Council's Housing goal: *"To analyze policy and programmatic tools suggested by the 2015 Housing Element update; implement strategies to facilitate creation of affordable rental and workforce housing; sustain or increase opportunities to continue the programs currently in place to maintain current affordable housing stock."*

Compliance with Climate Action 2020 Target Goals:

N.A.

Attachments:

1. Supplemental Report
2. List of existing vacation rentals
3. Memo from City Attorney's office

cc: Byron Jones

SUPPLEMENTAL REPORT

Discussion, consideration and possible action on the changes to the regulations concerning vacation rentals, including consideration of whether an interim moratorium ordinance should be implemented

For the City Council Meeting of September 19, 2016

Background

As part of its ongoing discussion of housing issues, the City Council has requested a review and discussion of the City's vacation rental regulations. Under the Development Code, a vacation rental is defined as the rental or letting of up to two complete residential units, containing bedrooms, kitchens, and bathrooms, for a period of less than 30 consecutive days. Unlike bed and breakfasts, an on-site manager is not required for vacation rentals. Operators are required to maintain a business license and pay transient occupancy taxes to the City. This definition does not allow for the AirBnB type of rental of a room or rooms within an occupied residence. At this time, there are 55 recognized, legal vacation rental units within city limits. Of these, 28 were designated as legal-non-conforming units in the 1999 ordinance or otherwise grandfathered-in, while another 27 have been approved since that time. The distribution of units by zoning district is as follows:

R-L = Low Density Residential	10
R-M = Medium Density Residential	22
R-HS = Hillside Residential	1
C = Commercial	14
MX = Mixed Use	8
Total:	55

The attached spreadsheet provides additional information on these units. Note: this list does not include Bed and Breakfast Inns, which are separately defined with a requirement for an on-site manager.

Past and Current Regulations

For many years, the City did not address vacation rentals in its zoning regulations, but as a matter of practice they were treated as an allowed use in residential zoning districts, subject only to the issuance of a business license. However, in 1999, the City Council became concerned that an increasing number of vacation rentals were becoming established in residential neighborhoods throughout the city and were creating conflicts with long-term residences. In response, the City Council adopted Ordinance 1999-14, which established the following:

- Vacation rentals were defined as a land use type.
- Vacation rentals were allowed subject to conditional use permit in the Commercial zone and the Mixed Use zone, but prohibited in the Gateway Commercial zone.
- Vacation rentals were prohibited in residential zones, except as an adaptive reuse of a historic structure, subject to use permit review.

- A list of existing vacation rentals was recognized as “grand-fathered”, meaning that they could continue to operate as a legal non-conforming use.

In 2003, the City Council adopted the Development Code, the comprehensive zoning regulations and guidelines that are currently used by the City. In general, the limitations on vacation rentals previously established by Ordinance 1999-14 were integrated into the Development Code. However, the Development Code also introduced specific standards for the adaptive reuse of historic structures, including eligibility criteria, allowable uses, and findings that the Planning Commission must make (in addition to those required for a Use Permit) in order to approve an adaptive reuse.

In 2009, the City Council amended the vacation rental regulations once again, this time tightening the adaptive re-use allowance. Two key changes were made. First, in order to be eligible to apply, the property had to be listed or eligible for listing on the State Register of Historic Places. (To qualify for other types of adaptive reuse it is only necessary for a property to have local historic significance.) Second, in order for a property to be approved as an adaptive re-use, the Planning Commission must find that the use of the property as a vacation rental is necessary to:

Restore and rehabilitate a historic structure and/or property, excluding second units, which is listed or eligible for listing on the State Register of Historic Places, that has fallen into such a level of disrepair that the economic benefits of adaptive reuse are necessary to stem further deterioration, correct deficient conditions, or avoid demolition as implemented in the conditions of project approval.

This is a high bar and since 2009 only two applications for vacation rental conversion have been approved under the current adaptive re-use provisions. Most recently, in April 2016, the City Council amended the Adaptive Re-use provisions to prohibit the conversion of second units into vacation rentals.

Currently, the main opportunities for vacation rental applications are on properties having a zoning of Mixed Use or Commercial, as they are treated as a regular Use Permit and are not subject to the special findings and restrictions that apply to applications for adaptive re-use. Over the past three years, the Planning Commission has approved nine Use Permit applications involving the conversion of commercial spaces to vacation rentals. In some instances, the application involved the conversion of a commercial tenant space. Another example is a small building on Broadway, originally built as a residence, that was converted to office use many years ago. Most recently, two tenant spaces within the Sonoma Court Shops development were approved for conversion to vacation rental use. These tenant spaces were unusual in that they already had use allowances for office, apartment, and live-work.

Enforcement

With the advent of AirBnB and similar on-line booking services, the City of Sonoma (and many, many other communities) began experiencing a proliferation of illegal short-term rentals. As a first step in addressing this problem, the City Council authorized the hiring of a consultant, MuniServices Financial, to review on-line services and identify potentially unauthorized vacation rentals and bed and breakfasts. This survey was quite effective and it identified many instances of potentially illegal vacation rentals or bed and breakfasts. However, the number of potentially

illegal vacation rentals identified through this process represented a significant increase in the code enforcement caseload, exceeding the ability of planning staff to effectively investigate, except for the most egregious examples. In order to improve the City's code enforcement capabilities overall, the City Council in February of 2016 approved a proposal by the City Manager to establish a part-time code enforcement position managed through the City Attorney's office. This additional staffing has already proven extremely successful in identifying and resolving illegal vacation rentals in a timely and efficient manner.

Options for Changes in Regulations

The City Attorney's office has evaluated the question of whether there is a legal method to compel owners of existing, legal vacation rentals to use their properties for long-term residential purposes and has concluded that this is not legally possible (see attached memo). However, the City Council has a number of options to modify the Development Code to change the regulation of future applications for vacation rentals, including the following:

- Change the permit requirement from a Use Permit to a License. Under the Use Permit process, once it is approved, the Use Permit runs with the land regardless of changes in ownership. In contrast, a license is a type of permit that is specific to the property and can be designed to expire (or be subject to a renewal requirement) upon a change in ownership.
- Within the Mixed Use zone and the Commercial zone, eliminate any allowance for converting a residential unit into a vacation rental.
- Eliminate vacation rentals as an allowed use altogether.

Clearly, the current number of vacation rentals represents only a small fraction of the City's housing stock. However, it is also the case that current opportunities for vacation rental conversions often involve units and tenant spaces that are or may be available for use as long-term rentals—a form of housing that is greatly needed in Sonoma—and from that perspective the Council may wish to impose further restrictions in this area.

Interim Moratorium Ordinance

If the City Council does wish to revise the regulations pertaining to vacation rentals, this will take time, and, thus, it should discuss whether the adoption of an ordinance imposing an interim moratorium on the approval of such rentals would be appropriate. Under State law, an interim ordinance may be adopted based on anticipated changes in development policies arising from ongoing or anticipated planning studies, including zoning ordinance amendments. The legal basis for adopting an interim ordinance is set forth in Government Code section 65858. This section vests local jurisdictions with the authority to place a temporary prohibition on the approval of specified, new development, but also sets limits on this authority. It is revealing that this code section is found in the Planning and Zoning title of the Government Code, under Chapter 4 "Zoning Regulations," because an interim moratorium ordinance is in essence a temporary zoning ordinance that supersedes current zoning regulations with the intent of protecting a community from uses that may conflict with a pending change in local development policies, such as an update of the zoning ordinance. By definition, an interim ordinance is temporary. Upon its initial adoption, for which a four-fifths vote is required, it is effective for only 45 days unless extended. While

different methods of extension are allowed, all require a four-fifths vote and the maximum period of an interim ordinance is limited to two years. (Note: the prospect of an interim ordinance is also addressed in the attached memo from the City Attorney's office.)

In order to adopt an interim moratorium ordinance, the local jurisdiction must find that the approval of new development would result in a "current and immediate threat to the public health, safety, or welfare." It is not uncommon for such a finding to be made in support of an interim moratorium, because if no moratorium is adopted while the Council studies changes in the City's vacation rental policies, by the time those policies are changed, a number of vacation rentals may be approved in the meantime, thus partially defeating the point of changing the policies in the first place. If consideration of an interim ordinance is requested, staff would prepare a draft ordinance and bring it back to the City Council at an upcoming meeting for consideration.

Recommendation

Provide direction to staff as to whether the City Council wishes to change the regulations pertaining to applications for vacation rentals, including whether there is interest in adopting an interim ordinance.

City of Sonoma - Legal Vacation Rentals (updated 9/14/16)

Operator/Property Name	APN	Site Address	Zoning	Number of Units	Approval Date	Type of Approval
Alexandra's Plaza Suite	018-222-023	440 Second Street East	R-L/H	1	Grandfathered	Grandfathered
Casa De Carroll	018-442-019	965 West Spain Street	C	1	Grandfathered	Grandfathered
Andrea's Hidden Cottage	018-171-009	138 East Spain Street	R-M/H	1	Grandfathered	Grandfathered
Bungalows 313	018-162-025	313 First Street East	R-M/H	5	Grandfathered	Grandfathered
Casa Chiquita Cottage	018-780-001	196 West Spain Street	R-M/H	2	Grandfathered	Grandfathered
Blankfort/Martin	018-352-030	117 France Street	R-L/H	1	Grandfathered	Grandfathered
Sonoma Farmhouse Town	018-201-003	446 Third Street West	R-L/H	2	Grandfathered	Grandfathered
Huff	018-121-021	289 First Street West	R-M/H	1	Grandfathered	Grandfathered
Mathis	018-121-020	287 First Street West	R-M/H	1	Grandfathered	Grandfathered
Cecilia's Adobe	018-172-003	378 Second Street East	R-M/H	1	Grandfathered	Grandfathered
Cortopassi	018-191-034	477 West Spain Street	R-L	3	Grandfathered	Grandfathered
Cuneo Cottage	018-231-022	391 East Spain Street	R-L/H	1	Grandfathered	Grandfathered
Susan's Guest Cottage	018-202-006	458 Second Street West	C/H	2	Grandfathered	Grandfathered
Cooperage Inn	018-161-017	301 First Street West	R-M/H	3	Grandfathered	Grandfathered
Caroline's Cottage	128-172-051	171 Newcomb Street	R-L	1	Grandfathered	Grandfathered
Bernard	018-201-008	270 West Napa Street, Unit 2R	C/H	1	4/13/2000	Use Permit
Cottage Sonoma	018-202-002	424 Second Street West	R-M/H	1	7/10/2003	Adaptive Reuse
Bungalow Sonoma	018-202-026	157 West Spain Street	R-M/H	1	7/10/2003	Adaptive Reuse
Tulsi Cottage	018-171-030	304 First Street East	R-M/H	1	6/9/2005	Adaptive Reuse
Casa Sebastiani	018-141-012	247 Fourth Street East	R-HS/H	1	9/14/2006	Adaptive Reuse
Inn Wine Country	018-352-052	758 Broadway	MX/H	1	1/10/2008	Use Permit
Auberge Sonoma	018-261-023	151 East Napa Street	R-M/H	2	5/20/2008	Adaptive Reuse
Mary Jean's Place	128-083-021	20073 Broadway	MX/H	1	12/11/2008	Use Permit
Sonoma Farmhouse Ranch	018-201-004	454 Third Street West	C/H	1	3/10/2011	Use Permit
Tillem-Fegan	018-412-032	854 Broadway	MX/H	1	12/11/2011	Use Permit
Jones-Morrison	128-083-009	20079 Broadway	MX/H	1	2/14/2012	Use Permit
Matt & Jan Mathews	018-201-007	284-294 West Napa Street, Units #2 and #3	C/H	2	4/11/2013	Use Permit
Sonoma Plaza 1889	018-201-039	464 Third Street West	C/H	1	4/11/2013	Use Permit
Marino	018-411-020	853 Broadway	MX/H	1	4/11/2013	Use Permit
O'Toole	018-221-020	180 East Napa Street	R-M/H	1	5/9/2013	Adaptive Reuse
Dambach-Argenziano	018-352-040	780 Broadway	MX/H	1	8/8/2013	Use Permit
Redmond	018-212-026	567 First Street East	C/H	1	10/10/2013	Use Permit
Marino	018-202-010	158 West Napa Street	C/H	1	3/13/2014	Use Permit
Marino	018-202-009	164 & 172 West Napa Street	C/H	2	3/13/2014	Use Permit
Tillem-Olsen	018-780-006	162-166 West Spain Street	R-M/H	2	11/3/2014	Adaptive Reuse
Martinez-Montague	018-251-020	515 First Street West	C/H	1	1/8/2015	Use Permit
Tillem-Fegan	018-412-032	846 Broadway	MX/H	1	4/9/2015	Use Permit
835 Broadway LLC	018-411-022	835 Broadway	MX/H	1	9/10/2015	Use Permit
Redmond	018-810-030	11 East Napa Street, Unit #1	C/H	1	6/9/2016	Use Permit
Redmond	018-810-042	533 First Street East	C/H	1	6/9/2016	Use Permit
Total:			55	55		

Zoning Designations:

- R-L = Low Density Residential
- R-M = Medium Density Residential
- R-HS = Hillside Residential
- C = Commercial
- MX = Mixed Use
- /H = Historic Overlay Zone

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MEMORANDUM

To: Carol Giovanatto, City Manager

From: John Abaci, Assistant City Attorney

Date: August 8, 2016

Re: Prohibiting or Restricting Conditional Uses for Vacation Rentals

BACKGROUND

You have asked our office to research and analyze the following potential options for limiting or prohibiting vacation rentals as a conditional use under the City's Municipal Code:

- 1) Phasing out conditional use permits for vacation rentals over time;
- 2) Adoption of a moratorium upon issuance of conditional use permits for vacation rentals;
- 3) Penalizing persons operating vacation rentals without being issued conditional use permits through some other method than payment of back taxes.

These three options are being considered as potential means for providing more affordable housing within the City.

SHORT ANSWER

Currently, vacation rentals are allowed with a conditional use permit within commercial and mixed use zoning districts. When a conditional use permit is issued the permit runs with the land and cannot be revoked or terminated without cause. A conditional use permit may only be revoked on the grounds of a permit violation or the operation of the rental in a manner that constitutes a public nuisance. Accordingly, a conditional use permit that has been issued cannot be eliminated, terminated, or phased out over time on the grounds that the law is being amended to no longer allow conditional use permits for vacation rentals. However, a moratorium or urgency ordinance that prevents the issuance of any new vacation rental permits can be adopted and extended pursuant to Government Code Section 65858(a) or (b), provided that the proper findings can be made.

The Municipal Code does authorize the City to penalize those who operate vacation rentals without a conditional use permit under civil or criminal proceedings. Penalties include civil, criminal, or administrative fines and/or imprisonment.

ANALYSIS

I. Conditional Use Permits Cannot Be Amortized Or Phased Out Over Time.

Vacation rentals are defined by SMC 19.92.020 as follows: “the rental or letting of up to two complete residential units, containing bedrooms, kitchens, and bathrooms, for a period of less than 30 days. Typically, no on-site manager is present.” The Sonoma Municipal Code (SMC) permits vacation rentals within commercial and mixed use districts upon the terms and conditions of conditional use permits issued by the City. SMC 19.10.050 (Tables 2-2 and 2-3). A use permit for vacation rentals will continue in effect until action is taken by the City to revoke the permit.

“A conditional use permit is administrative permission for uses not allowed as a matter of right in a zone, but subject to approval.” Sounhein v. City of San Dimas, 47 Cal. App. 4th 1181, 1187-88 (1996). A conditional use permit regulates land, not individuals. Id. Conditional use permits run with the land and entitle all subsequent owners of the property to the same rights and benefits as the original permittee. Id. SMC 19.56.060 expresses this concept by stating that a conditional use permit will continue to be valid “upon a change of ownership of the site, business, service, use or structure.”

A CUP is conditional by definition, and the violation of conditions attached to its grant may lead to revocation. Malibu Mountains Recreation, Inc. v. Cty. of Los Angeles, 67 Cal. App. 4th 359, 367 (1998). Otherwise, a conditional use permit may only be revoked on the basis of a compelling public necessity which occurs when the conduct of the business constitutes a nuisance. O’Hagen v. Bd. of Zoning Adjustment (1971) 19 Cal.App.3d 151, 158. Although SMC 19.90.090 provides various grounds for the revocation of a conditional use permit, the courts have established that a conditional use permit may only be revoked or terminated by the city if the terms of the permit have been violated or if the manner in which the activity is being operated constitutes a public nuisance.¹ The fact that a conditional use no longer complies with a change in the zoning of a property does not furnish a compelling public necessity or establish that the manner in which the use is being operated creates a nuisance. Id. at 159.

A somewhat anomalous consequence of granting a conditional use permit in most cities is that the holder of a conditional use permit will be entitled to more protection from changes in the law than would a business conducting a permitted use. A business can be phased out or amortized over time when it is engaged in a permitted use and the law later changes to prohibit or restrict that same use (i.e., legal nonconforming use).² On the other hand, when a conditional use permit has already been obtained, the use

¹ There is one other very limited basis for a conditional use permit to be terminated. That is, when the permittee has never actually commenced the conditional use the permit may be terminated without grounds.

² A legal nonconforming use is a use that was lawful when it was established but is no longer permitted to some degree or in total because of a change in the law after the date that it was established. Many cities afford businesses that become legal nonconforming uses a specified amortization period (usually 3 to 5 years) in order to protect the investment interest of the owner while ensuring that the use will be discontinued in time as contemplated under the new zoning scheme.

cannot be phased out or amortized at the time the law is changed to prohibit the use. Accordingly, the City cannot establish a time period in which a conditional use permit will be amortized or phased out over time, as it could with a business engaged in a legal nonconforming use.

II. The City May Adopt A Moratorium On The Issuance Of Conditional Use Permits For Vacation Rentals.

State law provides that cities may adopt “moratorium” or “urgency” ordinances that prevent the issuance of new conditional use permits while the city undergoes the process of considering a permanent ordinance that may ban, restrict, or otherwise limit the use that is the subject of the conditional use permit. The “urgency” ordinance is not required to be reviewed by the Planning Commission or have two readings, as other zoning ordinances must. However, the ordinance must include findings that “there is a current and immediate threat to the public health, safety or welfare, and that the approval of additional...use permits...would result in that threat to public health, safety, or welfare.” Government Code Section 65858(c). Additionally, the ordinance may either be in effect for 10 months and 15 days and be subject to one extension of 1 year, or it may be in effect for 45 days and be subject to one extension of 22 months and 15 days. Under either option, the ordinance requires a 4/5 vote of the city council.

This statute allows cities to “classify, exclude, restrict, and limit what a land owner may do with his or her property, subject of course to certain constitutional constraints.” Building Industry Legal Foundation v. Superior Court (1999) 72 Cal.App.4th 1410, 1416. Permitting cities to establish such a moratorium “protect[s] and promote[s] the planning process by, among other things, prohibiting the introduction of potentially nonconforming land uses that could defeat a later adopted general plan or zoning ordinance. *Id.* at 1418. Therefore, provided that the City can make the proper findings under Government Code Section 65858(c), a moratorium ordinance which prevents the issuance of any new vacation rental conditional use permits during the period that the moratorium ordinance remains in effect can be adopted by the City.

As stated above, any such moratorium ordinance will be subject to “constitutional constraints.” In the case of conditional use permits a moratorium ordinance will not operate to terminate, revoke, or limit any conditional use permit that has been issued and is in effect at the time of the adoption of the moratorium ordinance. All conditional use permits which have been issued prior to the moratorium being adopted will remain in effect while the moratorium is in place and will be unaffected by a permanent ordinance prohibiting such conditional use permits which may be adopted during the moratorium period.

III. The City Can Utilize Those Remedies That Are Available To It For Violations Of The Municipal Code When Redressing Vacation Rentals That Are Operated Without Conditional Use Permits.

Any violation of Title 19 (Development Code) of the Municipal Code can be

redressed through a civil or criminal penalty. Section 19.90.080 provides that any person who violates the provisions of Title 19 shall be liable for a civil penalty “in compliance with the council’s fee resolution for each day that the violation continues to exist.” In addition, the person shall be liable for the costs incurred and the “damages suffered by the city, its agents, and agencies as a direct result of the violations.” That section also provides that any person violating Title 19 shall be guilty of a misdemeanor which is punishable by a maximum fine of \$1,000 or imprisonment in the county jail for a maximum period of 6 months, or both.

Alternatively, Section 1.12.010 sets forth penalties for a violation of any section of the Municipal Code. Under that section a violation may be punishable as an infraction.³ An infraction carries with it a maximum fine of \$250 for a first violation and \$500 for any additional violation within a one-year period. The City can also impose an administrative fine for a violation of the Municipal Code which is determined in accordance with a schedule of penalties established by resolution of the City Council. SMC 1.12.010(D) and SMC Chapter 1.30 (in general).

Please do not hesitate to contact me at 996-9690 if you have any questions or would like to discuss this matter further.

³ The same penalty for a misdemeanor as recited above is also established by this section. As such, the act of operating a vacation rental without a conditional use permit can be prosecuted as either a misdemeanor or infraction, in accordance with the City’s desire.



CITY OF SONOMA
 City Council
 Agenda Item Summary

Agenda Item:	9
Meeting Date:	09/19/2016

Department Administration	Staff Contact Rebekah Barr, MMC, City Clerk
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Agenda Item Title

Councilmembers' Reports on Committee Activities.

Summary

Council members will report on activities, if any, of the various committees to which they are assigned.

MAYOR GALLIAN	MPT AGRIMONTI	CLM. COOK	CLM. EDWARDS	CLM. HUNDLEY
City Audit Committee	LOCC North Bay Division Liaison	ABAG Alternate	ABAG Delegate	Cittaslow Sonoma Valley Advisory Council, Alt.
Marin/Sonoma Mosquito & Vector Control District	North Bay Watershed Association	City Audit Committee	Cittaslow Sonoma Valley Advisory Council	LOCC North Bay Division Liaison, Alternate
Sonoma County Mayors & Clm. Assoc. BOD	Sonoma County Mayors & Clm. Assoc. BOD, Alt.	City Facilities Committee	City Facilities Committee	Sonoma Clean Power Alt.
Sonoma County Trans. Authority & Regional Climate Protection Authority	Sonoma County Trans. & Regional Climate Protection Authority, Alternate	Oversight Board to the Dissolved CDA	Oversight Board to the Dissolved CDA, Alt.	Sonoma County M & C Assoc. Legislative Committee
Sonoma Disaster Council	Sonoma County Waste Management Agency	Sonoma Clean Power	Sonoma County Health Action & SV Health Roundtable	S. V. Citizens Advisory Commission
Sonoma Housing Corporation	Sonoma Disaster Council, Alternate	S.V. Economic Vitality Partnership, Alt.	Sonoma County M & C Assoc. Legislative Committee, Alt.	S.V. Economic Vitality Partnership
S.V.C. Sanitation District BOD	Sonoma Housing Corporation	S. V. Library Advisory Committee	Sonoma Valley Citizens Advisory Comm. Alt.	S. V. Library Advisory Committee, Alternate
S.V. Fire & Rescue Authority Oversight Committee	S.V.C. Sanitation District BOD, Alt.			
VOM Water District Ad Hoc Committee	S.V. Fire & Rescue Authority Oversight Committee			
Water Advisory Committee	VOM Water District Ad Hoc Committee, Alternate			
	Water Advisory Committee, Alternate			

Recommended Council Action – Receive Reports

Attachments: None