



City of Sonoma Planning Commission AGENDA

Special Meeting of December 8, 2016 -- 6:30 PM
Community Meeting Room, 177 First Street West
Sonoma, CA 95476

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

CALL TO ORDER – Chair, Robert Felder

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

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

PLEDGE OF ALLEGIANCE

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

CORRESPONDENCE

ITEM #1 – PUBLIC HEARING

REQUEST:

Review of a proposed 62-room hotel/spa, 80-seat restaurant, and associated parking and site improvements, including: 1) consideration and possible certification of a Final Environmental Impact Report; and 2) consideration and possible approval of a Use Permit and Site Design and Architectural Review, subject to conditions of approval and a mitigation monitoring program.

Applicant/Property Owner:

Kenwood Investments, LLC

Staff: David Goodison

Project Location:

117, 135, 153 West Napa Street;
541 First Street West

General Plan Designation:

Commercial (C)

Zoning:

Planning Area: Downtown District

Base: Commercial (C)

Overlay: Historic (H)

RECOMMENDED ACTIONS:

1. Hold a public hearing on the Final EIR.
2. Adopt the attached Resolution certifying the Final EIR, including the associated findings.
3. Hold a public hearing on the requested project entitlements.
4. Adopt the attached Resolution granting Use Permit and Site Design and Architectural Review approval for the project, including associated findings and the conditions of approval/mitigation monitoring program.

CEQA Status:

The preparation of an Environmental Impact Report has been required.

ISSUES UPDATE

COMMENTS FROM THE COMMISSION

COMMENTS FROM THE AUDIENCE

ADJOURNMENT

I do hereby certify that a copy of the foregoing agenda was posted on the City Hall bulletin board on December 2, 2016.

CRISTINA MORRIS, ADMINISTRATIVE ASSISTANT

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

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

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

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

M E M O

To: Planning Commission

From: David Goodison, Planning Director

Re: Review of a proposal to redevelop portions of four parcels located at 153 West Napa Street and 541 First Street West with a 62-room hotel/spa, a restaurant, and associated parking and site improvements, including: 1) consideration and possible certification of a Final Environmental Impact Report; and 2) consideration and possible approval of a Use Permit and Site Design and Architectural Review, subject to conditions of approval and a mitigation monitoring program.

Property Description and Environs

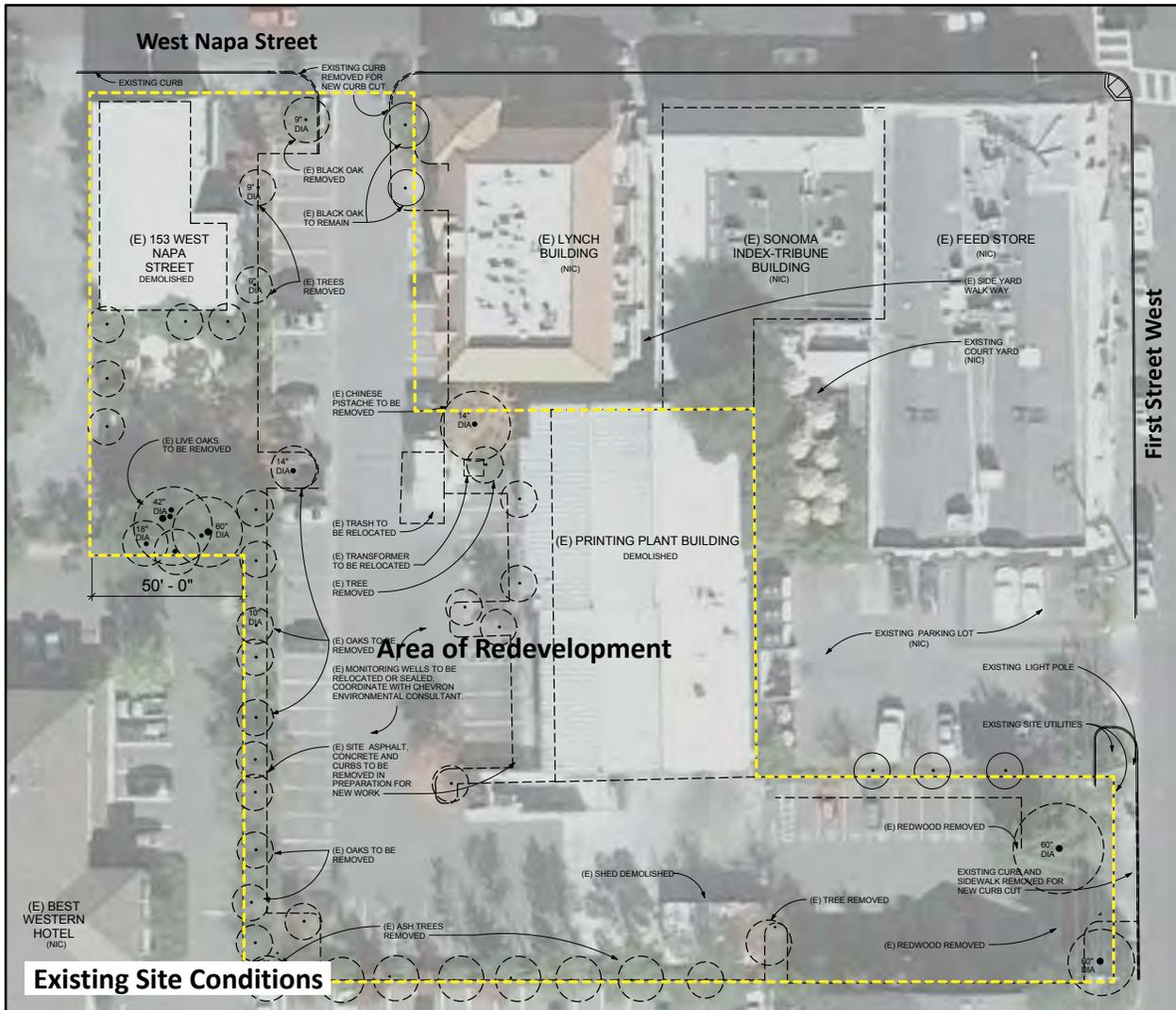
The subject property is comprised of portions of several parcels located in downtown Sonoma on the south side of West Napa Street, west of the Plaza. The site, which has an area of 1.24 acres, has a base zoning designation of “Commercial” and is located within the Historic District Overlay zone and the Downtown Planning Area. Adjacent development includes a mix of retail, office and restaurant uses on the north, east, and west, and an 82-room hotel on the south. Currently, the site is developed as follows:

Chateau Sonoma (153 West Napa Street): The Chateau Sonoma building is a standalone structure that fronts on West Napa Street with a zero setback. Although it is a one-story building, it is relatively tall, having a height of approximately 30 feet. The undeveloped area in the back has been used for outdoor retail display.

Lynch Building (135 West Napa Street): The adjoining Lynch Building also features a zero setback on West Napa Street. This three-story structure has a height of 36 feet. It is served by a parking lot to the west that extends southward and then eastward to connect with First Street West. This parking lot serves not only the Lynch Building, but also the former printing plant and the Index-Tribune building. The Lynch building includes seven apartments on its third floor.

Index-Tribune Building (117 West Napa Street): The Index-Tribune Building is a two-story structure, which also features a zero setback on West Napa Street. It sits on a roughly “L”-shaped parcel with frontage on both West Napa Street and First Street West. Currently, it is under construction with a second floor addition, in conjunction with seismic safety and accessibility improvements. The addition is intended to accommodate the retention of the Sonoma Index-Tribune offices, as well as Krave, a Sonoma-based food company whose offices are currently in a portion of the print building, which is planned for demolition. Because the Sonoma-Index building has been identified as a historically-significant structure, the addition has been designed

to preserve the character-defining features of the façade, including the shed roof, the timber columns, and a slump stone element on the west.



Printing Building (123 West Napa Street): The printing building, which includes one and two-story elements, was developed as an addition to the Index-Tribune building. While the former printing plant area is vacant, an office component is still in use.

With the exception of the outdoor retail area associated with Chateau Sonoma, the four parcels are substantially developed with buildings, parking, and other hardscape. However, there are number of trees on the site, including a small group of oak trees on the south end of the Chateau Sonoma parcel and two large redwood trees adjoining First Street West.

Proposed Development

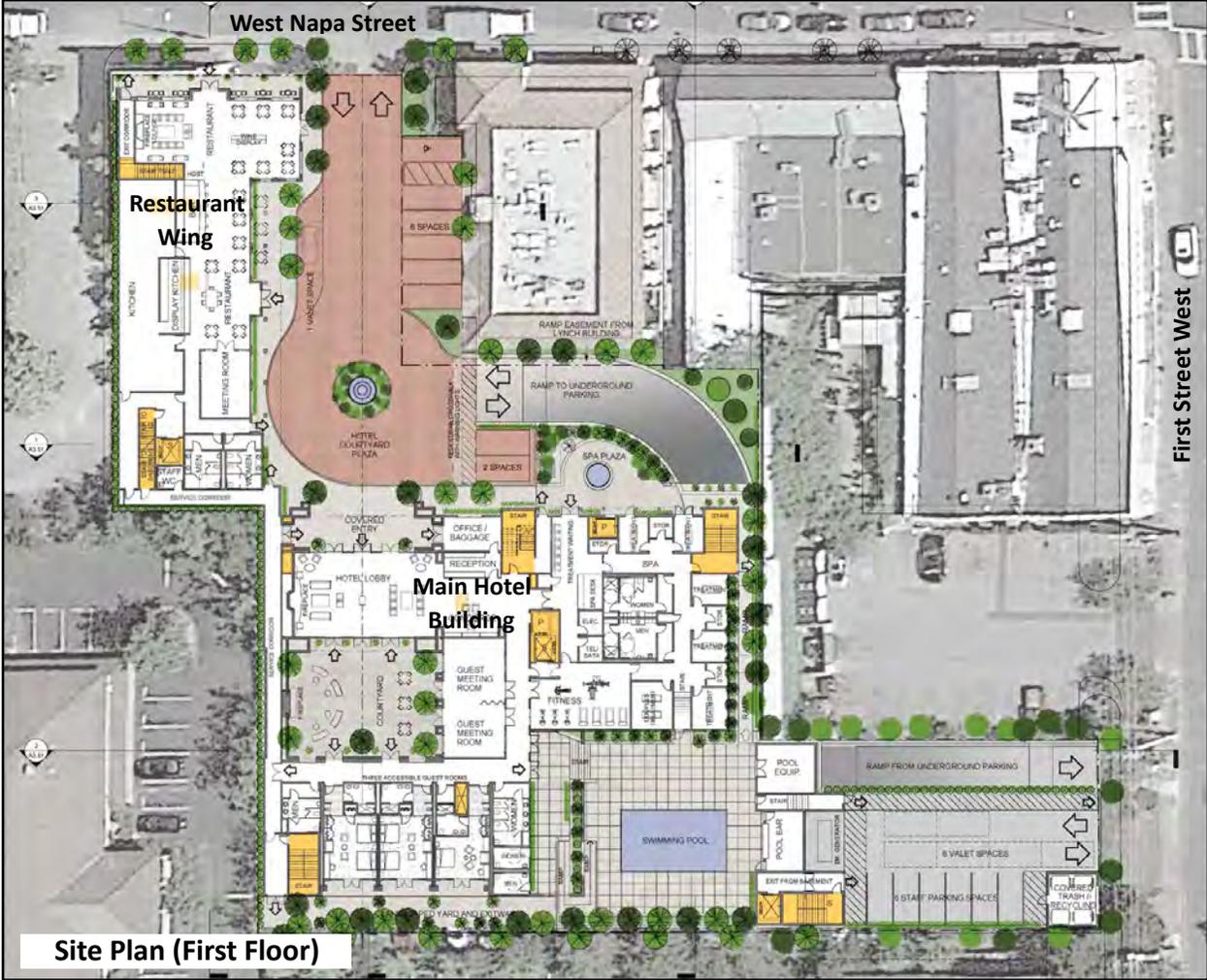
The proposal envisions a 62-room hotel/spa, along with an 80-seat restaurant and associated parking and site improvements. The table below summarizes key elements of the project:

Project Summary	
Project Element	Proposal (New Development)
Site Area	1.24 acres
Hotel Rooms	62
Event Space	None
Restaurant Seating (indoor)	80 (1 restaurant)
Parking	115 spaces
Coverage	44.1%
Floor Area Ratio	0.62

The physical development and arrangement of the project may be summarized as follows:

- The main hotel building would take the form of a three-story structure located in the southern portion of the site, setback approximately 150 feet from West Napa Street. An entry court with a turn-around would provide vehicle access to the lobby and connect with the underground parking lot. The entry court would provide views of the hotel entrance from West Napa Street, framed by the restaurant wing and the Lynch Building. The hotel building features two large courtyards: 1) an open area behind the lobby portion of the building, and 2) a swimming pool/deck area adjoining the southern property line. The first floor of the building contains the lobby, the spa/fitness area, a meeting room, and three accessible guest rooms, while the upper floors consist entirely of guest rooms.
- The restaurant wing extends along the west side of the entry court, connecting with the main building on the south and fronting West Napa Street on the north. This too is a three-story structure. The lower floor consists of an 80-seat restaurant, while the two upper floors feature guest rooms. The building frontage on West Napa Street is approximately 66 feet.
- Vehicular circulation begins with the entry court off of West Napa Street, which allows both entry and exit (limited to a right-turn). The court, which has a length of approximately 140 feet, features a turnaround at the lobby entrance to facilitate drop-offs for the valet parking service. On the east side of the court, next to the Lynch Building, five parking spaces would be retained for customer use. Two short-term parking spaces would also be located adjacent to the hotel building, east of the turn-around. The turn-around feeds into a ramp, located directly behind the Lynch building, which provides ingress and egress to an underground parking garage with a total capacity of 94 spaces, including valet parking. (Note: seven of these spaces would be reserved for the seven apartments in the Lynch Building). The parking garage includes a van delivery area and spaces for various housekeeping and service uses, as well as protected bicycle parking and a changing room/showers for employees. On the east, a ramp provides a one-way exit to First Street West. A small surface parking lot adjoins the ramp on the south, along with a screened area for trash and recycling.

- At ground level, especially along the west side of the site, much of the new construction at the first-floor level would feature setbacks of 2-3 feet, which is allowed in the Commercial zone. However, the second and third-stories would typically be set back 8-12 feet, with the exception of a few, limited projections.
- The development would incorporate a number of green building features, listed in the project narrative and would be required to achieve the LEED level of “Certified”.



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

General Plan Policies

The site has a General Plan land use designation of “Commercial,” in which hotels and restaurants are identified as a conditionally-allowed uses. As set forth in the General Plan, the purpose of the Commercial designation is to “... provide areas for retail, hotel, service, medical,

and office development, in association with apartments and mixed-use developments and necessary public improvements.” An evaluation of the General Plan goals and policies that apply to the project is included with Attachment 5 to this staff report. Based on that review, it is staff’s view that the proposed project is consistent with applicable General Plan policies.

Development Code Consistency

Commercial Zone. The C zoning district implements the corresponding General Plan land use designation of Commercial and, accordingly, is applied to areas primarily suitable for retail, office, and other types of commercial development. Hotels and restaurants are allowed, subject to review and approval of a conditional use permit by the Planning Commission.

Planning Area Standards and Guidelines. The subject property is located in the “Downtown Planning Area” as defined in the Development Code. Applicable standards include the following:

1. Setbacks: Pursuant to Chapter 19.34 of the Development Code, there are no minimum front, side or rear yard setback requirements for new development in the Commercial zoning district, except when abutting a residential zone. (The site does not abut a residential zone.) Along West Napa Street, the restaurant wing would be set back from four to seven feet in order to provide wider sidewalks with room for planters and for outdoor seating. On the west, two and three-foot setbacks are proposed at ground level, but second and third floor building elements would be set back ten feet in most instances. On the south, setbacks would range from 12 feet to 66 feet, except for a small, one-story service building, which would be set back three feet. On the east, the main hotel building would be setback 12 feet (adjoining the parking lot that serves the Feedstore building), while the restaurant wing would be set back 54 feet from the Lynch building at its closest point.
2. Floor Area Ratio/Coverage: The Commercial zone allows for a maximum floor area ratio (FAR) of 2.0 and building coverage of 100%, relative to the site area. Based on the proposed site plan, the project FAR would amount to 0.62, with building coverage of 44.1%, both of which comply with the standards.
3. Height: The maximum allowed height of a primary structure is 35 feet, except that roof-mounted mechanical equipment structures and associated screening may extend an additional five feet. The proposed building heights are at the maximum of these allowances.

In summary, the proposed development complies with the quantified development standards applicable to the property.

Parking. The project site plan provides 115 off-street parking spaces, 40 of which would be made available through the use of managed, valet parking. According to the project narrative and as would be required per the conditions of approval, valet parking would be implemented on a 24-hour basis. As detailed in the table below, evaluating the requirement for off-street parking based on the normal standards of the Development Code results in a requirement of 150 spaces. This

number includes the existing apartments and office development (including the expansion of the Index-Tribune building).

Parking Summary, Based on Development Code Standards	
<i>Use/Parking Standard</i>	<i>Parking Required</i>
<i>Hotel (62 rooms, max. shift of 20 employees): One space for each guest room, plus one space for every two employees on the largest shift.</i>	72
<i>Spa (4,857 square feet): One space for every 300 square feet of building area. (1)</i>	0
<i>Restaurant (80 seats): One space for every 8 seats. (2)</i>	10
<i>Existing Apartments (5 studio, 2 1-bedroom): 1.5 parking spaces per residential unit (one of which must be covered), plus an additional 25% of the total required parking spaces as guest parking.</i>	13
<i>Existing Offices (16,492 square feet): One space per 300 square feet of building area.</i>	55
Total:	150

1. The spa would normally be used by guests of the hotel.
2. Development Code Section 19.48.050A.2 (Parking and Loading) specifies that the parking required for a second use within a single building may be reduced by up to one half of the required parking. The rate listed here is therefore half of the restaurant rate, or one space for every eight seats

As set forth in section 19.48.050.B (Shared Use of Parking Facilities), the Development Code also allows the Planning Commission the option of basing the parking requirement for a new development on an analysis of shared uses. As required under this section, the applicant has provided an analysis, prepared by a licensed traffic engineer, demonstrating the extent to which the peak parking demands associated with the various uses would result in a reduced overall parking requirement. This analysis, attached, concludes that the project will have a peak parking demand of 120 spaces. As noted above, the project provides 115 off-street spaces, which falls five spaces short of the demand indicated in the shared parking analysis.

Staff commissioned an independent peer review of the shared parking study (attached), prepared by W-Trans, a transportation engineering firm with extensive experience in Sonoma. The findings of the peer review substantially validate the shared parking study, with minor exceptions. With the adjustments suggested by the peer review analysis, the shared parking model projects a peak shared parking demand on weekdays of 122 spaces, two greater than the 120 spaces projected in the applicant’s analysis. On weekends, the peak parking demand of projected with the peer review adjustments amounts to 95 spaces, three fewer spaces than the applicant’s analysis.

Staff could not support an approval that results in less off-street parking than that suggested in the shared parking analysis. Staff is also concerned that the shared parking analysis may prove overly-optimistic, in which case further demands would be placed on on-street parking in the vicinity of the project, for which there is already considerable competition during peak periods.

Therefore, in order to address any potential parking shortfall, staff and the applicant have identified additional off-street parking that could be provided for the hotel use if the demand estimates of the shared parking analysis are exceeded. The Bank of Marin Property, located across West Napa Street from the project, is owned by the project applicant. This site is developed with a 6,700 square-foot commercial building and a parking lot having 48 spaces. The parking requirement for the existing building is 23 spaces, leaving an excess of 25 off-street parking spaces. Staff has proposed a condition of approval that would require the developer to grant the City an irrevocable offer of dedication for an easement encompassing up to 25 parking spaces within that lot for the exclusive use of the hotel project.

Through this condition, the offer of dedication could be exercised at the City's sole discretion at any time within a five-year period starting with the opening of the hotel, based on its analysis of parking impacts caused by the project. As a result, a maximum of 140 off-street parking spaces will be made available to the project, if necessary. While that number is ten spaces (7%) less than the normal requirement, it greatly exceeds the peak demand projected in the shared parking analysis. The Bank of Marin parking lies within 300 feet of the project site, which is consistent with the location requirements of the City's parking standards.

Residential Component. In applications for new development on commercially-zoned properties larger than one-half acre, a residential component comprising at least 50% of the total proposed building area is normally required unless waived or reduced by the Planning Commission. It should be noted that the reduction or waiver of a residential component does not constitute a variance or an exception, as this allowance is built into the definition of the Commercial zone. No residential component is proposed in this project and the applicants are requesting a waiver from this standard. Circumstances in which the residential component may be reduced or waived, include—but are not limited—to the following:

1. The replacement of a commercial use within an existing tenant space with another commercial use.
2. The presence of uses or conditions incompatible with residential development on or adjacent to the property for which a new development is proposed.
3. Property characteristics, including size limitations and environmental characteristics, that constrain opportunities for residential development or make it infeasible.
4. Limitations imposed by other regulatory requirements, such as the Growth Management Ordinance.

Paraphrasing from the project narrative, the applicants make the following arguments in support of the waiver request:

- The hotel use, in and of itself, does not lend itself to an integrated residential component and the size and configuration of the subject property make it infeasible to integrate a stand-alone residential component separate from the hotel.

- Sonoma has a limited amount of commercially-zoned property that can generate revenue for the City to support the development of low income and workforce housing through the payment of housing impact fees (currently under development) and tax revenue.
- A residential component would impose size and economic limitations which would make it financially infeasible to develop the project. For example, in order to comply with off-street parking requirements, parking already takes up virtually the entire basement footprint of the hotel and the subterranean expansion of the basement parking garage would be financially prohibitive.
- The hotel's normal daily activities will generate pedestrian activity by hotel guests in the Downtown area consistent with the intent expressed in the "Desired Future" of the Downtown area, as set forth in the Development Code.
- The restaurant will offer a ground floor retail component serving both visitors and local residents consistent with Development Code guidelines for the Downtown planning area.
- Sonoma currently has approximately 100 rental units in the development pipeline on sites that are better suited to support a residential component.

Staff would note that unlike some other properties where the Planning Commission has declined to waive a residential component, the subject site is not identified as a "Housing Opportunity Site" in the Housing Element of the General Plan and there is no assumption in the Housing Element that the redevelopment of the site will include a housing component. The request for a waiver of the residential component was highlighted in the initial Planning Commission study sessions on the project and at that time Commissioners did not identify the request as a significant issue. More recently, however, in the hearing on the Draft EIR, the lack of a residential component was identified as an issue by several commentators, including at least one Planning Commissioner, who suggested that the alternatives analysis in the EIR should include a project with a residential component. This issue is addressed in the review of the EIR, following. Lastly, staff would note that the City is in the process of developing a nexus study to support a housing impact fee that could be applied to new commercial development to assist in offsetting associated housing demand. If adopted, this fee would be tied to the issuance of building permits and would be applicable to the proposed development (see condition of approval #24).

Historic Overlay Zone. The fact that the project is located within the Historic District Overlay zone does not result in any additional quantified requirements beyond those that would apply to any commercial development. However, Historic Overlay zone does trigger a requirement that findings be made regarding the consistency of the project with applicable guidelines related to infill development in the Historic Overlay zone. An analysis of the project's consistency with those guidelines is found in the discussion of project issues, below.

Design Guidelines: In addition to quantified zoning requirements regarding setbacks, coverage, Floor Area Ratio limitations, and so forth, the Development Code sets forth design guidelines

tailored to each Planning Area. Project compliance with the Downtown design guidelines applicable to the proposed development has been evaluated as follows:

Downtown Design Guidelines	Project Response
Preserve and enhance the historic character of the downtown and promote its economic vitality.	The project would preserve the historically-significant Index-Tribune Building and the project architecture is designed to complement and evoke the historic character of the downtown. The proposed hotel and restaurant, which would replace a long-vacant printing plant, would contribute to the economic vitality of the downtown.
In new construction, build upon the established character of the area and employ high-quality and pedestrian-friendly design.	The architecture of the building fronting on West Napa Street extends design elements of the other buildings on the block and employs pedestrian-friendly features including walkways, sidewalk seating, a street-facing entrance, windows, and new street trees and other landscaping.
Create driveway and pedestrian connections where possible.	The proposed project features a number of internal sidewalks and the vehicle circulation plan preserves an internal parking connection between West Napa Street and First Street West.
Site planning and building design should enhance the streetscape.	By placing much of the parking underground and removing or scaling back existing surface parking lots, the site plan would substantially reduce views of parking areas adjoining West Napa Street and First Street West. The building and improvements fronting West Napa Street provide for sidewalk seating, a street-facing entrance, a pedestrian arcade, and new street trees and other landscaping.
Reinforce the scale and massing of significant historic buildings in the vicinity.	The building fronting West Napa Street maintains continuity with the height of second-floor building elements and the roof heights of other buildings on the block, including the Feedstore building and the historically-significant Index-Tribune building. In addition, the West Napa Street building extends common streetscape elements, including a covered, wood arcade along the street frontage.
The massing of larger commercial and mixed-use buildings should be broken down to an appropriate scale through the use of store-fronts and breaks in the façade.	The mass of the project is broken down in several ways. The hotel is divided into wings, with widely varying setbacks from West Napa Street. The elevations on the west and south are subdivided through the use of setback changes, variations in materials and design details, repeating breaks in the facade, balconies, and changes in rooflines.
Architectural styles and details that reflect the Sonoma vernacular should be used.	The project design evokes local architectural patterns through the use of gables, balconies, thick walls, arcades at the sidewalk, and overhanging roofs. The mix of building materials includes hand-troweled plaster, stained wood, board and batten siding, corrugated metal roofing and split-faced cut stone. Building exteriors will include deep set window reveals finished with thick sills and jambs.
Parking areas should be located to the side and rear of buildings, not in front setback areas.	The majority of parking for the project will be placed underground. Surface parking areas will be screened and landscaped.
Preserve and restore historic structures.	The Index-Tribune building, which has been identified as historically-significant, would be preserved.

Based on the assessment set forth above, it is staff’s view that the project is substantially consistent with the Downtown design guidelines.

Review of EIR Findings

In conformance with the California Environmental Quality Act (CEQA), a Draft Environmental Impact Report (EIR) was prepared to evaluate the West Napa Street Hotel project in terms of its environmental impacts. Upon completion, the Draft EIR was released for public comment and circulated to affected agencies on January 26, 2016. The CEQA-mandated 45-day public comment period ended on March 10, 2016. During this comment period, the Planning Commission held a public hearing to consider the Draft EIR on February 25, 2016. At the conclusion of the public hearing and following comments on the Draft EIR by individuals and commissioners, the Planning Commission directed that the Final EIR be prepared, responding to all oral and written comments on the draft document received in the course of the public comment period. The following topic areas are addressed in EIR, including revisions identified in the Final EIR:

1. *Aesthetics (Visual quality of site and surroundings)*: The analysis in this area addresses the historic character of the Plaza, especially as exemplified by the National Landmark and National Register designations, as well as consideration of Development Code provisions pertaining to the Historic District Overlay zone, Historic Preservation and Infill in the Historic District, and Site Design and Architectural Review. The significance threshold is whether the project would "... *substantially degrade the existing visual character of the site and its surroundings.*" The analysis concludes that the normal implementation of the City's Use Permit and Design Review procedures would ensure that impacts in this area would be less than significant, both with respect to the project and on a cumulative basis. Note: Appendix Q of the EIR includes verified three-dimensional renderings of the project from various vantage points, illustrating how the project would appear in the context of surrounding development, including views from the Plaza.
2. *Air Quality (Construction emissions; cumulative net increase in pollutants; construction contaminants)*: Although the size of the hotel is less than the screening criteria identified by the Bay Area Air Quality Management District (BAAQMD) that would normally trigger further analysis, the asphalt demolition and soil export required to construct the underground parking garage warrant review through the EIR under each of the subcategories identified above. The project size is well below the thresholds for operational emissions, so that topic was not included in the EIR. The analysis in the EIR addresses air pollutants, community risk and hazard impacts, and odors, based on thresholds and criteria developed by BAQMD. The analysis finds that construction activities could result in air quality violations with respect to fugitive dust and exhaust emissions. However, mitigation measures enforcing best management construction practices and the use of diesel particulate filters on certain types of construction equipment will reduce this potential to a less-than significant level. Build-out of the project would not result in a cumulatively considerable net increase in criteria air pollutants nor would it exceed federal or state ambient air quality standards.
3. *Biological Resources (Habitat modifications affecting any species identified as a candidate, sensitive, or special status species)*. Because the project site is already substantially

developed, the Initial Study did not identify any potential for significant impacts on biological resources. However, following the Notice of Preparation of an EIR, which is circulated to interested agencies in order to invite comments on the EIR scope, a communication was received from the State Department of Fish and Game raising the question as to whether any of the unused building on the site were being used by roosting bats. A biological survey of these areas was performed and no signs of bat use were found.

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

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

With regard to historic resources on the project site, the independent evaluation conducted in the EIR concurs with previous findings that the Chateau Sonoma building is not historically-significant. This conclusion is based on a detailed analysis of the building prepared by Page and Turnbull historic consultants and peer-reviewed in the EIR by a qualified architectural historian. The analysis addresses the complete history of the building, as well as its associations and its architecture. The EIR further confirmed that the Index-Tribune building is a historically significant resource (due to its association with the Index-Tribune and the Lynch family) and finds that if the southern elevation of the Lynch building is not reconstructed in accordance with Secretary of Interior standards a significant impact on the historic integrity of the building could result. A mitigation measure (CULT-1) requiring compliance with the standards will reduce this impact to a less than significant level. The EIR finds that the development of the project would have less-than-significant impacts on the National Landmark and National Register districts, including individual historic resources within those districts, as well as the Hawker Home (158 West Napa Street), an individual resource located across the street from the project site, but outside of Landmark/Register district boundaries.

- B. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.*
- C. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

Since the site has already been substantially developed, the likelihood of encountering archaeological or paleontological resources is low. However, neither possibility can be

ruled out, especially given the location of the site in an area that hosted a significant Native American population. If archaeological or paleontological resources are unearthed or disturbed as a result of grading or other construction activities, that would constitute a significant impact. To reduce these potential impacts to a less-than-significant level, the EIR identifies three required mitigation measures: 1) a cultural resources survey shall be performed by a qualified archaeologist once the site has been cleared, but prior to the commencement of construction and grading and if any resources are found a treatment plan shall be developed and executed; 2) if any cultural resources are uncovered during site grading, the work shall be halted and a treatment plan shall be developed and executed; and, 3) if any paleontological resources are uncovered during site grading, the work shall be halted and a treatment plan shall be developed and executed.

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

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

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

5. *Geology/Soils (Seismic groundshaking)*: Because Sonoma is located in active fault region, the vulnerability of the project to seismic groundshaking is addressed in the EIR. To assess this issue, a design-level geotechnical report was prepared that assesses the soils present on the site (Appendix I of the EIR). This report includes design recommendations for building foundations, retaining walls, the underground parking structure, and other building features. In brief, the EIR concludes that compliance with applicable building and construction codes adequately address concerns in this area.
6. *Greenhouse Gas Emissions (Direct and indirect GHG emissions)*: Although the normal threshold for analysis of a hotel project is 83 rooms, as set by the Bay Area Air Quality Management District (BAAQMD), because the project also includes an 80-seat restaurant, potential impacts in the area of GHG emissions were addressed in the EIR. The analysis includes a review of all applicable regulations pertaining to GHG emissions at the federal, state, and local levels and reviews the requirements that project would be subject to including CalGreen building code standards as well as local requirements aimed at minimizing GHG emissions.

The potential for impact is based on thresholds developed by BAQMD and includes both construction and operational emissions. As noted in the EIR, CEQA grants local agencies broad discretion to develop their own thresholds of significance or to rely on thresholds adopted or recommended by other public agencies or experts so long as they are supported by substantial evidence. Although Sonoma has adopted broad targets for greenhouse gas reduction, it has not attempted to establish local thresholds of significance. Accordingly, the City of Sonoma is using the BAAQMD's 2011 thresholds to evaluate project impacts with

respect to GHG emissions. This evaluation is based on the modeling of transportation emissions, using the traffic projections developed by W-Trans for the traffic analysis in the EIR. These projections encompass ALL vehicle trips generated by the project, including employees, hotel guests, and deliveries. The projections do not include any discount for potential transit use or increased pedestrian trips due to the downtown location. The analysis concludes that the GHG emissions associated with the project would not exceed the threshold of significance established by BAAQMD and will therefore have a less-than-significant impact in this area. That said, the project will be required to incorporate numerous water conservation, energy conservation, and trip reduction features that will reduce GHG emissions.

7. *Hydrology and Water Quality—Groundwater: (Groundwater supplies and groundwater recharge):* Potential project impacts with respect to groundwater are analyzed in the EIR. The standard of significance in this regard is as follows:

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

The project site is already substantially covered with impermeable surfaces (paved parking and buildings). The development of the site would be subject to Low Impact Development methods and Best Practice requirements aimed at reducing storm water run-off, protecting water quality, and enhancing groundwater recharge potential, which represents an improvement from its existing condition. Although the construction of the underground parking structure would require de-watering, the volume of water would be low and would occur at a shallow strata of the aquifer that is not used as groundwater supply source. In terms of demand and use, water purchased from the Sonoma County Water Agency (which obtains the majority of its water from the Lake Sonoma Reservoir and the Lake Mendocino Reservoir) accounts for most of the City's water supply. In a typical year, local groundwater accounts for approximately 10% of annual usage. Based on a water demand analysis prepared by a qualified engineer it is estimated that the project will require approximately 5.7 to 8.2 million gallons of water annually, with lower estimate reflecting the implementation of water conservation programs.

In accordance with State law, the City assesses and plans for future water needs through an Urban Water Management Plan (UWMP). The law requires that the City's UWMP account not only for normal supply conditions, but also for periods of multiple dry years, such as recently experienced in California. The UWMP projects that the City's water supply, including groundwater sources, will be sufficient to meet projected needs through the year 2040, even if multiple dry years are experienced. This projection is based on the implementation of a number of ongoing programs, including water conservation, groundwater banking, and increased use of recycled water. The amount annual water use

projected for the hotel is consistent with the UWMP projections for overall water use within the city associated with new development. Based on these factors, the EIR concludes that the project would have a less-than-significant impact on groundwater recharge and groundwater usage.

8. *Noise*: Potential impacts in the areas of compliance with noise standards, exposure of persons to noise, permanent increase in ambient noise, and construction noise are analyzed in the EIR, including consideration of state and local noise standards and regulations. The standards of significance used to evaluate the potential for significant impacts and accompanying conclusions are as follows:

- A. *Exposure of people to, or generation of, noise levels in excess of standards established in the General Plan or the Municipal Code, and/or the applicable standards of other agencies.*

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

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

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

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

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

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

Not surprisingly, the EIR found that construction activities could result in substantial temporary increases in ambient noise levels. In order to mitigate this impact to a less-than-significant level, a number of best management practices would be required with respect to the type and operation of construction equipment. In addition, temporary acoustical barriers would be required in order to screen abutting businesses and

apartments from construction noise. Allowed construction hours would be prominently posted on the site, along with contact information for a compliance manager who would be responsible for implementing these measures.

9. *Public Services (Fire and police protection)*: With regard to fire protection, the EIR finds that the project has been carefully designed to meet the standards adopted by the Sonoma Valley Fire and Rescue Authority, such that it adequately provides for the ability of fire and emergency responders to serve the project site. In addition, the EIR finds that the project would not result in the need for new or upgraded fire protection facilities. Similarly, the EIR finds that design and operation of the project would not exceed the ability of the Police Department to provide needed services and would not result in the need for new or upgraded police facilities.
10. *Transportation/Traffic*: Topics addressed in the EIR include conformance with applicable transportation plans including level of service criteria, transportation hazards, emergency access, and potential impacts with respect to alternative transportation, including bicycles and transit. (Note: the issue of parking is no longer identified on the CEQA checklist. However, the issues associated with parking will be addressed through the review of the Use Permit application.) The standards of significance used to evaluate the potential for significant impacts and accompanying conclusions are as follows:

- A. *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system [...] including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.*

With regard to traffic volumes and potential impacts on streets and intersections, the EIR estimates that the project would result in a net average increase of 310 daily trips, of which 23 would occur during the peak p.m. traffic period and 27 during the weekend midday peak hour. By way of comparison, the current peak p.m. volume on the West Napa Street between Second Street West and Broadway amounts to approximately 1,200 vehicles. Based on the traffic engineering analysis performed in the EIR, the volume of traffic generated by the project would not significantly change the operation of the following intersections in the study area (West Napa/Second Street West; West Napa/Broadway). However, the operation of the intersection of First Street West/West Napa would be significantly affected during the weekend midday peak hour due to increased vehicle delays at the northbound and southbound approaches. This finding was made based on a revised analysis set forth in the Final EIR that does a better job of accounting for delays caused by pedestrians. To reduce this impact to a less-than-significant level, the EIR identifies a mitigation measure requiring the improvement of this intersection consistent with directions established in the recently-adopted update of the Circulation Element, which calls for curb bow-outs to reduce crossing distances while avoiding the use of flashing beacons or overhead structures. Additional findings of note are as follows:

- Although it would be expected that a hotel project in a downtown setting would result in a number of trips being made on foot or bicycle, rather than by vehicle, no deductions in this regard were made in order to ensure a conservative analysis.
- The hotel traffic generation factor used to estimate projected traffic associated with the development includes ALL trips: hotel guests, employees, deliveries, taxi drop-offs, etc.
- To provide a real-world, local example for comparison of the traffic generation estimates, traffic counts were taken at the MacArthur Place Hotel/Restaurant (see Attachment 7). MacArthur Place was selected for comparison because it is similar in scale to the proposed project, featuring 64 rooms, a 124-seat restaurant, and a small spa. The counts indicate that the EIR trip generation estimates for the hotel development are conservative, meaning that they likely overestimate projected trip generation.
- The traffic analysis shows that a left-turn lane would not be needed on West Napa Street in order to accommodate the project.
- While Caltrans submitted comments on the Draft EIR, that have been responded to in the Final EIR, Caltrans does not dispute the findings of the analysis or recommend additional mitigation measures.

In summary, a potentially-significant impact was identified with respect to pedestrian use of the intersection of First Street West/West Napa Street. As a mitigation measure, the improvement of this intersection in a manner consistent with directions established in the recently-adopted Circulation Element would be required prior to or in conjunction with the development of the project. With this mitigation measure, the EIR finds that impacts would be reduced to a less-than-significant level. In part, this finding is based on the City's policy, as expressed in the Circulation Element, to prioritize pedestrian safety and convenience with respect to circulation improvements on the Plaza area. That said, the required intersection improvement would improve conditions for both pedestrians and drivers by reducing pedestrian crossing times.

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

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

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

D. Result in inadequate emergency access.

The project has been and will continue to be evaluated by the Sonoma Valley Fire and Rescue Authority with respect to compliance with fire access requirements. Although no issues have been identified to date, this evaluation will continue through the review and issuance of building permits and inspections during project construction. No significant impact were identified in this area.

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

With respect to pedestrians, the intersection of First Street West/West Napa Street has been identified by the City as being problematic, especially with regard to north/south crossing distances. Potential improvements to the intersection were evaluated as part of the Circulation Element update. The EIR concludes that the project would contribute to pedestrian usage of an intersection that has been identified as already in need of pedestrian improvements, which constitutes a significant impact. To reduce this impact to a less-than-significant level, the EIR identifies a mitigation measure requiring the improvement of this intersection consistent with directions established in the recently-adopted update of the Circulation Element, which calls for curb bow-outs to reduce crossing distances, while avoiding the use of flashing beacons or overhead structures.

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

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

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

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

Based on a water demand analysis prepared by a qualified engineer it is estimated that the project will require approximately 5.7 to 8.2 million gallons of water annually, with lower estimate reflecting the implementation of water conservation programs. As discussed above, in the analysis of groundwater, the City assesses and plans for future water needs through an Urban Water Management Plan (UWMP). State law requires that the City's UWMP account not only for normal supply conditions, but also for periods of multiple dry years, such as has recently experienced in California. Sonoma's UWMP projects that the City's water supply, including groundwater sources, will be sufficient to meet projected needs through the year 2040, including contingencies for multiple dry years. This projection is based on the implementation of a number of ongoing programs, including water conservation, groundwater banking, and increased use of recycled water. The annual water use projected for the hotel—even at the higher end of the range—is encompassed within the UWMP projections for overall water use within the city associated with new development. Based on these factors, the EIR concludes that the project would have a less-than-significant impact on water supply, as development of the project would not result in the need for additional water entitlements or new or expanded water supply facilities. It should be noted that the project will be required to pay water connection fees amounting to \$300,000 - \$500,000. These charges, which are essentially

a water impact fee, are used to fund the capital projects and conservation programs needed to meet future water demand within the city.

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

- A. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.*
- B. *Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.*
- C. *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.*

The analysis of treatment capacity reviews applicable state and federal regulations, as well as the policies and programs of the Sonoma Valley County Sanitation District, which manages the system under the terms of a permit issued by the Regional Water Quality Control Board (RWQCB). The analysis also addresses current and projected demands for wastewater treatment relative to the capacity of the treatment plant, located on Eighth Street East. The EIR finds that although the development and operation of the project would increase the load on the treatment plant, the level of increase is consistent with projected demands and would not exceed the permitted capacity allowance set by the RWQCB. The project would therefore not require the construction of new or expanded treatment facilities, nor would it harm the ability of the treatment system to meeting existing demands with respect to treatment capacity. However, the analysis found that, with respect to the system of sewer mains serving the area, discharge generated by the project could lead to surcharging of both the Broadway main and the West Napa Street main, especially during peak storm events, which would constitute a significant impact. To address this impact, the EIR identifies a required mitigation measure developed in consultation with the staff of the Sanitation District (UTIL-6). The measure calls for a combination of improvements to the local collection system, the payment of in-lieu fees to support conservation improvements, and on-site measures allowing discharge from the project to be controlled in a manner consistent with the capacity of the collection system. These measures would reduce the impact to a less-than-significant level. It should be noted that, similar to the requirement for water connection fees, the project will be subject to substantial fees paid to the Sonoma Valley County Sanitation District.

In comments on the Draft EIR, concerns were raised regarding the adequacy of the sewer collection system. Staff investigated this issue with the staff of the Sanitation District and of the San Francisco Bay RWQCB. While staff has reported to the Planning Commission on this issue in depth, to summarize, the collection system in Sonoma Valley includes

components that are aging and in need of upgrade, which has led to a poor record of Sanitary Sewer Overflows (SSOs) associated with peak storm events, resulting in substantial fines against the District levied by the RWQCB. These deficiencies are for the most part associated with trunk lines located north of city limits, not in the vicinity of the project. The District is upgrading the affected elements of the collection system under a time-table approved by the RWQCB. The RWQCB has considered the question of whether a moratorium on new connections should be imposed and concluded that this action is not warranted since the problems experienced by the collection system are not caused by new connections, but rather by stormwater infiltration during peak storm events.

Note: Planning staff recently contacted the staff of the RWQCB and confirmed that the current average dry weather flow through the Treatment Plan is approximately 2.4 MGD, well below the 3.0 MGD allowed under their permit. (Peak flows may exceed the 3.0 MGD limit, but that is not a violation, because the permit regulates *average* flow.) In addition, the RWQCB confirmed that the Sanitation District is in compliance with the Board's requirements in addressing the conditions that have led to SSOs during peak storm events.

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

13. *Hazards and Hazardous Materials:* This topic was addressed in the Initial Study that defined the areas to be evaluated in the EIR. Previous uses on the site included a printing plant and a gas station, both of which raise the question of whether hazardous materials might be present. As discussed in the Initial Study (Appendix B of the EIR), environmental specialists have assessed the printing plant use and the gas station use in a series of reviews and concluded that both have been adequately remediated, meaning that required clean-up activities have been accomplished and additional studies were not required. Based on the analysis in the Initial Study, the Planning Commission determined that the issue of hazardous materials did not require further study in the EIR. However, a number of commentators on the Draft EIR submitted questions on this topic, which have been responded to in the Final EIR. To minimize the need to refer to previous documents, the thresholds of significance and accompanying analysis in the Initial Study and Final EIR are summarized below:

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

During demolition activities, especially involving older buildings, it is routine for potentially hazardous building materials (e.g., asbestos-containing materials, lead-based

paint, mercury, and polychlorinated biphenyls), and/or small quantities of hazardous materials stored or used at existing businesses to be encountered. Removal of these materials, if present, by contractors licensed to remove and handle these materials in accordance with existing federal, State, and local regulations would ensure that risks associated with the transport, storage, use, and disposal of such materials would be reduced to the maximum extent practicable. Additionally, during project operations, common cleaning substances, building maintenance products, paints and solvents, and similar items would be stored and used, in the buildings on-site. These potentially hazardous materials, however, would not be of a type or occur in sufficient quantities to pose a significant hazard to public health and safety or the environment. By adhering to existing regulations during demolition activities, the project would reduce the hazardous materials risks to the public to the maximum extent practicable. Therefore, a less-than-significant impact would result in this respect.

- 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?*

Policy 1.6 of the General Plan's Public Safety Element requires that the use, storage, and transport of hazardous materials comply with all applicable regulations. To ensure compliance, the conditions of project approval include a requirement for a construction management plan, which will include protocols for identifying and disposing of any hazardous materials encountered during demolition and construction. Moreover, potentially hazardous materials stored on site during the operation phase of the project would not be of a type or occur in sufficient quantities to pose a significant hazard to public health and safety or the environment even in the event of reasonably foreseeable upset and accident conditions. Therefore, a less-than-significant impact would result.

- C. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4-mile of an existing or proposed school?*

The project site is within a quarter of a mile of Saint Francis Solano Catholic School, located at 342 West Napa Street. As discussed above, General Plan Policy 1.6 in the Sonoma General Plan 2020 requires that the use, storage, and/or transport of hazardous materials comply with all applicable regulations and the City's maintenance of contingency plans for responding to spills, accidents, and fires involving hazardous materials would implement this policy, as would the conditions of project approval. These requirements will reduce the potential for the Project to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials in the construction phase to the maximum extent practicable. Moreover, potentially hazardous materials stored on site during the operational phase of the project would not be of a type or occur in sufficient quantities to pose a significant hazard to public health and safety or the environment even

in the event of reasonably foreseeable upset and accident conditions. Therefore, a less-than-significant impact would result.

- 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?*

A Phase I Environmental Site Assessment (ESA) was prepared for the Project site (117 & 135 West Napa Street) on March 24, 2015. This assessment (Appendix “O” of the EIR) addressed both the printing plant use and the former gas station. As documented in the report, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.41. Several Leaking Underground Storage Tank (LUST) Cleanup sites were identified in proximity to the Project site, including the former Chevron Gas Station at 135 West Napa Street immediately east of the site and the existing parking lot of which will be reconfigured as part of the Project. However, all of the listed LUST Cleanup sites, including the one at 135 West Napa Street, were identified as “Completed-Case Closed,” although certain requirements may be imposed by the involved regulatory agencies should there be a change in land use.

In its review of potential hazardous material associated with the operation of the printing plant, the Phase 1 ESA includes the following passage:

A Supplemental CUPA [Certified Unified Program Agency] Inspection Report dated October 13, 2008 in the 117 West Napa Street file indicated that printing production at the Sonoma Index Tribune was going to cease printing operations at the site on October 31, 2008. The Sonoma County CUPA Inspection Report dated March 10, 2009 indicated that all hazardous materials and hazardous waste had been removed from the site and that a CUPA permit was no longer needed for the site. The March 2009 inspection report also indicated that piping related to printing ink needed to be removed and disposed of by May 31, 2009. E-mail and letter correspondence dated May 26, 2009 from the Sonoma Index Tribune to the SCOES indicated that all printing ink piping and ink-related wastes had been removed from the site by Safety-Kleen Systems, Inc. (Safety-Kleen). Copies of hazardous waste manifests for the ink and piping wastes dated May 14, 2009 were also included in the file.

Based on the findings of the Phase 1 ESA and previous assessments that included testing of soil, indoor air, and groundwater from 1997-2010, it was found that a less-than-significant impact would occur. Staff would emphasize that all of the follow-up recommendations set forth on the Phase 1 ESA have been incorporated in the conditions of project approval.

- E. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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; or for a project within the vicinity of a private airstrip?

The nearest airport, Sonoma Skypark Airport, is located approximately 2.3 miles to the southeast of the Project site. The Project site is not within the vicinity of an airport or airstrip nor is it within the referral area delineated in Comprehensive Airport Land Use Plan for Sonoma County (CALUP). Therefore implementation of the Project would not reasonably be expected to result in a safety hazard. Therefore, no impact would occur.

F. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City of Sonoma adopted the current Emergency Operations Plan (EOP) in 2009, which establishes policies and procedures to ensure the effective management of emergency operations within the City of Sonoma. No aspect of the Project conflicts with this EOP. Therefore, a less-than-significant impact would result.

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?

According to the California Department of Forestry and Fire Protection (CAL FIRE), the Project site is identified as being within a Non-Very High Fire Hazard Severity Zone. The project site is located in a highly urbanized setting and the risk of wildland fire is considered low. Therefore, the project would have no impact.

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

14. Alternatives Analysis: A required component of any EIR is an analysis of alternatives to the project. As directed by CEQA, the scope of the analysis focuses options that: 1) achieve the overall objectives of the project, and 2) avoid significant impacts that would otherwise be associated with project. The alternatives analysis in the hotel project EIR evaluates the “no project” alternative (which is mandated), a “No Restaurant” alternative that eliminates the restaurant, and a “Mitigated” alternative that retains the restaurant and includes all recommended mitigation measures. In comments on the Draft EIR, it was suggested that an alternative should be added that addresses a project with a residential component. As noted in the response to comments provided in the Final EIR, such an alternative was not included because a mixed use project would not avoid any of the significant environmental impacts associated with the project as proposed. Therefore, there is no purpose in addressing that alternative in the EIR. To illustrate this point, consider an alternative that places 20 apartments in the second and third floors of the restaurant building, while replacing the restaurant with hotel rooms. This alternative conceivably meets the project objectives, as the

restaurant is a secondary use and the count of hotel rooms is substantially maintained at 52. Whether such an arrangement is truly practical may be debated, but for purposes of the EIR, the point is that this alternative does not succeed in avoiding any of the significant impacts associated with the project and it would actually generate somewhat greater traffic during the p.m. peak period. While the Planning Commission may or may not choose to grant the project a waiver from the residential component, that decision is not dependent upon the EIR.

In summary, while the EIR found that the project could result in a significant environmental impacts in several areas, mitigation measures were identified that would reduce potential impacts to a less-than-significant level. The Mitigation Monitoring Program, which includes all of the mitigation measures identified in the EIR, has been incorporated in its entirety into the conditions of project approval.

Certification of the EIR

As set forth in the California Environmental Quality Act (CEQA), an EIR has three purposes: 1) fully disclose the potential environmental impacts of the project; 2) identify mitigation measures and project alternatives aimed at avoiding environmental impacts or reducing them to a level of insignificance; and, 3) provide decision-makers with the basis for making an informed decision as to the environmental consequences of a project. Because an EIR serves as an informational document, it does not limit or override the discretionary responsibility or decision-making authority of the Planning Commission. The “Certification” of an EIR represents a determination by the Planning Commission that the EIR was prepared in accordance with CEQA and that it adequately discloses potential impacts, mitigation measures, and alternatives. The CEQA guidelines summarize the standard of adequacy for an EIR as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

The EIR (which includes the Draft EIR, the Final EIR/Response to Comments, Errata and Clarifications, and all appendices) must be certified by the Planning Commission prior to taking any action to approve the project.

Other Issues

Visual Compatibility and Design Review Findings: As noted above, the analysis in the EIR of the project’s visual compatibility concludes that it would have a less-than-significant impact, meaning that it would not substantially degrade the visual character of the site or its

surroundings. A significant factor in this determination was that the project would be subject to the City's design review process, which includes numerous findings related to issues of visual compatibility. However, due to their subjective nature, the EIR did not attempt to analyze the project in terms of the findings, instead noting that this determination would be made by the Planning Commission in its review of planning entitlements. These findings set a much higher bar for approval than the standard of significance used in the EIR, as they require a positive case for the visual compatibility of a project, rather than merely finding that it will not be obtrusive, out-of-character, or visually inappropriate. An analysis of the project's consistency with the findings and design guidelines applicable to new development in the Historic Overlay Zone is included as part of the findings for project approval (Attachment 5) and an annotated streetscape is provided as Attachment 9. This analysis finds that the project has been designed in substantial compliance with the applicable findings and design guidelines.

In addition, while certainly not determinative with respect to visual compatibility, staff would note that the project complies with Development Code standards concerning building height, setbacks, coverage, and Floor Area Ratio, which are the starting points for ensuring that any new development fits appropriately within its surroundings. Staff would also refer to the preceding review of the project in terms of the Downtown design guidelines, which concluded with a finding of substantial consistency. Lastly, as another tool in analyzing the compatibility of the project, a set of verified 3-D perspectives has been developed, depicting the appearance of the project from a variety of vantage points (see Attachment 8). This material was requested by the Planning Commission in its review of the Draft EIR. In general, it is staff's view that the project has been carefully designed in accordance with all applicable Development Code guidelines to ensure that it is visually compatible with its surroundings and the historic character of the Downtown area.

Sustainability: In conformance with General Plan policies calling for new development to conserve water and energy and to limit greenhouse gas emissions, the project incorporates a comprehensive array of sustainable design features. Project sustainability begins with the site, which is an infill property in the downtown area. Opportunities for walking, biking, and transit use are maximized not only by virtue of the site location, but also through the provision of bicycle facilities for employees (including secured, covered bicycle parking, along with showers and changing rooms) and the provision of loaner bicycles to hotel guests. Other sustainable features include the following:

- Electric vehicle recharging stations.
- Water conservation program including low flow plumbing fixtures and low water use laundry and restaurant appliances.
- Rainwater capture, storage, and recycling system.
- Water use reduction program for staff and guests.
- Low water use landscape design, plant selection, and irrigation.

- High energy efficient mechanical and electrical systems.
- HVAC systems that do not contain CFCs and Halon.
- Rooftop solar panel arrays.
- A trip reduction program providing incentives for employees to walk, bike, or use transit.

These measures exceed Cal Green building code standards and will result in a project LEED level of “Certified”, at a minimum.

Construction Management: The construction of the project is estimated to take as long as 18 months to complete and it will undoubtedly be noisy and disruptive, especially during the early phases. Removing building and asphalt debris resulting from demolition as well as soils from the excavation of the underground parking garage and rainwater harvesting cisterns will require approximately 135 truck trips from the site. The project site is relatively small, which makes staging challenging, and it is surrounded by commercial development, including a hotel and seven apartments. As set forth in the EIR, unless mitigation measures are imposed and implemented, project construction could result in noise and air quality impacts. For all of these reasons, construction management is a key issue that must be addressed. To do so in a comprehensive way, the proposed conditions of approval require the development and implementation of a construction management plan, to include the following components:

- *Neighbor/Agency Outreach and Coordination.* Identification of procedures providing written notification to potentially affected businesses, residences, and agencies informing them in advance of construction activities and progress and the designation of a responsible person for implementation of the construction management plan.
- *Construction Traffic Control.* A traffic control plan, prepared by a licensed engineer, to control traffic safety throughout all of the construction phases. The plan shall include staging areas on the project site, truck movements, cones, signage, and flagging. In addition, the plan shall address temporary parking of construction related vehicles and equipment on or adjacent to the project site. Contractors shall be required to maintain traffic flow on all affected roadways adjacent to the project site during non-working hours, minimize traffic restrictions during construction, minimize or avoid the routing of trucks through residential areas, and minimize impacts on the availability of on-street parking.
- *Noise Mitigation.* Construction noise mitigation measures, to incorporate all of the measures set forth in Mitigation Measures Noise 2 and 4, as set forth in the Mitigation Monitoring and Reporting Program. These measures include limits on construction hours and equipment noise, among other requirements.
- *Air Quality Protection.* Dust control and air quality mitigation in accordance with Mitigation Measures AIR-1, 2, 3, and 4, as set forth in the Mitigation Monitoring and Reporting Program.
- *Hazardous Materials Abatement.* Plans and protocols for hazardous materials abatement and disposal, including: 1) the completion of an asbestos and lead-based paint survey and any associated demolition and disposal requirements; 2) the implementation of the measures

contained in the 2014 Soil and Groundwater Management Plan; and 3) any required coordination with the Sonoma County Department of Environmental Health and other responsible agencies.

- *Tribal Treatment Plan.* A Tribal Treatment Plan, developed in consultation with the Federated Indians of Graton Rancheria (FIGR) and entered into by the FIGR, the City of Sonoma, and the Project Applicant prior to construction.
- *Recycling.* A recycling plan for both the deconstruction of existing structures and materials generated by new construction.
- *Easements and Agreements.* Written confirmation of any necessary construction access agreements or easements from neighboring property owners.
- *Paleontological Resources.* Protocols for the encounter of paleontological resources, pursuant to Mitigation Measure Cult-3, as set forth in the Mitigation Monitoring and Reporting Program.
- *Dewatering.* Protocols for the encounter of high groundwater necessitating dewatering, including requirements for agency notification and permitting.

The construction management plan will not be a panacea, as construction is inherently disruptive. However, implementation of the plan will minimize these disruptions to the extent feasible.

Management of Deliveries, Parking, and Trip Reduction Measures: Because of its downtown location, there are many opportunities for the project to limit vehicle use, both by hotel guests and employees. At the same time, the location of the project poses certain challenges with respect to deliveries and the management of parking. To address these and related issues, the conditions of project approval include the following requirements:

- The creation of a loading zone along First Street West to accommodate larger truck deliveries, along with a requirement for informing vendors of limitations on the hours for such deliveries. (Van deliveries can be accommodated in the underground parking garage, which has been designed with loading stations and associated elevators.)
- The provision of covered bicycle parking for hotel employees.
- The provision of bicycles for use by guests.
- The provision of incentives to employees encouraging ride-sharing, bicycling, and transit use.

These measures are set forth in condition of approval 3.a, which also includes provisions requiring limitations on tour buses and other issues related to parking and vehicle management. It is staff's view that most larger truck traffic will be associated with the restaurant use and that in many cases vendors will overlap with those providing for the Red Grape and the Sonoma

Grille, meaning that the net increase in truck deliveries will be limited. In the Plaza, such deliveries typically occur in the morning hours and are generally not disruptive.

SVCAC Review

At its meeting of October 26, 2016, the Sonoma Valley Citizens Advisory Commission (SVCAC) conducted an advisory review of the project. After holding a public hearing on the matter, the Commission voted 5-4 to recommend approval of the project, subject to the recommendation that the Planning Commission give careful consideration to the request for a residential waiver and, if a waiver is granted, to ensure that the project pays a housing impact fee (assuming adoption of such a fee by the City Council). Commissioners and members of the public who spoke on the project also discussed traffic impacts, issues associated with the Sanitation District, greenhouse gas emissions, sustainability, and how or whether the project might affect the character downtown Sonoma.

Recommendation

While the EIR prepared for the project identifies several significant impacts, it also sets forth appropriate mitigation measures, including the improvement of the intersection of First Street West/West Napa Street, consistent with the recommendations of the recently-adopted Circulation Element. These mitigation measures, all of which are incorporated into the conditions of approval, will reduce the impacts of the project to a less-than-significant level. The project is consistent with General Plan policies and the applicable standards and design guidelines of the Development Code. It has been carefully designed to respect and evoke the historic character of the Plaza, including nearby historic structures, and it would preserve the historically-significant Index-Tribune building. It will incorporate numerous sustainability features aimed at conserving energy and water, as well as reducing greenhouse gas emissions. LEED certification will be required. Replacing a long-vacant printing plant, the project will contribute to the vitality of Sonoma's downtown. Based on these factors, staff recommends that the Planning Commission take the following actions:

1. Adopt the attached Resolution certifying the Final EIR and identifying the "Mitigated Alternative" (which includes the restaurant component) as the alternative selected for approval, including the associated findings.
2. Adopt the attached Resolution granting Use Permit and Site Design and Architectural Review approval for the Mitigated Project, including associated findings and the conditions of approval/mitigation monitoring program.

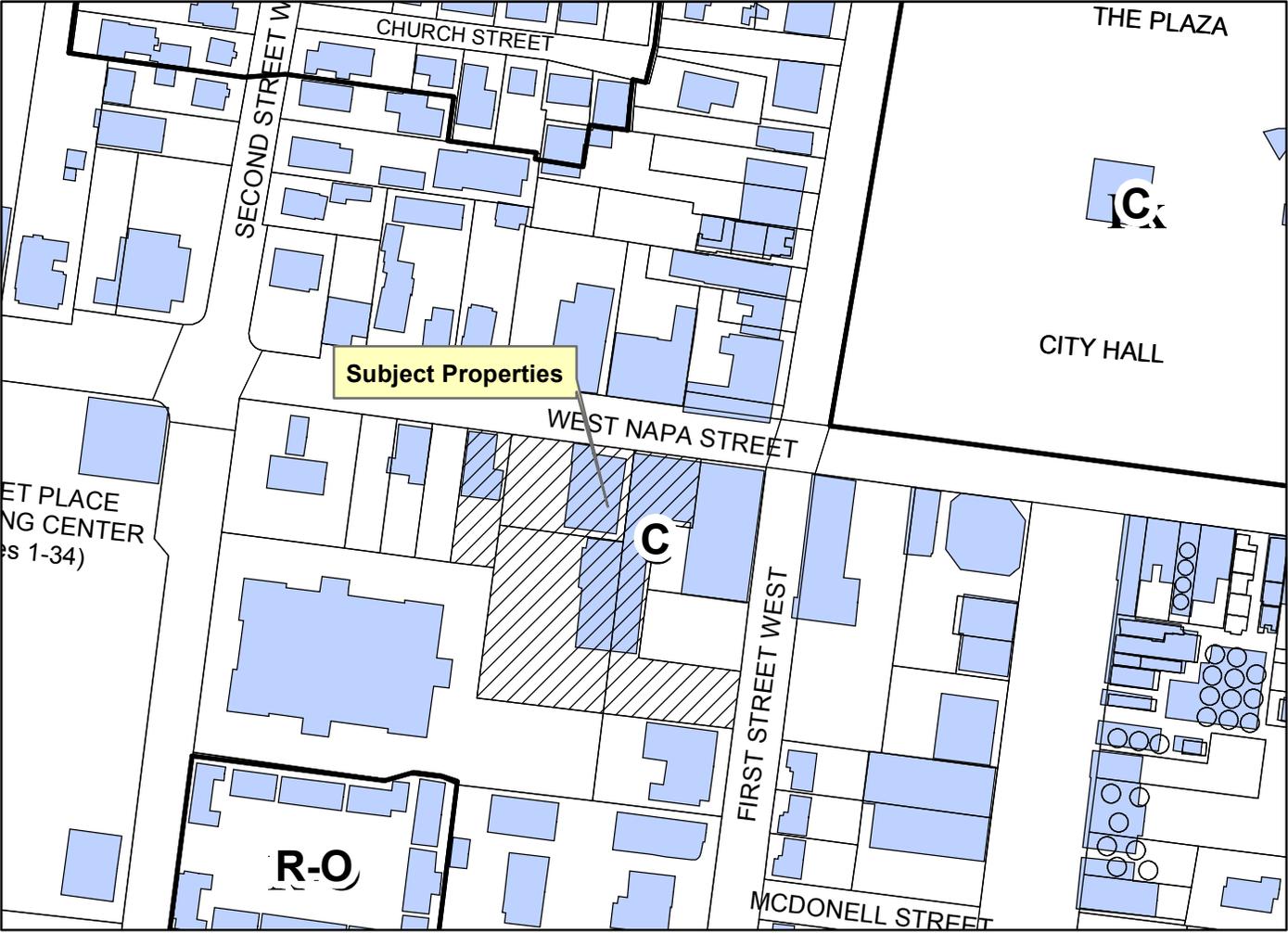
Attachments

1. Location Map
2. Narrative
3. Correspondence
4. Resolution/Findings Certifying Final EIR
5. Resolution/Findings of Project Approval/Conditions of Approval/Mitigation Monitoring Program
6. Shared Parking Study/Peer Review of Shared Parking Study
7. Comparative Traffic Study
8. Site Plan/Elevations/Selected Visual Simulations
9. Annotated Streetscape

Available On-line (<http://www.sonomacity.org/Government/Resources/Reports.aspx>)

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

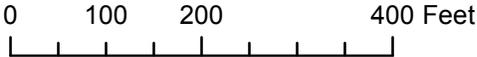
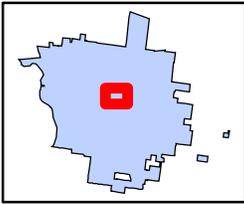
cc: Hotel Project Sonoma distribution list (via email)



Project Summary	
<i>Project Name:</i>	Chateau Sonoma
<i>Property Address:</i>	117, 123, 135 and 153 West Napa Street and 541 First Street West
<i>Applicant:</i>	Kenwood Investors, LLC
<i>Property Owner:</i>	Napa Street Associates, LLC; LLL Properties; Lynch Real Estate Limited PTP
<i>General Plan Land Use:</i>	Commercial
<i>Zoning - Base:</i>	Commercial
<i>Zoning - Overlay:</i>	Historic
<i>Summary:</i>	Study session on an application to redevelop a group of parcels with a 62-unit hotel (with spa), and an 80-seat restaurant.

Zoning Designations

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



1 inch = 200 feet

October 12, 2016

PROJECT NARRATIVE

Application Type: *City of Sonoma Conditional Use Permit*

Project Name: Hotel Project Sonoma, Sonoma, CA (Working Title)

Project Sponsor: Kenwood Investments LLC, Darius Anderson and Bill Hooper

Project Architect: **RossDrulisCusenbery Architecture, Inc.**, Michael B. Ross, AIA NCARB

Design Collaborator: Keith Wicks, Artist

PROJECT OVERVIEW

SUMMARY DESCRIPTION

The proposed project is a 62 guest room hotel, restaurant, and spa with 115 off street parking spaces, located on West Napa Street in Sonoma, CA, one-half block from Sonoma's historic Plaza.

The project's planning and design approach is consistent with Sonoma's Urban Growth Boundary (UGB), General Plan policies and Development Code guidelines. The project site is zoned Commercial (C) with a Historic District Overlay. Commercial zoning allows for a range of commercial land uses, including hotel, retail, tourist, office, and mixed uses. No variances are required for this project.

SITE

The Project site is 54,000 SF (1.24 acres) and includes a total of approximately 15,412 SF of existing building area, plus a small covered exterior shed and includes 79 surface parking spaces.

The site includes three existing buildings: 153 West Napa Street currently used as an office building, a two story metal warehouse building previously used for newspaper production by the Sonoma Index-Tribune, and a shed along the southern edge of the project site. The Lynch Building at 135 West Napa Street, a mixed use, three story building adjoins the site. The Lynch Building includes retail tenants, offices, seven studio apartments, and a surface parking lot. The Lynch Building will not change use and, excepting for modifications to its shared parking lot and site utilities, is not part of the project.

All properties being considered for the new Hotel (including the Lynch Building) are controlled or owned by the applicant. Therefore, any proposed modifications to the existing site utility systems or property line adjustments will be made possible by the ownership group. Upon project approval a single hotel parcel will be formed.

Conceptual Site Plan

The site is a roughly "L" shaped with frontages on West Napa Street (Highway 12) and First Street West. Underlying much of the site is a basement parking garage. The site plan includes connected hotel buildings along the western and central portions of the site. The new buildings will be separated by exterior courtyards and landscaped areas. Public vehicular and pedestrian access to the site is from West Napa Street (Highway 12). The hotel/restaurant building fronts West Napa Street activating the streetscape with outdoor seating

and views into the interior dining room. The main hotel entry and lobby building is deeply setback from West Napa Street with automobile access through the Hotel Plaza Courtyard. Access to the basement parking garage is via a curved ramp from the Hotel Plaza Courtyard. The hotel spa and swimming pool courtyard are located in the center of the site. Service access to the property is from First Street West. A surface staff and delivery parking lot is located at the southeast corner of the property at First Street West adjacent to a secondary vehicle egress ramp serving the basement parking garage.

AN ENSEMBLE OF FOUR PRIMARY ELEMENTS

The hotel, restaurant and spa has been designed as an ensemble of four primary elements built around three exterior courtyards. These include:

- **Hotel Restaurant Building:** This 21,281 SF Monterey Revival style building fronts West Napa Street and includes a ground floor restaurant and two upper floors consisting of 20 guestrooms.
- **Main Hotel Building:** The 44,417 SF stone clad Main Hotel Building is built around two exterior garden courtyards and includes the public lobby, guest reception, guest meeting rooms, 3 first floor accessible guest rooms, two upper floors with 39 guestrooms and a Spa with six treatment rooms.
- **Hotel Basement Parking Garage:** The 37,655 SF Basement Parking Garage includes parking for 94 cars and other building support, delivery and storage spaces. An additional 21 surface parking spaces are provided on site.
- **First Street West Service Support Building:** This 1,780 SF services building will be designed to minimize noise from mechanical equipment and includes the swimming pool mechanical systems, the emergency generator, service elevator to garage, a pool refreshment service counter, storage and exit stairs.

THREE COURTYARDS

The Hotel will be constructed around three exterior courtyards including the Hotel Plaza Courtyard, an open to the sky interior lobby courtyard and the raised swimming pool veranda area. The courtyards will be landscaped with raised planting beds and tree wells irrigated with captured, stored and recycled rain water.

GUEST ARRIVAL & DEPARTURE

The new hotel is designed to be pedestrian oriented. Upon arrival guests will be encouraged to park their cars for the duration of their stay and enjoy Sonoma via walking and biking. Guest vehicles will enter from West Napa Street into the Hotel's Plaza Courtyard. Guest arrival and departure will take place adjacent to the public lobby deep in the site to avoid traffic back up on West Napa Street. During non peak traffic periods, departing guests will exit right onto West Napa Street. During peak traffic periods departing guests will pick up their vehicles in the basement parking garage and egress directly onto First Street West.

BICYCLES

The hotel will provide, maintain and encourage the use of a fleet of bicycles for its guests. Use of bicycles by its employees and customers will be encouraged. Employee showers and lockers will be provided to encourage bicycling to work. Secure employee bicycle parking will be provided in the southwest corner of

the basement parking garage. Public bicycle racks will be provided at the front of the hotel.

ARCHITECTURAL DESIGN

The project is an ensemble of different but mutually related buildings designed to evoke Sonoma's vernacular style. Approximately 95% of the new hotel will not be visible from the Plaza. The project design draws from three primary Sonoma architectural patterns including the use of gabled thick walled buildings parallel to the street, the layering of exterior timber arcades at the sidewalk, and overhanging sheltering roofs.

Featured building materials are purposely mixed including; hand troweled plaster, natural stained wood, stone veneer clad walls, board and batten siding, corrugated metal roofing and split faced cut stone features similar to City Hall and Buena Vista Winery. The building exteriors will include deep set window reveals finished with thick sills and jambs. Unique exterior detailing will include, custom stone, steel and plaster finishes, timber and precast corbel blocks and miscellaneous running trim which will add visual interest, color, depth, texture and dimension to wall surfaces. Guest rooms will include exterior custom metal balconies and railing systems.

The project conforms to all Development Code building height and lot coverage requirements. Even so the height and scale of the buildings will be mitigated through the use of "layering" strategies whereby the overall scale of the building is broken down into smaller elements. Layering strategies include the introduction of appropriately scaled building features at the street edge and the staggering and sloping of the upper floor plates and third floor roof surfaces back from the street and Hotel Plaza Courtyard. Steep roofs with dormers fold over the third story buildings to lower the third story roof line. Other scale reduction strategies include articulation of the exterior facades with exterior timber arcades, dormers, balconies, awnings, recessed entry doors, porches and window seats. The hotel's street frontage and courtyards will include street trees in planters, fountains and other landscaping.

SUSTAINABLE DESIGN/LEED

The hotel will be sustainably designed and LEED Certified. Sustainable design strategies include:

- Compliance with State of California Cal Green Building Codes
- Sustainable Site Development Strategies
 - Adaptive reuse of a Brownfield Site
 - Pedestrian oriented and bike friendly
 - Storm water retention and storage provided in underground cisterns
 - Permeable paver systems
 - Bio and mechanical filtration of storm water runoff
- Water Use Reduction Strategies
 - Extensive water conservation features including low flow fixtures and low water use laundry equipment
 - Rainwater capture, storage and recycle system
- Energy Efficiency and Atmospheric Quality
 - Ample use of natural light
 - High energy efficient mechanical and electrical systems

- Renewable energy source solar PV panels on roof
- High performance building envelop design
- Materials and Resource Management
- Recycled construction waste
- Sustainably sourced new and recycled materials
- Indoor Environmental Quality
- Innovations in Design

TRASH & RECYCLING

The Hotel will conform to the recycling requirements of the City of Sonoma. Trash and recycling staging and storage areas are identified on the preliminary plans. Recycling staging will take place in the southern receiving dock of the service core. Trash and recycle storage enclosures will be located adjacent to First Street West in a fully enclosed service building.

PARKING & DELIVERIES

The Hotel will provide 100% off street parking. Total parking capacity will be 115 spaces managed by a full time valet parking service. 94 spaces will be located in the basement parking garage, with an additional 21 surface parking spaces provided on site. Parking capacity in the basement parking garage will be maximized through the use of a combination of 90 degree stalls and stacked tandem spaces. The parking plan includes enough spaces for the existing Lynch Building (135 West Napa) and Index Tribune Building (117 West Napa) following its current expansion. Additional staff parking should it be required will be provided across the street at the existing lot at 144 West Napa Street. This lot is owned by an affiliate of the applicant. A shared parking agreement with the 144 West Napa Street parking lot will be a condition of approval of the project should it be necessary.

Auto key management will be by the valet service. Guests will arrive by car in the Hotel Plaza Courtyard and following check in, the guest's car will be parked by the valet attendant. Upon departure, the guest's car will be delivered to the valet station for pick up. Street side valet parking is proposed during the evenings for restaurant patrons.

The designation of a truck loading zone on First Street West located adjacent to the hotel garage entry is being requested as part of this Use Permit Application. Large truck deliveries will be staged from the street on First Street West similar to how The Red Grape and other Sonoma Plaza businesses currently receive deliveries now. Deliveries will be restricted to off-peak periods to minimize impacts to downtown activities. Small truck or van deliveries will take place inside the basement parking garage at the service core receiving area. Three service elevators are provided in the hotel to efficiently facilitate the vertical transfer of deliveries inside the hotel.

STORM WATER MITIGATION PLAN

A Storm Water Mitigation Plan (SMP) has been prepared by the project's Civil Engineer demonstrating compliance with SUSMP requirements.

DEMOLITION OF EXISTING STRUCTURES

The existing metal warehouse, 153 West Napa Street, site structures and the existing parking lots will be removed and replaced with new buildings or parking areas.

REMOVAL OF EXISTING TREES

The City of Sonoma Tree Committee previously reviewed this project based on an arborist report. Some mature trees will be removed for this project. The project will replace every tree removed from the existing site on a one for one basis - either on site or through a City sponsored in lieu payment to support tree planting elsewhere in the city.

HISTORIC SIGNIFICANCE OF 153 WEST NAPA STREET BUILDING

No historic buildings will be removed for this project. The building located at 153 West Napa Street will be removed and recycled. The project engaged the services of Page & Turnbull Architects, historic resource consultants to prepare a Historic Resource Evaluation (HRE) report to evaluate 153 West Napa Street. The HRE provided a summary of previous historical surveys and ratings, a site description, historic context statement, construction chronology and an evaluation of the property's eligibility of listing in the California Register. The HRE for the 153 West Napa Street Building states the following.

"153 West Napa Street is not listed in the National Register of Historic Places, the California Register of Historical Resources, or the Sonoma League for Historic Preservation Inventory of Historic Structures and is not a Sonoma County Historic Landmark. Furthermore, the building does not appear to be part of any known or potential historic district

The significance evaluation in this report demonstrates the 153 West Napa Street does not appear to be individually eligible for listing in the California Register of Historical Resources under any criteria. Although the subject property retains a moderate degree of integrity, it does not possess specific associations with significant events or persons, and lacks the architectural distinction necessary to qualify as a historic resource. Therefore, the subject property is not considered to be a historical resource for the purpose of review under the California Environmental Quality Act (CEQA). "

DUE DILIGENCE STUDIES

The following due diligence studies were initially prepared and submitted under separate cover as part of this Use Permit Application and independently reviewed during the EIR process:

- Parking Study
- Parking Management Program
- Traffic Study
- Water Conservation Plan
- Storm Water Management Plan
- Historic Resource Evaluation Study for 153 West Napa Street

ENVIRONMENTAL IMPACT REPORT

The City of Sonoma as lead agency prepared an independent Environmental Impact Report (EIR) for this project assessing the potential environmental effects associated with the project's implementation. The EIR was prepared pursuant to the requirement of the California Environmental Quality Act (CEQA) and the State

CEQA Guidelines. The Final EIR for the project was released in October 2016.

PROJECT DATA

The following project data and metrics describe the project.

Site Parcel Addresses: 153 West Napa Street and 541 First Street West, Sonoma CA

APN's: 18-251-52, 18-251-51 & 18-251-55

Zoning: Downtown District, New Development, Commercial (C) Zone, Historic Overlay District

Setbacks: None required

Building Height: 35' with an additional 5' allowance for HVAC equipment, equipment screening and elevator screening (Section 19.40.040 Sonoma Development Code).

Total Lot Area: 54,000 SF

Allowable Lot Coverage: 100%

Actual Lot Coverage: 23,805 SF = 44.1%

Allowable FAR: Lot area x 2.0 = 108,000 SF

Actual Building Area: 67,478 SF (excludes basement areas) = FAR compliant

BUILDING AREAS

Basement Parking Garage and Ramp: 37,655 SF - Cast in Place Concrete Construction

First Floor: 23,805 SF: Podium Concrete Construction for Three Hour Assembly. Building superstructure Type V construction, mixed occupancies with occupancy separations

Second Floor: 22,168 SF: Type V construction, mixed occupancies with occupancy separations

Third Floor: 21,505 SF: Type V construction, mixed occupancies with occupancy separations

Total Hotel Building Area: 67,478 SF (excludes basement garage and ramp)

Open Space: Exterior Courtyards and Patio Areas: 26,962 SF (approximately 50% of site area)

Landscape: Perimeter plantings, raised planters and tree wells in exterior courtyards, Auto Court landscape and street trees and street entry planters, second floor roof top garden. Decorative exterior pavers and decorative concrete paving over structural concrete podium construction and roadbeds.

HOTEL OPERATIONAL INFORMATION

Management: Provided by a private professional management entity

Number of Rooms: 62

Number of Employees: 50 full time, 10-part time

Maximum Number of Employees per shift: 24 employees at maximum shift

Indoor Seating Capacity of Restaurant and Bar: 80

Spa: Six treatment rooms

Hours of Operation: 24/7/365

Shipping and Delivery Schedule: Time defined loading zone on First Street West, Before 11 am 7 days per week.

Outdoor Storage Needs: Covered exterior trash and recycling enclosure located on First Street West

Water Use: Refer to EIR

WAIVER OF RESIDENTIAL COMPONENT

The project requests a waiver from the Commercial Zoning Residential Component's 50% building area requirement per Article II-19.10.020 – B.3, Sonoma Development Code. The basis for this request for waiver is described in the following narrative.

One of the primary objectives of the Sonoma Development Code (Code) is to retain and promote the economic vitality of the Downtown District as a commercial, cultural and civic center which is attractive to residents and visitors. The Code encourages the activation of the downtown area through an increase in pedestrian and customer activity. Development Guidelines for this area includes, *"Promote a pedestrian presence by encouraging ground floor retail in commercial development"* as well as numerous mentions of *"incorporating pedestrian amenities in the design of new development"*, etc. The pedestrian activity generated from and to the Hotel's lobby, restaurant, bar, guestrooms and spa meet this guideline.

One of the means in which the Code attempts to achieve this pedestrian activation is through the requirement that projects in excess of ½ acre devote 50% or their total building area to residential uses as a means of adding more people to the commercial area and thereby increasing pedestrian and customer activity in the Downtown District. Circumstances in which this residential component may be reduced or waived include:

"c. Property characteristics, including size limitations, and environmental characteristics that constrain opportunities for residential development or make it infeasible."

Based on "c" above, the project requests a waiver from the Residential Component based on the site size and characteristics limits the ability to place residential units on the property base on the following circumstances.

1. Hotel use, in and of itself, does not lend itself to an integrated residential component and the size and configuration of the subject property make it infeasible to integrate a stand-alone residential component separate from the hotel.
2. The City of Sonoma has a very limited amount of commercially zoned property similar to the proposed which can generate revenues for the City to support the development of low income and work force housing.
3. A residential component would impose size and economic limitations which would make it financially infeasible to develop this project. More specifically, in order to comply with residential off-street parking requirements, parking already takes up virtually the entire basement footprint of the hotel and the subterranean expansion of the basement parking garage would be financially prohibitive.
4. The hotel's normal daily business activities will generate substantial pedestrian and customer activity by hotel guests in the Downtown area consistent with the intent and ambition of the guideline.
5. The hotel's restaurant and spa will offer ground floor retail commercial development generating customer activity serving local residents in the downtown business district consistent with the Development Code guideline's intent.
6. The City of Sonoma currently has over 100 rental units in the development pipeline located in

residentially appropriate areas of the City.

PROJECTED ECONOMIC BENEFITS

Local Employment

The project seeks, encourages and will provide local employment opportunities for Sonoma residents. Approximately 50 full time employees and ten-part time employees will operate the hotel and restaurant. The hotel’s goal is to staff the hotel as much as possible from the local community.

LOCAL TAX REVENUE GENERATION

The Hotel's estimate for room occupancy, retail sales and construction activities will provide substantial tax revenue to the community through a combination of Transient Occupancy Tax (TOT), Sales Tax, Property Tax and other sources. **The total estimated direct tax contribution over the first five years is estimated to be \$9,745,598 per the following breakdown.** Additionally, for every hotel dollar spent, it is estimated another \$.60 will be spent in the community. Over five years the proposed hotel is estimated to generate approximately \$30 million in additional community spending. *

Hotel Project Sonoma Estimated Local Tax Impact						
Revenue Type	2018	2019	2020	2021	2011	5 Year Total
TOT Taxes	\$772,307	\$867,105	\$911,755	\$939,108	\$967,281	\$4,457,556
TID Taxes	\$154,461	\$173,421	\$182,351	\$187,822	\$193,456	\$891,511
Property Taxes	\$426,408	\$426,408	\$426,408	\$426,408	\$426,408	\$2,132,039
Sales Tax	\$410,757	\$441,074	\$456,993	\$470,749	\$484,920	\$2,264,492
Total	\$1,763,933	\$1,908,008	\$1,977,506	\$2,024,086	\$2,072,065	\$9,745,598*

** (Tax estimates are over a five-year period. Source: Kenwood Investments LLC. Additional spending estimates are over a five-year period. Source: 2001 Michigan State University Dissertation on tourism spending impact).*

Submitted by:

Michael B. Ross, AIA, NCARB

Principal

RossDrulisCusenbery Architecture, Inc.

18294 Sonoma Highway

Sonoma, CA

RECEIVED

NOV 28 2016

CITY OF SONOMA

22 November 21, 2016

To: Planning Commission
Sonoma City Hall
No 1 The Plaza
Sonoma, CA 95476

Dear Sirs,

I am commenting on the application for a Use Permit for the Hotel Sonoma Project to be located at 153 West Napa Street. I have been a resident of Sonoma Valley since 1979, and own property on 2nd Street West. My family and I have enjoyed living and working in Sonoma through two generations.

I have noticed in recent years the increase in traffic due to the tasting rooms on the square, and general traffic on Hwy 12, which comes through Broadway and West Napa Street. Putting a 62 room hotel and 80-seat restaurant and spa at this location will greatly increase traffic again, both car and on foot, at the intersection of Broadway and West Napa streets.

The "small town" shops have largely left the square, and I am strongly against putting in the hotel at this location. The impact of the traffic is felt along West Napa down past the library now, and I can only imagine the increase this would create in traffic, which affects parents and children with the schools along West Napa and 5th Street West, along with anyone coming downtown to grocery shop.

There are other areas in Sonoma, which wouldn't create this bottleneck. This location just impacts negatively too many other areas in the greater downtown area.

Best,

Donna Thomas

Donna Thomas
1107 Princeton Dr.
Sonoma, CA 95476

Submitted by Fred Allebach

In his book *Sonoma Battlefield*, Joe Costello mentions the rationale Rosewood Hotel used to justify its development project: it will bring tax money to the city coffers and have many multiplier effects to stimulate the economy. Costello also mentions the deceptive methods Rosewood purposefully used to confuse and obfuscate issues in citizen and voter's minds.

The Rosewood Hotel battle was huge in the recent history of Sonoma and many of the same actors are still around town active as ever. Another book was written about this time titled *A Tale of Two Valleys*, which describes the efforts of many in the Rosewood Hotel battle to preserve Sonoma's small town character from becoming over-commercialized like Napa Valley.

What has been at stake all along is a conflict of values. On one hand values centering on money, profit, business and unlimited free markets and on the other human values having to do with small town fabric, environmental integrity, social justice and limits to growth.

In the old days the people's groups fell back on the same type of arguments they have today. What was missing was the current element of global climate and species extinction urgency. Now the pushback of citizens who want to see limits has a super compelling rationale: sustainability. Gratuitous development and conspicuous consumption is suicide, not sustainable.

But just as with Rosewood we have major efforts to spin the issues and confuse the public as to what is really at stake. Sustainability has suffered a big blow by being turned into a weasel word phrase. In Measure B, hotel proponents made unsustainable appear as sustainable; yes meant no. The wine industry's sustainability initiative leaves out true cost accounting and seeks to gloss over an unconscionable labor track record, not to mention environmental consequences of deforestation, pesticide/ herbicide pollution and the silting in of local salmon streams. Deceptive economic rationales continue to resurface, the same ones that have led to widespread unsustainable social and environmental outcomes.

It is striking how the same exact issues and scenarios have reoccurred regularly right here in Sonoma in the time since Rosewood. The 2003 Cows Not Casinos, the 2011 Jazz Fest, Measure B, wine tasting on the Plaza and now two hotel projects at once, First Street East by Caymus Capital LLC and Napa Street West by Kenwood Investments LLC.

In the ensuing time period between Rosewood and today, not only has Sonoma become a lot more like Napa, the whole county has been run under by a massive wine tourism bonanza that has failed to be controlled by government in any meaningful way. Land use has rolled over to big wine and the tourism-hospitality combine just like the folks in the *Tale of Two Valleys* did not want to see happen.

If so many economic benefits accrue to the public from these types of projects, why do we have a living wage and affordable housing crisis? Where's the beef? Why do all the benefits seem to go only to the 1%? How many times will we be fooled by smooth talk and slick presentations?

The people still get out and push back but it seems there is a fundamental collusion at work between government and big money. This juggernaut is almost impossible to stop. Real public benefits are reduced to a few charity events while an ocean of negative externalities goes ignored.

It is fun to read *Sonoma Battlefield* because the good guys won. And here we are again in 2016 with more hotels coming at us. Will it ever end? Battlefield Sonoma continues. Stilted and out of proportion economic values are gradually taking over the landscape while the many promises of public benefit remain unfulfilled.

Subject: Re: SVCAC Advisory revs of West Napa Street Hotel project
Date: Tuesday, October 25, 2016 at 1:26:50 PM Pacific Daylight Time
From: David Eichar
To: David Goodison
CC: Rob Gjestland

My comments in regards to the West Napa Street Hotel project for the SVCAC meeting:

In the City of Sonoma, just like the entire county and much of the San Francisco Bay Area, housing is in short supply, driving up the cost of all housing. This hotel project should not be given a waiver on the required residential component. The hotel and restaurant will need employees. Where will these new employees live? The unemployment rate in Sonoma is very low and the rental occupancy rate is very high. There are unfilled employment opportunities in Sonoma because those who live here already have jobs and those who don't live here cannot find a place to live nearby.

A good developer or architect could design a smaller hotel and residential units on the property. There are already mixed used buildings on the property, so inclusion of residential units in the new development is compatible with the site.

Another concern is the loading zone on 1st Street West. The traffic study does not take into account that there is an apartment building, where children live, on Andrieux St. and 1st Street West. The added large truck traffic at this intersection is a big safety concern to me.

Regards,
David Eichar

On 10/20/2016 5:03 PM, David Goodison wrote:

Hello,

The SVCAC is scheduled to conduct an advisory review of this project at its meeting of October 26, 2016. The agenda is attached.

The staff report may be downloaded here:

<http://www.sonomacity.org/getattachment/Government/Resources/Reports/SVCAC-West-Napa-Hotel-Memo.pdf.aspx>

Related materials are available here:

<http://www.sonomacity.org/Government/Resources/Reports.aspx>

Thanks,

David Goodison

Subject: Re: SVCAC Advisory revs of West Napa Street Hotel project
Date: Wednesday, October 26, 2016 at 12:11:24 PM Pacific Daylight Time
From: David Eichar
To: David Goodison
CC: Rob Gjestland

Mr. Goodison,
Additional comments on the residential component:

1. The applicant says, "Sonoma currently has approximately 100 rental units in the development pipeline." Even 100 rental units is woefully inadequate. MidPen received 662 applications for the 60 unit apartments being built in the Springs. So, even if you add 100 more rental units, there are still have 502 families looking for a rental in or near Sonoma.
<http://www.northbaybusinessjournal.com/events/6147269-181/fetters-apartments-sonoma-construction>
2. The applicants says, "The hotel's normal daily activities will generate pedestrian activity by hotel guests in the Downtown area consistent with the intent and ambition of the guideline. " This is a misrepresentation of the guideline. The intent of the guideline is to get residents out of their cars by providing housing near amenities, so they can walk to them, rather than drive.
3. The city council is very concerned about housing, enough so to approve a moratorium on new vacation rentals.

On another note, the EIR and applicant state that some employees will take public transit to work. On weekends, the #30 bus from Sonoma Plaza towards Glen Ellen and Santa Rosa runs once every 3 to 4 hours and the last one leaves Sonoma Plaza at 4:11pm. On Saturday, the last #32 bus from Sonoma Plaza to the Springs leaves the Sonoma Plaza at 1:56pm, and does not even run on Sunday. Public transit is not a viable option for employees when it is needed the most. Either the authors of the EIR and the applicant know nothing about the lack of a public transit options in Sonoma or decide to ignore it.

In addition, the applicant touts the economic benefits of a new hotel; however, they fails to include incremental costs to the City of Sonoma in road maintenance, Plaza maintenance, police and fire services. Even if the applicant's projection of the amount of TOT that the hotel will generate, it does not evaluate the lost TOT revenue from other hotels. With the increase in the number of rooms, the room rates will drop mid-week and during non-peak periods. Occupancy at the other lodgings will also decrease during these periods, because the new hotel will draw most of their guests from other lodgings.

A real world example of this supply of hotel rooms affecting TOT is Yountville. In recent years Yountville added additional hotel rooms. When the number of hotel rooms jumped from 345 to 402, a 57 room increase, the annual occupancy rate dropped from 75.6% to 72.6%. And even though the number of room-nights sold in the year increased from 95,341 to 106,724, the total TOT revenue dropped from \$3,381,677 to \$3,149,857, a 6.9% drop. See the town of Yountville's web site for the detail statistics.

Dave Eichar

On 10/25/2016 1:26 PM, David Eichar wrote:

My comments in regards to the West Napa Street Hotel project for the SVCAC meeting:
In the City of Sonoma, just like the entire county and much of the San Francisco Bay Area, housing is in short supply, driving up the cost of all housing. This hotel project should not be given a waiver on the required residential component. The hotel and restaurant will need employees. Where will these new employees live? The unemployment rate in Sonoma is very low and the rental occupancy rate is very high. There are unfilled employment opportunities in Sonoma because those who live here already have jobs and those who don't live here cannot find a place to live nearby.

A good developer or architect could design a smaller hotel and residential units on the property. There are already mixed used buildings on the property, so inclusion of residential units in the new development is compatible with the site.

Another concern is the loading zone on 1st Street West. The traffic study does not take into account that there is an apartment building, where children live, on Andrieux St. and 1st Street West. The added large truck traffic at this intersection is a big safety concern to me.

Regards,
David Eichar

On 10/20/2016 5:03 PM, David Goodison wrote:

Hello,

The SVCAC is scheduled to conduct an advisory review of this project at its meeting of October 26, 2016. The agenda is attached.

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Thanks,

David Goodison

Fred Allebach 10/27/16

Public Comment for 11/3/16 special PC meeting on the Napa Street West Hotel EIR

TIMING

The public has not been given enough time to digest this EIR. The packet is not even live on the city website as of 10/26/16. To put out @ 1000 pages of text overall, and give a week or less to review, for citizens who work, it's too much too quickly. The sheer volume of this material allows the Project, EIR consultant and city to pass off disputable assertions as then objective and thorough.

This is like Google terms of agreement, the longer it is, the less likely anyone will read it all. With such long and involved documents, the public gets shoe-horned into having to accept terms it does not understand or know. Hopefully the Planning Commission will do a thorough reading, so as to represent the public interest as well as those of the developer.

The Planning Commission should as well, if findings and public comment warrant, send specific questions back to the EIR consultant, and/ or ask for a peer review of the whole document.

EIR OBJECTIVITY and Bill HOOPER COMMENTS from 10/24/16 I-T/ SVCAC meeting

“What we were looking forward to in the EIR process is an objective view of this (project), so people could look at facts and make decisions on facts, instead of just hearsay,” said Bill Hooper, president of Kenwood Investments. He described the final EIR as “a fair and straightforward review of the project impacts.”

“The best part about this EIR is that it's done by a consultant and a set of sub-consultants that have no skin in the game, that have no stake in the outcome,” Hooper said. “They could care less if this hotel is approved or disapproved.”

I dispute that the EIR provides a universal, objective, factual basis to assess the impacts of this project. Calling public opinion “hearsay” invalidates the real, and objective concerns of half the town.

Saying the EIR is *defacto* objective is like Lehman Brothers saying the Ernst and Young auditors were objective. What EIR firm is going to get any work if they do not basically approve projects? If they get a rep for being hard, they will not be hired. What we have is an industry grown up around the need for a veneer of objectivity to vet public projects. This at a time when experts are more and more closely associated with partisan interest. The process in place seems to allow development projects to continue no matter what.

The EIR is putatively about CEQA environmental impacts, not about human social systems and values, yet issues like traffic, pedestrians, congestion, etc. blend environmental impacts

with social systems. With social systems you don't get objective facts, you get value judgements. *Facts* are indisputable statements; and they mainly do not exist for human systems. Factual statements can be refuted and are not contingent on verbal ploys.

To the extent that human actions are a part of our environment, the EIR attempts to quantify them. But people are not billiard balls, and to say that such and such amount of traffic is OK, or this many pedestrians is not *significant*, or that a sidewalk pop-out will cure all traffic and pedestrian congestion, these are not facts but rather possibilities. There is no way to know what threshold is significant or not because people's behavior is subjective, not objective.

One thing is certain about animal and human behavior, the more rats you put in a cage (the Plaza), no matter what the props, higher tension, stress and conflict is the result.

WANT IT OR NOT?

<http://sonomasun.com/2016/02/22/battlefield-sonoma-contd/>

At the end of the day, all justifications, objective or subjective, boil down to whether you want this project or not; that's the simple truth. Where some see benefits, others see costs. It is clear that 50% or even a majority of residents don't want this project period, which is a strong reason to scale it way back, assuming it cannot be stopped completely.

Tax Revenue Argument, Costs and Benefits

Sonoma is *already in a state of beneficence* from a robust hospitality economy. If anything, the hospitality economy is seen by many as something that needs to be cooled off and brought to a sustainable, carrying capacity level, not intensified.

According to Eben Fodor's book *Better, Not Bigger*, "Contrary to accepted wisdom, rapid urban growth can leave communities permanently scarred, deeply in debt, with unaffordable housing, a lost sense of community, and sacrificed environmental quality. In *Better NOT Bigger*, Fodor explodes the fundamental myth that growth is good for us and that more development will bring in more tax money, add jobs, lower housing costs, and reduce property taxes. Lively and well-illustrated, *Better NOT Bigger* provides insights, ideas, and tools to empower everyone from ordinary citizens to professional planners to switch off their local "growth machine" by debunking the pro-growth rhetoric."

See the following links to back up Fodor's thesis:

<http://www.fodorandassociates.com/>

<http://vault.sierraclub.org/sprawl/articles/meadows2.asp>

<http://www.cairco.org/issues/growth/smart-growth-myths>

<http://www.amazon.com/Better-NOT-Bigger-Eben-Fodor/dp/189740803X>

http://www.fodorandassociates.com/Reports/Myth_of_Smart_Growth.pdf

http://www.fodorandassociates.com/rpts_and_pubs.htm

As noted by tourism expert and professor Samuel Mendlinger, <https://www.bu.edu/met/faculty/full-time/samuel-mendlinger/> hospitality alone is not sustainable tourism as it only serves one client, not residents or the future. Hospitality-oriented economies drive up housing costs, pay lower wages and disenfranchise the service workforce.

Yet, the generation of public tax revenues as a community benefit is a standard developer argument. However, typically no costs are shown. Why not? It is not a real cost benefit analysis if we see no objective measure of costs. Nothing is all benefits. This is a major methodological shortcoming that needs to be called into question by the Planning Commission and the council. Where and by who are costs and the sustainability of our wine-hospitality-tourism sector called into question?

Arguments about tax-based Project community benefit are specious, when in fact the lion's share of benefits will go to private entities.

Negative costs of the project, plus the aggregate effect of all others, in terms of congestion, contribution to unsustainable hospitality-centered economy, low-wage jobs, long commutes, high cross-border and intra-region GHG emissions, overpopulation of the Plaza by strangers, and a co-opting of the center of town from its own residents. The hope of more city money is not everything; *the city is not hurting*, there is plenty of money now, no one is crying poverty. This project is not necessary to save the city from anything.

This project in and of itself may be a nice design, may have good qualities for building energy, may pay a little more, but it is the aggregate of all the unfettered hospitality that many are calling into question, and that the EIR seems to totally miss. How many hotel employees will make an income to be able to buy the absolute least expensive market-rate homes?

In a one-industry, hospitality-oriented town, all eggs are in one basket; intensifying this type of use without any reckoning of costs, is a planning vulnerability and a liability, not a benefit.

EIR PRESUMES ALL CAN BE ALLOWED

This EIR reminds me exactly of the Montini EIR, in the issue of whether to allow dogs or not. The consultant proposed a few little things (a low rock wall and some signs) and voila, dogs are controlled; dog's impacts are said to be mitigated to *less than significant*. Why? Because so and so consultant said so, not because of any objective test; it has the veneer of objectivity but it's a boilerplate solution style. All it really does is say you did *something*, not that the actual impact will likely be prevented.

If all actions can be mitigated, and ultimately be allowed, the end result will be an incrementally deteriorating environment.

INCREMENTAL THRESHOLDS AS *SIGNIFICANT OR LESS THAN SIGNIFICANT*

In the EIR, all environmental issues are dealt with by mitigating them to a supposedly *less than significant* level.

We never get to a place where it is too much because of an assumption that all impacts can be mitigated. Incremental intensifications are OK in about all cases here because any small action can be said to be a mitigation. That is how this EIR process works. What we are mitigating with this hotel project, essentially, is a business-interest/city, self-induced tourism fever. We're not mitigating a natural trend of economic growth but rather a calculated intensification to wring as much money as possible from the wine-tourism-hospitality gravy train. We're mitigating a bonanza of our own making.

The best way to mitigate a bonanza is to scale back to a carrying capacity level, not to try and get things all at once in a boom or bust framework.

To a project opponent like me, it seems that the EIR validates all incremental increases in hotel/ tourism environmental impacts. As mentioned, the city has not come to grips that there are any levels of unacceptable costs for too much tourism. Wine-hospitality-tourism intensification gets glossed as all benefit and no cost. Therefore, in the EIR, for the most part, questioning incremental increases in tourism's environmental impacts are seen as not valid. As mentioned, in this case the *environment* is made up of both human and natural system components.

As a consequence of this tacit city strategy, the town is subject to an incrementally deteriorating quality of life, (which is seen as a benefit by the ruling classes) in spite of city council goals and General Plan stipulations to preserve a diverse demographic and small town feel. More and more high-end tourism and market rate housing is slowly altering Sonoma to become like Tiburon and Carmel.

This whole CEQA EIR process is basically one of determining how a glass of water that is half empty (significant impacts) can then be called half full (less than significant impacts). Both half full and half empty are incremental takes, one to the positive, one to the negative. What the EIR does is studiously make this project overwhelming half full. The study would be objective if anything, one thing, could be contrary; if the consultant said, "can't do that." The fact that the EIR and city support is so stilted leads the public to believe that this Project is already fixed. (sorry, Trumpian conspiracies fill the land...)

The EIR appears to me to be biased in the extreme. The EIR does not answer human system questions, unless they are, robot-like, quantifiable. And, if the consultant did not want to take the time to quantify employee and cross border transportation GHG emissions, provide evidence of TCE levels, overall tourist volume etc., these issues were diverted as irrelevant objections.

CUMULATIVE IMPACT of TOURISM

My questioning of cumulative impacts in the Draft EIR were ignored by the consultant. Yet the points I brought can be quantified, the consultant just did not choose to do it.

- measure the aggregate number of Plaza events per year with associated population present
- account for the number of tourists arriving to the Plaza in buses, vans and limos per week
- account for TID stats about number of tourists per year, with growth trends
- find independent stats on hospitality-based tourism numbers
- acknowledge that the Visitor's Bureau and city is pushing 365-day-a-year tourism and that this has an impact on the Plaza/ downtown area; they have per month stats and econ figures
- that Silicon Valley wealth is driving a Bay Area-wide gentrification trend, and VR investment and buying second homes is quantifiable by real estate agents
- that Sonoma has a preponderance of wealthy residents and a high area median income (AMI) and that these demographics can be linked to negative costs of high-end tourism promotion, and quantified by the Census and county econ development figures
<https://www.oxfam.org/en/pressroom/pressreleases/2015-12-02/worlds-richest-10-produce-half-carbon-emissions-while-poorest-35>
- show that a luxury hotel that focuses on hospitality only, is helping to tip Sonoma's economy (low-paying jobs, high rents) to where the General Plan says it does not want to go
- projected growth of 2 million to 2050 in the North Bay can be quantified

This really gets down to whether an EIR or the city want to spin this as positive or negative? To acknowledge that a growth frame is an unstated assumption, as opposed to a carrying capacity, sustainability frame. Do I have to present costs and negatives like Mr. Spock to be heard? Why does the perspective of the public have to be fought so hard for? Do not staff and the EIR consultant need to try and be fair about to whom costs and benefits accrue? I have to lead actors right to the water and spell out? I did not frame the above specifically enough, and therefore, get no response because the consultant cannot connect any dots? It appears there is no desire by any of the development actors to see the glass of water as half empty, as does a significant number of the public.

GREENHOUSE GAS IMPACTS

"STAFF REPORT, GHG

<http://www.sonomacity.org/getattachment/Government/Resources/Reports/SVCAC-West-Napa-Hotel-Memo.pdf.aspx>

6. Greenhouse Gas Emissions (Direct and indirect GHG emissions): Although the normal threshold for analysis of a hotel project is 83 rooms, as set by the Bay Area Air Quality Management District (BAAQMD), because the project also includes an 80-seat restaurant, potential impacts in the area of GHG emissions were addressed in the EIR. *The analysis includes a review of all applicable regulations pertaining to GHG emissions at the federal, state, and local levels and reviews the requirements that project would be subject to including CalGreen building code standards as well as local requirements aimed at minimizing GHG emissions.* The potential for impact is based on thresholds developed by the Bay Area Air Quality Management District (BAQMD) and includes both construction and operational emissions. The analysis finds that the project will not exceed the identified thresholds and will therefore have a less-than-significant impact in this area." (italics mine)

First of all, please note that transportation and building energy are the two greatest sources of GHG emissions. My argument here is centered on how to properly account for Sonoma tourist destination GHG emissions, and specifically the proposed Napa Street West hotel.

The staff report and EIR seem to both leave out county and state GHG reduction plans. The EIR says there will be no significant cross-border GHG impacts; there will be less than significant cumulative impacts. The EIR report referred to the Project as being congruent with SB32, i.e. as having a GHG impact of below-1990 levels. The staff report to the SVCAC relied on the EIR as having made a thorough analysis, but the EIR did not mention that the county's own Climate Action Plan is 25% below 1990 levels. As well, SB32 is now updates to be 40% below 1990 by 2030, which the EIR and staff report did not mention either. Also lacking was lack of reference to Resolution 44-2005, where the city missed its GHG reduction target by 62%

The regulatory framework for county and state GHG reduction levels are 25% and 40% below the levels of what the EIR cites as required in the original SB32. The actual GHG reduction landscape today does not seem to be being addressed by the Project.

The EIR response to my public comments concerning systemic GHG emissions says, "actions taken in CA would be unlikely to reverse global warming on their own." This recaps a typical EIR consultant argumentative ploy: change the subject, link the changed subject to the original comment, and by doing so, suggest that the question is not valid, therefore the problem is less than significant. The EIR has logical problems with its methodology.

All GHG emissions, and reductions are significant; that is how incrementally, climate change has gotten so bad. The way things will get better is through an incremental process. So yes, "actions taken in CA would be unlikely to reverse global warming on their own.", but this does not then mean that incremental actions should not be taken seriously in CA.

Air travel is the worst. According to the NYT, "one round-trip flight from New York to San Francisco creates a warming effect equivalent to 2 or 3 tons of carbon dioxide per person. The average American generates about 19 tons of carbon dioxide a year." In the following link, David Suzuki says why air travel is so significant
<http://www.davidsuzuki.org/issues/climate-change/science/climate-change-basics/air-travel-and-climate-change/>

How many tourists are coming to Sonoma by large airline? Why can't this be quantified? All hotel users are coming from San Jose? I don't think so; it is likely that a significant percent of tourists fly into the Bay Area with Sonoma as a destination. This is exactly what the TID is promoting. With the marketing of a large luxury hotel, wealthy people can fly to Sonoma from around the world.

Higher wealth is definitively linked with higher per capita GHG emissions. This is a fact. <https://www.oxfam.org/en/pressroom/pressreleases/2015-12-02/worlds-richest-10-produce-half-carbon-emissions-while-poorest-35> Luxury tourism takes a high degree of wealth to participate in. Sonoma is known as one of the wealthiest towns in the country. Sonoma = higher wealth = luxury tourism = higher GHG impacts. You have to have the will to quantify this and not pass it off as an irrelevant or as an unanswerable question.

The TID has stats, but can they be trusted to be objective? No, they have a vested interest in more rather than less tourism. Since the EIR consultant declined to try and measure the airline component of Sonoma-tourist-destination cross border trans GHG emissions, I can only conclude that this quantification has been sloughed off. My sense of the EIR argument, since no one else is taking responsibility for cross-border GHG, why should we? This is tragedy of the commons rationale by an entity that is supposed to be upholding the California Environmental Quality Act. This is not a good sign for confidence that this EIR is actually objective.

Lack of full, or true cost accounting, i.e. accounting for cross-border wine-hospitality-tourism-generated trans GHG emissions, is the basis for the California River Watch CEQA lawsuit on the county climate action plan (CAP). A critical assumption of this full cost accounting is that GHG emissions are measured within a life-cycle, consumption-based framework, not an activity-based frame solely within county borders as is done by the county Regional Climate Protection Authority (RCPA). The following links show examples of systemic accounting for GHG emissions, of the type my public comments alluded to. http://www.clca.columbia.edu/papers/Energy_Pay_Back_Life_Cycle_Emissions_BOS.pdf
<http://www.sciencedirect.com/science/article/pii/S0958694612001975>

Sustainability and full cost accounting apparently are not understood by consultant, and it is therefore irrelevant; they can't answer that. But cumulative, aggregate impacts is what CEQA is supposed to address! Addressing the full cost of Project transportation GHG impacts can be passed off by saying, "actions taken in CA would be unlikely to reverse global warming on their own." I can only assume then, that CEQA-based planning is proceeding under an unsustainable framework. Business as usual is the dominant frame. Borders are artificially proscribed, and the impact is declared to be less, just like an ostrich would do.

If CEQA is a California Act, who is responsible in CA for the GHG emissions of wine country and Sonoma tourism trans GHG emissions? Where are these counted? How is a nexus made for the draw that causes the demand for such tourist destination transportation? Do airline flights, an extreme high per capita GHG producer, exist in a vacuum? These are relevant questions aimed squarely at accounting for such trans GHG impacts. Why can't this be quantified?

Rather than answer the question, the EIR consultant changes the subject, and thereby avoids dealing with the salient point that true cost accounting of hotel-generated GHG emissions is relevant. My argument gets reframed, linked to a changed subject, derailed by obfuscation and is then said to be invalid.

Incremental Does Matter (*italics emphasis mine*).

The developer's own employees make the exact same argument as I do above in the following example.

The I-T, in a 10/24/ 16 editorial said, "Barring leaf-blower gas emissions in a city of 10,000-plus is hardly going to end global warming. But no magic bullet will do that. Measure V would seem a small ripple in a growing wave to combat climate change – but in this wave, *there are no inconsequential ripples* In fact, thousands – perhaps tens of thousands – of local actions are what will ultimately be needed. If Sonoma can add to that – with no long-term ill effects to its small-business community – then it should. Similar movements are happening across the state; they are snowballing across the country.

They are incremental steps that, while in themselves small, will hopefully culminate in a more stable environment for future generations."

Local Hotel Employee Transportation GHG impacts of the Project

The EIR says that for local trans GHG emissions, employees could take the bus to work. This is obfuscation; this is not a refutable argument; that employees can ride the bus does not mean they will; this takes away my argument (1) and puts the focus in something else and thereby makes it seem my main point is also wrong. This is the exact same stereotypical verbal ploy used many times over by the consultant. The EIR avoids addressing the generation of personal trans GHG emissions, by changing the subject and then saying the impact will be less than significant. This is the stock type of answer given by the EIR consultant. This is hardly objective, or factual.

If employees were to take the bus, they will have to hope they don't get off work late. The last bus to Santa Rosa is at 9:30 PM; the previous bus on the same route is at 7:30 PM. So if you get off at 7:35 PM, you will have to wait two hours to catch your bus. The last bus to Petaluma is 5:45 PM. The last intra-valley bus is 4:40 PM. The weekend schedule is even worse.

- (1) Hotel work is service industry work and pays low wages. People who earn these wages cannot afford to live in Sonoma. It is known that a large percentage of Sonoma workers commute here with a more than ½ hour commute one-way. Therefore, the cumulative impact of some 50 employees who cannot afford to live here would amount to a certain amount of GHG emissions that the EIR consultant has declined to measure.

It is highly likely then, that the 60 or possibly more employees of the hotel will not be taking the bus period, and therefore the EIR consultant should be asked by the Planning Commission to quantify the GHG impacts of employee transportation

CITY CHARACTER, SMALL TOWN VALUES, COUNCIL GOALS

CITY CHARACTER

To **preserve**, promote and celebrate the **unique characteristics of Sonoma**; encourage the incorporation of our history into City, community and business identities; focus on fostering a tourism economy **while maintaining and strengthening historic values**; create a sense of place for our **residents** in a safe, healthy & vibrant community; **preserve Sonoma as a “hometown”**.

♣ Update vision statement including providing for community engagement

♣ Foster more connectivity with the Sonoma Valley Visitors Bureau marketing program to **insure that a nexus is established between tourism, hometown character and residents of the community**

♣ **Market Sonoma not only as a destination but as a great place to work, raise families and work towards creating a more diverse community**

Plus council goal of making housing a priority while preserving the UGB.

Small town character is not fostered by adding a big hotel right downtown where we are already over-run with tourists. You are not preserving the small town feel by allowing two big hotels downtown. This makes the center of town not for residents, priced out, only for people with lots of money. Luxury venues that drive up prices; this bad for the workforce. Who's *hometown* is that? Where is the nexus to limit the high end luxury stuff and make the center of town accessible to workforce residents? This nexus should be explicitly considered by the Planning Commission and the council when vetting this project. It seems what we have is a mitigated, incremental inflation that will ultimately drive the workforce and a diverse demographic clean out of town.

Looking at one project at a time and saying all is mitigated is missing the big picture if what is happening in Sonoma.

Preserving Sonoma as a hometown for a diverse demographic cannot be done by the continual allowance of more and more luxury venues that price residents out of shopping here, and living here at all.

Mitigating More Exclusivity

A cost of this project will be to contribute to Sonoma becoming more exclusive. A big part of what is driving that trend is more and more luxury hospitality venues. The Napa Street West hotel is projected as a Four Star price point, well over the \$400 a night that Best Western can charge. Every investor now wants a piece of the action, or a new luxury home. A very large luxury hotel in the center of town is exactly what we don't need. As this furthers the very trend that many are seeking mitigate as part of stated General Plan values.

The developer claims that pedestrian activation of economic activity through its spa, bar and restaurant meets Development Code goals. But who will be able to afford this? If we keep allowing more luxury venues, eventually Sonoma will only be for the rich. Is the generation of tax revenue the city's reason for being? When does quality of life come in? I live in the county just outside of town, and we seem to get by just fine with bare bones municipal engagement.

NAPA STREET and FIRST STREET WEST INTERSECTION, LOS F

Napa and First West, already unacceptable LOS, mitigate with curb pop-outs and striping? That's it? Mitigated to less than significant? That doesn't make the constant parade of people go away. What about this addition of Project tourist people, estimated at 325 trips a day, on all the other intersections on the Plaza?

This will be like having a constant new event on the Plaza every day of the year.

A curb pop-out will make it more dangerous for bikes as there will be less room, and bikes can't ride at the edge, they need to be over away from the curb some. Every pop-out in town is a danger zone for bikes. Bikes get squeezed into the traffic by having to stay on a restricted width of good pavement; if a big truck or two is coming, maybe you get squeezed and hit. How to mitigate pop-out bike safety to less than significant?

The F-rating of the intersection's LOS is explained in the staff report to be existent because of a keeping to the historical character of the Plaza. Not because of hordes of tourists jammed into a small space? Maybe the LOS would be better of the TID stopped telling the whole world to come here. The intensity of use is being brought here by the very people who support this project and more growth.

Sonoma would be better for residents if Highway 12 did not come through the center of town. Thne maybe Plaza rents would go down, and stores that served residents could afford to set up shop.

The fact is that the city has not meaningfully stepped up to acknowledge that the current level of tourism has any costs. This has prevented any systemic plan to mitigate tourism as a whole, in spite of there being plenty if material available on how to plan for sustainable tourism. <http://www.sustainabletourisonline.com/parks-and-culture/visitor-management/site-management/setting-limits>

The Napa Street West/ First Street West intersection as a significant traffic and pedestrian congestion problem is but a symptom of the larger problem of an unrestrained hospitality economy. This larger problem won't be solved by adding even more high-end hospitality venues right into the center of town. That the big , cumulative issues, that are supposed to be addressed by the EIR can be mitigated by one curb pop-out just misses the whole frame I am working to illustrate here.

There seems to be a disconnect between public opinion and bureaucratic takes on potential project impacts on traffic and pedestrian congestion. The public, and some SVCAC members simply don't buy the "less than significant" findings. Dick Fogg's SVCAC suggestion of a peer review for the traffic/ pedestrian elements at this intersection (and the rest of the Plaza intersections, as 325 trips don't just stop at Napa Street and First Street West), could be of value in such an opinion stalemate.

TRANSPORTATION, PEDESTRIAN CONGESTION

For the many residents who use East Napa Street as a cross-town arterial, it is frustrating to have constant tourists blocking the Plaza and no other easy cross-town route to avoid this central congestion. Then add more uses to the Plaza and it can only get worse, one pop-out and some striping will not fix this.

The project "would not result in significant cumulative impacts with respect to trans and traffic"? One tourist crossing the street backs up traffic, now you have the Marino Hotel, FSE proposed 32 room hotel and 30 new houses, TID promotions, events, two banks, existing restaurants, the Farmers Market, when is enough, enough? 62 rooms, 120 people, and an estimated 325 trips a day to Napa and First Street West and the rest of the Plaza extra? A pop-out will mitigate that? I really don't see how that can be objectively asserted as a fact.

The congestion is already too much, a curb pop-out is not enough. What we need are less people, not more. The hotel should be reduced in size by two thirds or more, made to an equivalent scale to the Marino and Ledson hotels.

As mentioned, it is reasonable to assume that some things are beyond mitigation. To address the systemic nature of Plaza over-use, more than curb pop-out will be needed to reduce the effects of many more tourists and their daily walking across the street. What is needed is reduction of use to a carrying capacity level, and to do that for this project, the project needs to be scaled back by two-thirds or more.

RESIDENTIAL COMPONENT WAIVER

The Safeway expansion City of Sonoma Planning Commission study session came out strongly against a Safeway waiver for the residential component and I see no reason why the same exact arguments should not apply here. Safeway had elaborate reasons why the property characteristics, financial aspects, environment and size limitations made it so the residential component should be waived. In the end it really boiled down to that Safeway just did not want to do it. The Planning Commission and the public saw multiple ways the residential component could be satisfied.

There is certainly a way to get 50% residential; just build it that way; if there is space for 62 rooms, make the design so that 50% or 31 units are residential. Half the parking can be for residential use. The current design is not written in stone; the layout can be made to have 50% residential at whatever number of units. All you need is the will and a creative design. But you are only going to get that kind of design if you want it; if you don't, you will figure all the ways not to.

It is critical to include housing in a city with an urban growth boundary and a county green separators law. This is why the residential component even exists. City Housing Element and RHNA-defined housing opportunity (HO) sites within the city are rapidly diminishing. These HO sites are being taken up by market rate developments. With a hard boundary around a small space, the city needs to hold out for the residential component of commercial projects. Otherwise Sonoma will tip to being a town with a severely unbalanced socio-econ demographic, which is clearly antithetical to the General Plan which states that people who work here should be able to live and shop here.

Staff Report: “Residential Component. In applications for new development on commercially zoned properties over one-half acre, a residential component comprising at least 50% of the total proposed building area is normally required unless waived or reduced by the Planning Commission. It should be noted that the reduction or waiver of a residential component does not constitute a variance or an exception, as this allowance is built into the definition of the Commercial zone. No residential component is proposed in this project and the applicants are requesting a waiver from this standard. Circumstances in which the residential component may be reduced or waived, include—but are not limited—to the following:

One: The hotel use, in and of itself, does not lend itself to an integrated residential component and the size and configuration of the subject property make it infeasible to integrate a stand-alone residential component separate from the hotel.

Comment: the size of the hotel is arbitrary and not necessary in and of itself. It is not impossible to integrate housing into a hotel project here; the only limit appears to be that the developer does not want to. Build one apartment building and another for a hotel; use the same parking garage for all. With a will there is a way.

Two: Sonoma has a limited amount of commercially zoned property that can generate revenue for the City to support the development of low income and work force housing through both the payment of housing impact fees (currently under development) and tax revenue.

Comment: If the developer really cares about affordable housing, which is the exact same thing as workforce housing, why not use the residential component and build some on site? Currently city tax revenue is not being used to support affordable housing, so it does not follow that somehow the city will start to use such revenue in the future. To postulate that the only thing that will generate affordable housing funds is the very same activity that destroys affordable housing through the development of more and more luxury economy, is also a non-sequitur.

The amount if the in lieu fee possibly chosen by the council, will go a long way to show how significant this type of funding will be to support affordable housing. For 62 units, at \$50 a square foot, for the Napa Street West project, this would be @ 3 million dollars. The SAHA Broadway affordable housing project will cost 20 million for 49 units.

Three: A residential component would impose size and economic limitations which would make it financially infeasible to develop this project. For example, in order to comply with off-street parking requirements, parking already takes up virtually the entire basement footprint of the hotel and the subterranean expansion of the basement parking garage would be financially prohibitive.

Comment: If a 6-room hotel like the Ledson is financially feasible, this demonstrates that projects of that size work. It is likely that the assertion of non-feasibility, from having to comply with the residential component, stem from the hope of gaining high investor returns and a later sale to a large corporation. The city is not obligated to see that gambling by business interests are successful or not. The city is obligated to see that projects meet community needs and of such a scale and nature that they fit General Plan values and council goals.

The simple solution is to simply make half the project residential, and half the parking residential; there is nothing unfeasible about that. The project may be too big and needs to be downsized. If it is downsized to 12 units, then maybe waive the residential component.

Four: The hotel's normal daily activities will generate pedestrian activity by hotel guests in the Downtown area consistent with the intent and ambition of the guideline.

Comment: There is nothing here that obviates having a residential component.

Five: The restaurant will offer a ground floor retail component serving both visitors and local residents consistent with Development Code guidelines for the Downtown planning area.

Comment: This has nothing to do with the residential component.

Six: Sonoma currently has approximately 100 rental units in the development pipeline. Staff would note that unlike some other properties where the Planning Commission has declined to waive a residential component, the subject site is not identified as a "Housing Opportunity Site" in the Housing Element of the General Plan and there is no assumption in the Housing Element that the redevelopment of the site will include a housing component. Staff would also note that when the request for a waiver of the residential component was highlighted in previous Planning Commissions study sessions on the project, Commissioners did not identify the request as a significant issue."

Comment: Please note that demand for the Springs Mid-Pen affordable housing development received 662 applications for 60 units. That leaves a demand of 502 affordable units, well above the 100 units of rental units in general cited by the staff report. Since there are not enough HO sites to satisfy this demand, every opportunity should be taken to get more affordable units, including not waiving residential components of commercial projects.

Since Housing Opportunity sites are routinely taken up by market rate housing projects, and the city has lost a number of them identified for affordable housing already this way, the purity and consistency of how the housing element is implemented is not a serious issue. Market rate housing development has outstripped affordable housing by far.

David Eichar's research of PC minutes, shows that Commissioner Cribb did identify the request for a waiver of the residential component as a significant issue.

For the reasons stated above in italics, the residential component should not be granted. Please also note my comments to the SVCAC concerning not waiving the residential component.

Money Values vs. Citizen Values

The developer and the hospitality industry in general, has shown no interest in plugging sustainable tourism and in fact, a strong effort was made during Measure B by the developer to obfuscate the meaning of sustainability, community and the preservation of small town character. Measure B was a bought campaign by the developer, compared to an actual, grass-roots citizen campaign by valley residents. In a democratic sense, the people are against this project. Only a few are really driving it.

The constant referral to benefits as all being measured by money belies a gulf of values between the public, business and government. Economic development can be seen as a value to be supported, but when allegiance to systemic costs ignores the effects and impacts on citizens, then we have a fundamental values conflict. How does this conflict get resolved? Through a process where citizens have little power to address the voluminous assertions of studies designed to approve all projects? The last line of defense is the values of the Planning commissioners and city council members.

The city council currently has town character as a goal. Just what this means remains to be seen, as it is clear anyone can make it suit their own values. At the end of the day, three or four votes may decide this issue. Who then do these three votes represent?

As we have seen in presidential debate #1, money values alone are essentially devoid of citizen and community values. This is what Wall Street vs. Main Street, the 1% vs. the 99% is all about.

CONCLUSION

I recommend that the Planning Commission not approve this project. Send it back to the drawing board for downsizing by two thirds or more, to a scale commensurate with the Ledson and Marini hotels and a concomitant waiver of the residential component, or redesign to include 50% housing.

To: Sonoma Valley Citizens Advisory Commission

From: Thomas M Jones, MD
18955 Viewcrest Drive
Sonoma, CA 95476

Re: West Napa Street Hotel project (agenda Item 5 for October 26 meeting)

I am sorry that I am unable to attend the meeting in person.

I hope that the SVCAC will approve the project outlined by Kenwood Investments and thoroughly reviewed by David Goodison, Planning Director for the City of Sonoma.

I have been a resident of Sonoma Valley for over 20 years. I make trips to and through the central area of the City of Sonoma at least 3 times a week and am very much aware of the issues outlined in Mr. Goodison's review. From my perspective, there are a few points that warrant emphasis.

1. The City of Sonoma can and should effectively use the opportunity to have more opportunities for visitors to stay in Sonoma
2. A reasonably sized hotel in a location that encourages pedestrian traffic in and around Sonoma Plaza is preferable to a number of other possibilities (especially the now suspended encroachment on residential areas of Sonoma by "vacation rentals").
3. The project plans persuade me that the historic context of the Plaza will be enhanced by the completed construction
4. The plans for off street parking (both on the hotel property and the contingent use of the Bank of Marin lot) are very reassuring, and I do not anticipate any undue disruption for those of us who do regular business in and around the Plaza
5. Although Sonoma does need additional affordable housing, the site for the West Napa Hotel project is not one that is suitable for residential use (this point was made in deliberations in the Sonoma City Council about another site adjacent to the Plaza).

I have followed discussions about this project for some months, and I have been continually impressed with the applicant's willingness to incorporate community input. In addition, I believe that the applicant has truly embraced and responded to the role that Sonoma Plaza plays in the lives of residents of Sonoma Valley and in the experiences of visitors to our community.

Bill Lynch

665 Oak Lane, Sonoma, CA. 95476 (707) 938-2528

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

Dear David:

As you know, my family operated the Sonoma Index-Tribune at the subject hotel site for several decades.

Starting in the 1970s, our offset newspaper presses were located in a building that is part of the site. In the operation of that facility we used non-volatile soy-based ink. While the printing chemicals we used were not petroleum based, we still followed strict operating practices and adhered to all laws pertaining to the handling and disposal of any and all materials we used.

I take exception to the letter submitted by Larry Barnett insinuating that we probably had operating standards that would have resulted in hazardous materials making their way into the soil.

In addition to the Index-Tribune Building, we also owned and developed the neighboring property once occupied by Stu Lambert's Chevron station at 135 West Napa Street. When developing that property we found out a lot about the soils at that site. Not only did Chevron handle the removal of leaking underground tanks, they also hauled out truckloads of soil contaminated with the leaking fuel.

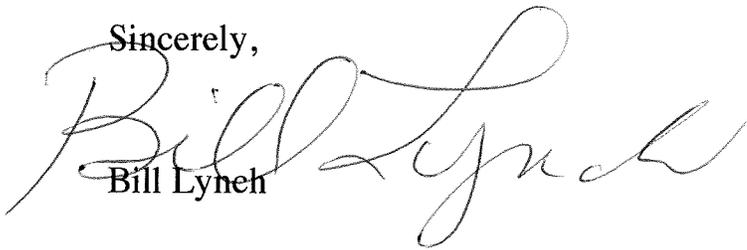
For over 10 years following the removal of the soil and the development of our building, Chevron conducted ongoing tests including the placement of groundwater monitoring wells located throughout the property. Many of these test wells were located near and even inside the printing building. In some cases they actually drilled through the cement floor to install the wells in the soil beneath our press room, and in other parts of the *I-T* building.

Through all of this testing, there was never any indication of contaminated soil or

ground water with the materials referenced in Larry's letter. The Sonoma County Department of Health Services recently signed off on the property and allowed for the removal of the monitoring wells. I trust that their review and closure of the monitoring program is an indication of its suitability for development.

I'm sure many of the Planning Commissioners remember how busy this property was with our printing activity and the neighboring Chevron station. I can't think of another property in Sonoma where the soils have been so intensively studied. We are proud of the history of our family's paper and our operating practices. We are glad to see that the property will be developed and put to good use by the hotel project.

Sincerely,

A handwritten signature in cursive script that reads "Bill Lynch". The signature is written in black ink and is positioned to the right of the typed name "Bill Lynch".

Bill Lynch

Comments on W. Napa Street Hotel EIR and Project

By David Eichar, for November 3, 2016 Planning Commission Meeting

The West Napa Street Hotel project, as it stands, is not good for Sonoma. The EIR is not adequate, the hotel is too large resulting in negative impact to the quality of life, and the circumstances do not allow for a waiver of the required residential component.

Flawed EIR

The EIR should be rejected. It has too many flaws regarding traffic, pedestrian safety, GHG emissions, and others. The EIR also includes citations to obsolete building code and policies.

First, the EIR did not adequately respond to comments concerning traffic around the Plaza.

Master Response 1: “First, beyond this immediately adjacent intersection (1st St W and W Napa St) the trips will disperse... Finally, with the exception of West Napa Street/Broadway, which was evaluated for the EIR with impacts of pedestrian traffic considered, the remaining intersections around the Plaza have substantially lower volumes, resulting in less conflict between pedestrians and vehicular traffic and a lesser impact.”

Then why is the traffic delay on Spain St across the Plaza at times greater than that at Broadway and Napa St? Because tourists walk around the entire Plaza, in a loop. The EIR makes the assumption that pedestrian traffic will “disperse” after crossing W Napa Street, which is a bad assumption. Tourists make a loop around the Plaza, causing traffic to back up at all intersections.

The intersections of E. Napa Street and 1st St E, W. Spain St and 1st St W, and E. Spain St. and 1st St E were not studied for the EIR. They were also not studied for the Circulation Element document; however, the Circulation Element does state, “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.”

The response to my comment B03-16 on the draft EIR concerning increased traffic, especially delivery trucks, did not answer my concern about pedestrian safety at the corner of First Street West and Andrioux, where there is an apartment complex where children live. Pedestrian safety at this intersection was not analyzed.

Second, the applicant stated at the SVCAC meeting, that they planned on using the excess parking capacity at their property across W Napa St for employee parking. The traffic study in the EIR did not include the pedestrian trips across W Napa St for those employees who park in that lot.

Third, in response to my comment B03-05 and B03-06, Public Services & Recreation, concerning the impact on the already overused Plaza, the EIR authors’ response was that the project does not increase the population of Sonoma; therefore, the increase in park usage would be “negligible”. This does not even come close to addressing my concern. It is pretty safe to assume that hotel guest would use the Plaza more than the same number of residents. There is no attempt to quantify the use of the Plaza by hotel guests. Thus, the EIR conclusion that the project would have a negligible impact on parks is unfounded.

Fourth, the EIR states: “Given that the proposed project is located within Downtown Sonoma, it is reasonable to assume that some project patrons and employees will want to walk, bicycle, and/or utilize transit to reach the hotel.” On weekends, the last bus from Sonoma towards the Springs, Glen

Ellen and Santa Rosa leaves Sonoma Plaza at 4:11pm. Buses to Napa, Petaluma, and San Rafael do not even run on weekends. Also, buses do not run very frequently, often more than an hour apart and up to 4 hours apart. Public transit is not a viable option for employees when it is needed the most. And in order for employees to bike to work, they would need to live in Sonoma or nearby. As detailed later, this is unlikely.

Tourists don't even take public transportation, because the frequency and routes are not conducive to bringing tourists to their desired destinations. Sonoma is not New York, Paris or even San Francisco in regards to the convenience of public transit. Other than the avid bike rider, most tourists will not take bicycles to wineries, as all but one or two are too far.

Fifth, there are various problems with the EIR, as stated by Tom Colon at the SVCAC meeting on October 27th. If you haven't see video of the meeting, I encourage you to watch it. Tom Colon said; "I cannot see how you can certify this EIR in its current form. I see numerous inconsistencies throughout."

Sixth, despite the recommendation of Commissioner Crib and public comments, the EIR did not evaluate the project alternative which includes the required residential component.

Quality of Life

Preserving city character and quality of life are important goals expressed by the City Council. The City Council even voted for a moratorium on new vacation rental permits based upon quality of life issues and concern for housing. A big hotel near the Plaza degrades the quality of life in Sonoma. Over the past few years, the Plaza area has become more tourist oriented and less local serving. The City should not approve such a big hotel so close to the Plaza.

General Plan Policies includes, "ensuring that building mass, scale and form are compatible with the neighborhood and town character."

Measure B, the Hotel Limitation Measure, which would have limited the size of new hotels to 25 rooms, narrowly lost. I worked on the Measure B campaign and spoke to a lot of voters. Many were OK with a 60 room hotel on the edge of town, but were against hotels with more than 25 rooms near the Plaza, so they voted No on Measure B. Others voted No because they agreed to "let the process work", even though they did not want to see big hotels built in Sonoma. If Measure B's restrictions were only for hotels within a couple blocks of the Plaza, it most certainly would have passed. It is clear that a majority of the residents of Sonoma do not want a hotel anywhere near 62 rooms so close to the Plaza. It does not fit the town character for lodging near the Plaza.

General Plan Policies also states, "Focus on the retention and attraction of businesses that reinforce Sonoma's distinctive qualities. . . **and** that offer high-paying jobs." Notice the "and", not an "or". Hotel and restaurant jobs are mostly low paying jobs. Since the new businesses are not mostly offering high paying, the project does not meet this General Plan Policy.

Residential Component

In the City of Sonoma, just like the entire county and much of the San Francisco Bay Area, housing is in short supply, driving up the cost of all housing. The city council is very concerned about housing, enough so to approve a moratorium on new vacation rentals due to concern about housing, as well as quality of life.

The hotel and restaurant will need employees. Where will these new employees live? The unemployment rate in Sonoma is very low and the rental occupancy rate is very high. There are unfilled employment opportunities in Sonoma because those who live here already have jobs and those who don't live here cannot find a place to live nearby.

In the Carneros region of Napa County, a new hotel was required to build workforce housing to house at least part of its employees.

The W Napa Street hotel project should not be given a waiver on the required residential component. A good developer or architect could design a smaller hotel and residential units on the property.

Municipal Code 19.10.050:

Circumstances in which the residential component may be reduced or waived include, ...

a. The replacement of a commercial use within an existing tenant space with another commercial use.

This is new construction, so this circumstance does not apply.

b. The presence of uses or conditions incompatible with residential development on or adjacent to the property for which a new development is proposed.

Also, as noted in the staff report, there are 7 residential units in the Lynch building, and the applicant noted that they have no problem keeping them rented. This means that this property is compatible with residential development. Besides, on the Plaza on Spain Street, you have the Cuneo Apartments, literally, right next to the Swiss Hotel. And there are apartments above the Sunflower Café, right next to the El Dorado Hotel. From the photo below, it looks like they could even be in the same building.



c. Property characteristics, including size limitations and environmental characteristics, that constrain opportunities for residential development or make it infeasible.

There are no such property characteristics for this project which would constrain opportunities for residential development. If there were any size or environmental characteristics that make the property incompatible with residential units, then it would also be incompatible with a hotel.

d. Limitations imposed by other regulatory requirements, such as the Growth Management Ordinance.

There are no regulatory requirements which would prohibit a residential component.

The applicant states, “The hotel use, in and of itself, does not lend itself to an integrated residential component”. Tell that for Forbes magazine, which published an article in May 2014 titled, “Inside The Hotel Residences Boom,” which covers various hotels with integrated residential units.

Besides, incompatibility with the desired development of the applicant is NOT included as a reason to grant a waiver.

The applicant states, “The size and configuration of the subject property make it infeasible to integrate a stand-alone residential component separate from the hotel.”

This is nonsense. The property would have enough room for a stand-alone residential component, if the developer just reduces the size of the hotel and restaurant. Besides, the property is 1.24 acres in size, 2 and a half times the half acre at which the Municipal Code requires a residential component.

The applicant states, “Sonoma has a limited amount of commercially-zoned property.” Again, this is not included in the circumstances for granting a waiver.

The applicant states, “A residential component would impose size and economic limitations which would make it financially infeasible to develop the project.” Here again, financial feasibility is not included in the circumstances for granting a waiver. If financial feasibility were a factor, then developers can just claim “financial infeasibility” on any and all project to get the waiver. Also, given that there are 100 residential units in the pipeline, it appears that residential development is financially feasible. And if the applicant is saying that a smaller hotel is not financially feasible, then this is contrary to the success of the smaller hotels in Sonoma, such as the Inn at Sonoma; plus there is the new 9-unit hotel just approved across W Napa Street.

The applicant states, ‘The hotel’s normal daily activities will generate pedestrian activity by hotel guests in the Downtown area consistent with the intent expressed in the “Desired Future” of the Downtown area...’ This is a misrepresentation of the guidelines. The primary purpose of including the residential component is to reduce the reliance on cars, as stated in chapter 19.34 of the Development Code, “the downtown’s housing stock should be preserved and extended. Multi-family and live-work development in the town center provide customers for downtown businesses and **reduce automobile dependence**.” This reduction of automobile dependence was noted in the Plan Bay Area, as this not only cuts down on traffic, but help with reducing greenhouse gases. In any case, providing an alternative to housing to increase pedestrian traffic is NOT included in the circumstances for granting a waiver.

The applicant states, “The restaurant will offer a ground floor retail component serving both visitors and local residents consistent with Development Code guidelines for the Downtown planning area.” Once again, NOT included in the circumstances for granting a waiver.

The applicant states, “Sonoma currently has approximately 100 rental units in the development pipeline on sites that are better suited to support a residential component.” And again, NOT included in the circumstances for granting a waiver.

When I noted in the SVCAC meeting last week that there were 662 applications for the 60 apartment units being built in the Springs, the response was that many of these applicants were not from Sonoma Valley. What does that have to do with the price of beans? Do the remaining 602 applicants who want to live in the Springs, not want to live in the city of Sonoma? Would they not apply to live in the 100 housing units in the pipeline? The 100 housing units are not reserved exclusively for those who live in Sonoma Valley. Bottom line: We have a much greater demand than can be filled with 100 units. Even with the 100 units in the pipeline, we would still need 500 more units in and around Sonoma to provide homes for those 500 families who did not get chosen for the Springs apartments or the 100 units in the pipeline. That is just one reason why a waiver of the residential requirement should NOT be given to this project.

The applicant argues that there is limited commercial property remaining in Sonoma to support development of workforce housing with the help of a housing impact fee. There is also a limited

amount of residential property for new housing. Also, the housing impact fee is not certain, besides it is not an “in lieu” fee. The city intends to continue requiring a residential component on new commercial development on half acre or more.

The Project’s Application

The application for the project is mostly a sales pitch, trying to convince the city to accept the application by providing misleading, unrelated, and irrelevant information. Many of these pitches have already been discussed above.

The EIR, in response to my comment concerning recycling of biodegradable waste states, “Sonoma Garbage Collectors, the solid waste collection company that serves the project site, has a food waste program that allows for organic waste to be recycled and the City may choose to require participation in this program as a condition of approval.” The Planning Commission must include such a condition of approval.

The applicant touts the economic benefits of a new hotel; however, they fail to include incremental costs to the City of Sonoma in road maintenance, Plaza maintenance, police and fire services. Even if the applicant's projection of the amount of TOT that the hotel will generate is correct, it does not calculate the lost TOT revenue from other hotels. With the increase in the number of rooms, the room rates will drop mid-week and during non-peak periods. Occupancy at the other lodgings will also decrease during these periods, because the new hotel will draw most of their guests from other lodgings.

A real world example of this supply and demand for hotel rooms affecting TOT is Yountville. In recent years Yountville added additional hotel rooms. When the number of hotel rooms jumped from 345 to 402, a 57 room increase, the annual occupancy rate dropped from 75.6% to 72.6%. And even though the number of room-nights sold in the year increased from 95,341 to 106,724, the total TOT revenue dropped from \$3,381,677 to \$3,149,857, a 6.9% drop.

I am not saying TOT revenue will drop; just that the addition of new hotel rooms put a downward pressure on room rates, and thus impacts TOT revenue generated by the other lodgings.

Conclusion

The Planning Commission must reject the EIR and deny the application for a 62 room hotel, plus restaurant. The Planning Commission should direct the applicant to revise the project to reduce the size of the hotel to 25 rooms and include a residential component, preferably with affordable housing.

Public Transportation

The Vine route 25 from Sonoma to Napa, weekdays runs about every hour and a half; last weekday bus leaves at 6:35pm. Does not run weekends.

Sonoma County Transit, lines serving City of Sonoma:

- [30/30X - Santa Rosa, Kenwood, Glen Ellen, Sonoma Valley](#) weekday, last bus leaves Plaza at 7:40pm. Runs about every hour and a half. Weekend, last bus 4:11pm, only 3 buses, 3 to 4 hours about.
- [38 - Sonoma Valley, San Rafael](#) Weekday only bus to San Rafael leaves Plaza at 6:23 am. Only bus to Sonoma arrives at 7:05 pm. No weekend trips.
- [40 - Sonoma, Petaluma](#) Weekday only. Last bus to Petaluma leave Plaza at 5:55pm
- [32 - Sonoma Valley](#) Weekday, last bus to Springs leaves Plaza at 4:33pm. Saturday, last bus at 1:56pm. Does not run on Sunday.
- [34 - Santa Rosa, Sonoma Valley](#) Weekday only, last bus leaves Plaza at 4:35pm

Applications for New Springs Apartment

<http://www.northbaybusinessjournal.com/events/6147269-181/fetters-apartments-sonoma-construction>

Subject: FW: November 3 Planning Commission Meeting
Date: Monday, October 31, 2016 at 2:44:43 PM Pacific Daylight Time
From: Cristina Morris
To: David Goodison

From: noreply@sonomacity.org [mailto:noreply@sonomacity.org]
Sent: Monday, October 31, 2016 11:29 AM
To: Cristina Morris
Subject: November 3 Planning Commission Meeting

Below is the copy of the email sent to Cristina Morris on 10/31/2016 11:28:43 AM

Name: Thomas Jones
Email: tjones@vom.com
Subject: November 3 Planning Commission Meeting

I am unable to attend the meeting but I wanted to reiterate my support for the hotel project on West Napa Street as reviewed in the attachment prepared by David Goodison. I have been a resident of Sonoma Valley for over 20 years. I make trips to and through the central area of the City of Sonoma at least 3 times a week and am very much aware of the issues outlined in the EIR. I have followed discussions about this project for some months, and I have been continually impressed with the applicant's willingness to incorporate community input. In addition, I believe that the applicant has truly embraced and responded to the role that Sonoma Plaza plays in the lives of residents of Sonoma Valley and in the experiences of visitors to our community.

November 15, 2016

To Members of the City of Sonoma Planning Commission:

I regret that I am unable to attend the hearing on December 8 for the hotel project on West Napa Street, but I did want to take the time to express my unqualified support for its approval.

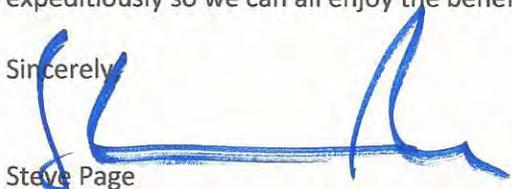
The inventory of quality guest rooms in Sonoma is well below market demand. Our business attracts thousands of visitors each year—corporate sponsors, performance car enthusiast and other guests—whose choice of our facility for their events and programs is heavily influenced by their ability to combine at-track activities with the unique delights for which our community is so deservedly admired and loved. When the raceway's 10 year naming rights relationship came to an end, our decision to incorporate the Sonoma brand into our facility name was expressly intended to embrace our association with the culture and warmth of the Sonoma experience. Too often, however, we are forced to send our customers in other directions due to limited room availability. Adding another quality hotel property will be a welcome development for our customers and guests.

There has been a good deal of discussion about the new hotel potentially exacerbating traffic congestion. I am no traffic engineer, but as a local resident who currently dreads the prospect of traversing the plaza on a weekend or, heaven forbid, trying to find a parking spot, I would welcome the prospect of more weekend tourists visiting the town square on foot and I suspect that opinion would be widely shared.

However, focusing on weekends ignores the primary benefit the town of Sonoma will realize when this hotel comes on line. The size of the facility is ideal for attracting small groups, business conferences and other activities that typically do not involve a weekend stay. Drawing visitor traffic to the town center during mid-week and shoulder seasons when restaurants, retail and other attractions are operating below capacity will generate tremendous incremental economic benefits and a stable stream of tax revenue to the city.

This project has been thoroughly studied and debated. The voters of Sonoma have clearly voiced their support for responsible hotel development within the city limits and, in its revised design, this hotel will be a very positive addition to the ambiance of our town center. I encourage you to approve the project expeditiously so we can all enjoy the benefits it will bring.

Sincerely,


Steve Page
President & General Manager

Subject: Concerning Hotel Project Sonoma

Date: Wednesday, November 2, 2016 at 9:15:52 AM Pacific Daylight Time

From: noreply@sonomacity.org

To: David Goodison

Below is the copy of the email sent to David Goodison on 11/2/2016 9:14:44 AM

Name: Doreen Proctor

Email: p.d.proctor@comcast.net

Subject: Concerning Hotel Project Sonoma

City of Sonoma Planning Commission 177First Street West Sonoma, CA 95476 Concerning Hotel Project Sonoma, I will be at the meeting on Thursday at 6:30 P.M. November 3rd, 2016, to show my support for this project. The latest design is wonderful. If someone doesn't like it, then they don't like the design of old Sonoma buildings, it has a resemblance to the Swiss Hotel, which sings "Old Sonoma", and was studied for its' design. The Hotel is set back from West Napa, with exits off of 1st Street West. It fits in beautifully. Being an environmentalist, I am very pleased to hear that this hotel will be energy efficient, the design has increased the amount of landscaping, and uses of solar energy and controlled water

Message: usage. All in all it has a nice look to it, with the use of stone and other natural looking materials giving it a pleasing character. I don't see how it could be improved upon in any aspects of its design! According to the information given out, 95% of the hotel can not be seen from the Plaza. There will also be more new jobs, which will pay living wages. It is so appealing, I am looking forward to the day when my friends and I can sit out on one of the patios and enjoy a tasty specialty coffee drink. Yes, I'm sure wine will not be the only offering for the guests, tho' of course they will have top notch varieties! Check out the flyer that lists all twelve items the new Hotel will cover. Sincerely, Doreen Proctor 19272 Linden Street Sonoma, CA 707-935-1232

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SONOMA
CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE
HOTEL PROJECT SONOMA; MAKING FINDINGS RELATING TO SIGNIFICANT
IMPACTS, ALTERNATIVES AND ADOPTING A MITIGATION MONITORING
AND REPORTING PROGRAM

WHEREAS, an application for a use permit and other planning approvals has been submitted to the City of Sonoma Planning Commission for development of the Hotel Project Sonoma, (“Project”); and

WHEREAS, the City of Sonoma (“City”) determined that the Project requires review pursuant to the California Environmental Quality Act (“CEQA”) (Pub. Resources Code, section 21000 *et seq.*) and an Environmental Impact Report (“EIR”) was prepared to evaluate the potential environmental effects of the Project; and

WHEREAS, a Notice of Preparation was released for public and public agency review and comment on June 15, 2015, and a public scoping meeting to receive comments on topics and issues which should be evaluated in the Draft EIR was held by the City on June 25, 2015; and

WHEREAS, the City distributed a Notice of Availability for the Draft EIR on January 26, 2016, which started a 45-day public review period, ending on March 10, 2016; and

WHEREAS, the Draft EIR was also submitted to the State Clearinghouse for state agency review (State Clearinghouse No. 2015062041); and

WHEREAS, the City of Sonoma Planning Commission (“Planning Commission”) held a public meeting on February 25, 2016 to receive public comments on the Draft EIR; and

WHEREAS, the Final EIR (also referred to as the “EIR”) is comprised of the Draft EIR, comments on the Draft EIR and responses to such comments, errata; and

WHEREAS, the Planning Commission held public hearings on November 3, 2016 review the EIR; and

WHEREAS, the Planning Commission reviewed all evidence presented both orally and in writing and intends to make certain findings in compliance with CEQA, which are more fully set forth in this Resolution;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission as follows:

1. Certification

The Planning Commission certifies the EIR and finds the following:

a. The EIR has been completed in compliance with the requirements of CEQA. (14 Cal. Code Regs. (hereafter referred to as “Guidelines”), § 15090(a)(1).)

b. The EIR was presented to the Planning Commission, which reviewed and considered the information contained in the EIR prior to taking action on the project. (Guidelines, § 15090(a)(2).)

c. The EIR reflects the independent judgment and analysis of the City. (Guidelines, § 15090(a)(3).)

2. Significant Impacts

The EIR identifies 15 potentially significant impacts that can be mitigated to a less-than-significant level. The Planning Commission makes the findings with respect to these significant impacts as set forth in Exhibit A, attached hereto and incorporated herein by reference. (Pub. Resources Code, § 21081; Guidelines, § 15091.)

3. Alternatives

The EIR contains 3 project alternatives, which were evaluated by the City during project development and in the EIR. The Planning Commission rejects 2 of these alternatives (the No Project Alternative and No Restaurant Alternative) which are determined to be infeasible and less desirable than the Mitigated Project based on the findings set forth in Exhibit B, attached hereto and incorporated herein by reference. (Pub. Resources Code, § 21081; Guidelines, § 15091.)

4. Mitigation Monitoring and Reporting Program

The Planning Commission adopts the Mitigation Monitoring and Reporting Program as set forth in Exhibit C. (Pub. Resources Code, § 21081.6; Guidelines, § 15097.)

5. Errata

Following publication of the Final EIR, text revisions were made and incorporated into the document, as set forth in Exhibit D, attached hereto and incorporated herein by reference. None of the revisions constitute significant new information, and is not necessary to recirculate the Draft EIR. (Pub. Resources Code, § 21166; Guidelines, § 15088.5.)

6. Other Findings and Information

a. The Planning Commission finds that there has been no significant new information that has been added to the EIR after public notice was given of the availability of the Draft EIR. This includes information showing that:

i. A new significant environmental impact would result from the Project or from a new mitigation measure proposed to be implemented;

ii. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;

iii. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the Project, but the Project's proponents decline to adopt it; or

iv. The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Therefore, the Planning Commission finds that it is not necessary to recirculate the Draft EIR. (Pub. Resources Code, § 21166; Guidelines, § 15088.5.)

b. The record upon which all findings and determinations related to the Project and the EIR are based includes the following:

i. The EIR, and all documents referenced in or relied upon by the EIR;

ii. All information (including written evidence and testimony) provided by City staff to the Planning Commission relating to the EIR or the proposed approvals for the Project;

iii. All information (including written evidence and testimony) presented to the Planning Commission by the environmental consultant and sub consultants who prepared the EIR, or incorporated into reports presented to the Planning Commission;

iv. All information (including written evidence and testimony) presented to the City by other public agencies relating to the EIR or the Project;

v. All applications, letters, testimony and hearing presentations given by any of the project sponsors or their consultants to the City in connection with the EIR or the Project;

vi. All information (including written evidence and testimony) presented to the City by members of the public relating to the EIR or the Project;

vii. For documentary and information purposes, all City-adopted land use plans and ordinances, including, without limitation, general plans, specific plans, and ordinances;

viii. The Mitigation Monitoring and Reporting Program for the Project; and

ix. All other documents comprising the record of proceedings pursuant to Public Resources Code section 21167.6(e).

c. The findings contained in this Resolution are based upon the evidence in the entire record of the City’s proceedings relating to the Project. All the evidence supporting these findings was presented in a timely fashion, and early enough to allow adequate consideration by the City. References to specific reports and specific pages of documents are not intended to identify those sources as the exclusive basis for the findings. The reference to certain parts of the EIR set forth in these findings are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

d. The custodian of the documents and other materials that constitute the record of proceedings on which the City’s decision is based is the City Clerk, or designee. Such documents and other materials are located at Sonoma City Hall, No. 1 The Plaza, Sonoma, CA 95476. (Pub. Resources Code, § 21081(a)(2); Guidelines, § 15091(e).

The foregoing Resolution _____ is hereby passed and adopted by the Planning Commission on _____, by the following vote:

AYES: COMMISSIONERS:
NOES: COMMISSIONERS:
ABSENT: COMMISSIONERS:

Chair Felder

ATTEST:

City Clerk

EXHIBIT A

STATEMENT OF FACTS SUPPORTING FINDINGS FOR THE HOTEL PROJECT SONOMA ENVIRONMENTAL IMPACT REPORT

State Clearinghouse Number: 2015062041

Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Sections 15091 and 15093, no public agency shall approve a project for which a certified EIR identifies one or more significant environmental effects unless the agency makes findings regarding each effect. These findings can show that significant environmental effects can be avoided or substantially lessened by changes required in or incorporated into the project or by changes that are within the responsibility or jurisdiction of another public agency and that can or should be adopted.

Findings can be made of specific economic, legal, social, technological or other considerations, including provision of employment opportunities that make the mitigation measures or project alternatives infeasible. In addition, findings are required if specific economic, legal, social, technological or other benefits of a proposed project outweigh the unavoidable adverse environmental effects. In such a situation, the adverse environmental effects may be considered “acceptable” and the project approved.

A. Findings Regarding Impacts Reduced to a Less Than Significant Level

As authorized by California Public Resources Code Section 21081 and Sections 15091, 15092 and 15093 of Title 14 of the California Code of Regulations, the City finds that changes or alterations have been required in, or incorporated into, the Project, which mitigate or avoid certain significant environmental impacts.

Air Quality

Impact AIR-1: The Project would result in fugitive dust generated during construction activities.

Mitigation Measure AIR-1: The Project’s construction contractor shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM₁₀ and PM_{2.5}:

- Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Pave, apply water twice daily or as often as necessary, to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, with water sweepers all paved access roads, parking areas and staging areas at the construction site to control dust.

- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit vehicle traffic speeds on unpaved roads to 15 mph.
- Replant vegetation in disturbed areas as quickly as possible.
- Install sandbags or other erosion control measures to prevent silt runoff from public roadways.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measures AIR-1 which establishes protocols for reducing emissions related to construction of the project will ensure that the project's adverse effects to air quality are avoided. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with construction period air quality will be reduced to a less-than-significant level.

Impact AIR-2: The Project would result in construction-related air quality impacts related to fugitive dust and exhaust emissions.

Mitigation Measure AIR-2: Implementation of Mitigation Measure AIR-1 and AIR-3.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measures AIR-1 and AIR-3, which establish protocols for reducing emissions related to construction of the project, will ensure that the project's adverse effects to air quality are avoided. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with construction period air quality will be reduced to a less-than-significant level.

Impact AIR-3: The Project would expose sensitive receptors to elevated concentrations of TACs and PM_{2.5}.

Mitigation Measure AIR-3: The construction contractor shall use construction equipment fitted with Level 3 Diesel Particulate Filters (DPF) for equipment of 50 horsepower or more. The construction contractor shall maintain a list of all operating equipment in use on the Project site for verification by the City of Sonoma Building Department official or their designee. The construction equipment list shall state the makes, models, and number of construction equipment onsite. Equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. The construction

contractor shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with CARB Rule 2449. Prior to issuance of any construction permit, the construction contractor shall ensure that all construction plans submitted to the City of Sonoma Planning Department and/or Building Department clearly show the requirement for Level 3 DPF for construction equipment over 50 horsepower.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measures AIR-3, which establishes protocols for reducing emissions related to construction of the project will ensure that the project's adverse effects to air quality are avoided. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with construction period air quality will be reduced to a less-than-significant level.

Impact AIR-4: The Project would contribute to cumulative air quality impacts in the SFBAAB.

Mitigation Measure AIR-4: Implementation of Mitigation Measure AIR-1 and AIR-3.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measures AIR-1 and AIR-3, which establish protocols for reducing emissions related to construction of the project, will ensure that the project's adverse effects to air quality are avoided. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with construction period air quality will be reduced to a less-than-significant level.

Cultural Resources

Impact CULT-1: Construction of the Project could alter the historical significance of the Index-Tribune building.

Mitigation Measure CULT-1: To ensure the Index-Tribune building retains its historical significance, the design of the altered rear (south) elevation after demolition of the warehouse additions shall conform to the Secretary of the Interior's Standards for Rehabilitation. A consultant who meets the Secretary of the Interior's Professional Qualification Standards for Historic Architecture shall prepare a report on conformance of the design to the Secretary's Standard. The report and the architectural drawings and specifications for the Project shall be reviewed by the Planning Department and Planning Commission to confirm conformance before final planning approval is granted.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure CULT-1, which sets requirements for design will ensure that the project's adverse effects to its historical significance are avoided. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with historical architectural significance will be reduced to a less-than-significant level.

Impact CULT-2: Construction of the Project could adversely change the significance of an archaeological resource.

Mitigation Measure CULT-2A: The Project shall comply with the following measures during construction of the Project:

- Once the surface is cleared but before the commencement of construction, a cultural resources survey shall be completed by an archaeologist who meets the Secretary of the Interior's professional qualifications standards. Additionally, limited subsurface explorations shall be completed through a series of auger hole borings.
- If archaeological remains are found, work at the place of discovery shall be halted immediately until a qualified archaeologist can evaluate the finds (Section 15064.5 [f]).
 - Prehistoric archaeological site indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items with the possible addition of bone and shell remains, and fire affected stones.
 - Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps).
- If archaeological remains are found and judged potentially significant, a treatment plan shall be developed and executed.
- All cultural materials recovered as part of the Hotel Sonoma project shall be subject to scientific analysis and a report prepared according to current professional standards.

Mitigation Measure CULT-2B: If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, representatives from the City and the archaeologist would meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist to mitigate impacts to historical resources or unique archaeological resources, the City shall determine whether avoidance is

necessary and feasible in light of factors such as the nature of the find, Project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) would be instituted. Work may proceed on other parts of the Project site while mitigation for historical resources or unique archaeological resources is being carried out.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure CULT-2, which sets the protocol for identification and protection of previously unidentified historic archaeological materials during the construction period, will ensure that the project's adverse effects to archaeological resources are avoided. Requiring the assessment and reporting of any finds by a qualified archaeologist will ensure that adequate measures are taken to protect any resources that may be encountered on the site. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with archaeological resources will be reduced to a less-than-significant level.

Impact CULT-3: Construction of the Project could directly destroy a unique paleontological resource or site or unique geologic feature.

Mitigation Measure CULT-3: In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The contractor shall notify a qualified paleontologist to examine the discovery. The paleontologist shall document the discovery as needed, in accordance with Society of Vertebrate Paleontology standards (Society of Vertebrate Paleontology 1995), evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the Project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the Project based on the qualities that make the resource important. The plan shall be submitted to the City for review and approval prior to implementation.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure CULT-3, which sets the protocol for identification and protection of previously unidentified paleontological materials during the construction period, will ensure that the project's adverse effects to archaeological resources are avoided. Requiring the assessment and reporting of any finds by a qualified paleontologist will ensure that adequate measures are taken to protect any resources that may be encountered on the site. Implementation of the foregoing mitigation

measure will ensure that potential impacts associated with paleontological resources will be reduced to a less-than-significant level.

Noise

Impact NOISE-1: The Project would expose people to or generate noise levels in excess of standards established in the General Plan and/or the applicable standards of other agencies.

Mitigation Measure NOISE-1: Prior to obtaining building permits, the Project applicant shall submit an acoustic study to the satisfaction of the City planning director to ensure that the Project includes design features to meet the 45 dBA CNEL noise standard at all hotel rooms. The noise study shall estimate the future long-range noise levels at the building façade and calculate the exterior to interior noise reduction at all hotel rooms based on specific construction plans including grading plans, building footprints and architectural plans. The study shall describe specific windows and wall assemblies design and materials so all hotel rooms meet the 45 dbA CNEL noise standard due to exterior noise sources. The project applicant/developer shall implement all recommended design features.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure NOISE-1, which requires a detailed noise analysis for the hotel would ensure compliance with local regulations. Therefore, implementation of the foregoing mitigation measure will ensure that potential impacts associated with the noise-related impact will be reduced to a less-than-significant level.

Impact NOISE-2: Implementation of the Project could result in the exposure of persons to or generation of excessive groundborne vibration during portions of project construction.

Mitigation Measure NOISE-2: During site preparation, demolition, and construction activities, the following controls to reduce potential vibration impacts shall be implemented:

- The use of vibratory rollers would be prohibited. The construction contractor shall identify alternative soil compaction methods such as static rollers.
- To the extent possible, the constructor contractor shall utilize small- to medium-sized bulldozers would produce less vibration than using large bulldozers.
- To the extent possible, vibration-intense construction activities should take place during times when nearby sensitive receptors, such as hotels, meeting rooms, and residences are at their lowest utilization/occupancy.
- Prior to the issuance of building permits the applicant and/or construction contractor shall inspect and report on the current structural condition of the existing buildings within 50 feet from where vibratory rollers, large bulldozers, and the like would be used.

- During construction, if any vibration levels cause cosmetic or structural damage to existing buildings in close proximity to a project site, the applicant shall immediately issue “stop-work” orders to the construction contractor to prevent further damage. Work shall not restart until the building is stabilized and/or preventive measures are implemented to relieve further damage to the building(s).

With implementation of the mitigation measures listed above, the Project would reduce potential vibration impacts to less than significant levels.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure NOISE-2, which establishes protocols for reducing noise related to construction of the project will ensure that the project’s adverse effects to noise are avoided. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with construction period vibration will be reduced to a less-than-significant level.

Impact NOISE-4: Construction activities associated with buildout of the Project would result in substantial temporary or periodic increases in ambient noise levels in the vicinity of the Project site above existing levels.

Mitigation Measure NOISE-4: The Project shall implement the following measures.

- Construction equipment shall be well maintained and used judiciously to be as quiet as practical. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible;
- Utilize “quiet” models of air compressors and other stationary noise sources where such technology exists. Select hydraulically- or electrically-powered equipment and avoid pneumatically powered equipment where feasible. Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project demolition or construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures;
- Locate stationary noise-generating equipment as far as possible from sensitive receptors that adjoin construction sites. Construct temporary noise barriers or partial enclosures to acoustically shield such equipment where feasible;
- Prohibit unnecessary idling of internal combustion engines;
- Prior to initiation of on-site construction-related demolition or earthwork activities, a minimum 12-foot-high temporary sound barrier shall be erected along the Project property line abutting adjacent operational businesses, residences or other noise-sensitive land uses. These temporary sound barriers shall be constructed with sound shielding properties and shall be constructed so that vertical or horizontal gaps are

eliminated. These temporary barriers shall remain in place through the construction phase in which heavy construction equipment, such as excavators, dozers, scrapers, loaders, rollers, pavers, and dump trucks, are operating within 50 feet of the edge of the construction site by adjacent sensitive land uses. This measure could lower construction noise levels at adjacent, ground-floor residential units by up to 8 dB, depending on topography and site conditions;

- To the maximum extent feasible, route construction-related traffic along major roadways and away from sensitive receptors;
- Notify all businesses, residences or other noise-sensitive land uses within 500 feet of the perimeter of the construction site of the construction schedule in writing prior to the beginning of construction and prior to each construction phase change that could potentially result in a temporary increase in ambient noise levels in the Project vicinity;
- Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a day and evening contact number for the on-site complaint and enforcement manager, and the City's Building Official, in the event of problems;
- An on-site complaint and enforcement manager shall be available to respond to and track complaints. The manager will be responsible for responding to any complaints regarding construction noise and for coordinating with the adjacent land uses. The manager will determine the cause of any complaints (e.g., starting too early, bad muffler, etc.) and coordinate with the construction team to implement effective measures (considered technically and economically feasible) warranted to correct the problem. The telephone number of the coordinator shall be posted at the construction site and provided to neighbors in a notification letter. The manager shall notify the City's Building Official of all complaints within 24 hours. The manager will be trained to use a sound level meter and should be available during all construction hours to respond to complaints; and
- A pre-construction meeting shall be held with the Building Official and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are fully operational.

The above mitigation measures shall be identified in construction contracts and acknowledged by the contractor.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure NOISE-4, which establishes protocols for reducing noise related to construction of the project will ensure that the project's adverse effects to noise are avoided. Implementation of the foregoing mitigation measure will ensure that potential impacts associated with construction period noise will be reduced to a less-than-significant level.

Transportation and Traffic

Impact TRANS-1A: The Project would add vehicular and pedestrian trips to an intersection that is already operating at an unacceptable level of service during the weekend midday peak period.

Mitigation Measure TRANS-1A: The following shall be implemented:

The improvements of the intersection of First Street West/West Napa identified in the recently adopted update of the Circulation Element, which calls for curb extensions, striping modifications, and/or other similar facilities, shall be constructed in conjunction with the project.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-1A, which identifies improvements of the intersection of First Street West/West Napa will ensure that potential impacts associated with the traffic-related impact will be reduced to a less-than-significant level. This finding is based in part on the City's policy, as expressed in Policy 1.5 of the Circulation Element, to prioritize pedestrian safety and convenience in the Plaza area, as the City has previously determined that certain types of improvements, such as traffic signals and overhead beacons, would be incompatible with the historic character of the Plaza and would contribute to higher traffic speeds at the expense of pedestrian comfort and safety. That said, the required intersection improvement would improve conditions for both pedestrians and drivers by reducing pedestrian crossing times.

Impact TRANS-6A: The Project would add pedestrian trips to an intersection that has been identified by the City's Traffic Committee as needing improvements to accommodate pedestrian travel safely and efficiently.

Mitigation Measure TRANS-6A: Implement Mitigation Measure TRANS-1A.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-1A, which identifies improvements of the intersection of First Street West/West Napa will ensure that potential impacts associated with the traffic-related impact will be reduced to a less-than-significant level. This finding is based in part on the City's policy, as expressed in Policy 1.5 of the Circulation Element, to prioritize pedestrian safety and convenience in the Plaza area, as the City has previously determined that certain types of improvements, such as traffic signals and overhead beacons, would be incompatible with the historic character of the Plaza and would contribute to higher traffic speeds at the expense of pedestrian comfort and safety. The required intersection improvement would improve conditions for both pedestrians and drivers by reducing pedestrian crossing times.

Impact TRANS-6B: The Project would generate bicycle trips on adjacent streets.

Mitigation Measure TRANS-6B: The following shall be implemented:

- Bicycle storage facilities should be provided on-site as proposed.
- Should the project include any changes to the existing frontage on West Napa Street, such changes must accommodate planned future bike lanes.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure TRANS-6B, which requires bicycle storage facilities and accommodation for planned future bike lanes will ensure that potential impacts associated with the bicycle-related impact will be reduced to a less-than-significant level.

Utilities and Service Systems

Impact UTIL-6: Construction of the proposed Project would adversely affect the carrying capacity of the sanitary sewer system.

Mitigation Measure UTIL-6: The Project Applicant shall coordinate with the Sonoma Valley County Sanitation District (SVCSD) to upgrade the capacity of the local sanitation collection system, such that the additional flows generated by the project shall be fully accommodated, specifically during peak wet weather flows. This shall be accomplished using one of the following means, or combination thereof, of which the final determination of the means to use shall be at the discretion of the SVCSD:

- **Payment of In-Lieu Fee**: The Project Applicant shall pay an in-lieu fee into the SVCSD Water Conservation Program, specifically, the Direct Installation Plumbing Program, which promotes the installation of high efficiency plumbing fixtures (toilets, urinals, faucet aerators, showerheads) for SVCSD commercial and residential customers. The amount of the fee, which shall be determined by the SVCSD, shall be sufficient to fund identified conservation measures within the collection system area that would offset flows generated by the project (38.44 ESD).
- **Holding Tank**: The Project Applicant shall install a holding tank near the downstream end of the new on-site sewer service lateral. The tank is to be sized to store a minimum of 8 hours of wastewater originating from the project and discharge at a rate and time approved by SVCSD. The final calculations for the required size to accommodate 8 hours of storage shall be verified during plan check. Design details shall be established during plan check, and the tank shall be installed and operational prior to occupancy of the Project site. The Project Applicant shall develop an operations and maintenance plan for the holding tank to ensure that the holding tank operates correctly and leaks are prevented or repaired.

To address any potential secondary impacts, all standard construction provisions that apply to the project shall be met, including compliance with the noise ordinance, traffic safety provisions (flaggers and signage), and stormwater control to protect water quality.

Completion of improvement or implementation of conservation measures shall be required prior to final occupancy of the project. Enforcement Responsibility; Sonoma Valley County Sanitation District, City Engineer; City of Sonoma Public Works Department.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure UTIL-6, which requires coordination with SVCSD to upgrade the capacity of the local sanitation collection system, will ensure that potential impacts associated with wastewater generated by the project impact will be reduced to a less-than-significant level.

Impact UTIL-7: Development of the project would adversely affect capacity of the sewer conveyance system that serves the project site.

Mitigation Measure UTIL-7: Implement Mitigation Measure UTIL-6.

Finding: The City finds that the foregoing mitigation measure has been incorporated into the project to avoid or substantially lessen the significant environmental effect identified in the Final EIR to a less-than-significant level.

Facts in Support of Finding: Implementation of Mitigation Measure UTIL-6, which requires coordination with SVCSD to upgrade the capacity of the local sanitation collection system, will ensure that potential impacts associated with wastewater generated by the project impact will be reduced to a less-than-significant level.

B. Findings Regarding Impacts Determined to be Less Than Significant or Not Significant

The City finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the project are less than significant or not significant. The Initial Study included as Appendix B of the DEIR provides a detailed analysis of the less-than-significant impacts of the proposed project. In addition, Chapter 2 of the Draft EIR provides a summary of these less-than-significant impacts.

Agricultural and Forestry Resources (Initial Study)

The project site and vicinity are located within an urban area in the City of Sonoma. The Project site is not within a Williamson Act contract, and is classified as Urban and Built-Up Land by the Department of Conservation's Farmland Mapping and Monitoring Program. No forest land is located within the project site according to the California Department of Forestry and Fire Protection. As such, the City finds that the proposed project will have no impact on agricultural or forestry resources.

Hazards and Hazardous Materials (Initial Study)

The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. All listed Leaking Underground Storage Tank (LUST) Cleanup sites near the Project site, including the one at 135 West Napa Street and the existing parking lot of which will be reconfigured as part of the Project, were identified as “Completed-Case Closed.” While there are low levels of soil and groundwater contamination on-site, adherence to measures contained in the Soil and Groundwater Management Plan (SGMP) would ensure proper soil disposal and implementation of worker safety measures. The Project site will not involve the routine transport, use, or disposal of significant quantities of hazardous materials. The site is not located within the vicinity of any public use airports or private airstrips. It is also not expected that the proposed project will substantially impair an emergency evacuation route. Finally, the project site is not within or adjacent to a wildland fire hazard area. Therefore, the City finds that the proposed project will not result in significant impacts related to hazards.

Land Use and Planning (Initial Study)

Redevelopment of the site will represent a general continuation and increased intensity of existing uses on the site. The proposed project will not result in the physical division of an established community or adversely affect the continuity of land uses in the vicinity. The proposed project will be generally consistent with the overall vision and intent as well as the goals and policies of the General Plan. Therefore, the City finds that the proposed project will result in a less-than-significant impact to land use and planning.

Mineral Resources (Initial Study)

The project site is located within an urban area on a developed site. Additionally, the Sonoma General Plan does not identify known mineral resources or mineral recovery sites within or adjacent to the project site. Therefore, the proposed project will not result in the loss of availability of a known mineral resource of value to the region or residents of the State or the loss of availability of a locally-important mineral resource recovery site. Therefore, the City finds that the proposed project will not result in an impact to mineral resources.

Population and Housing (Initial Study)

The proposed project does not include a residential component. The project site does not contain existing residential units and will not displace housing units or people. Therefore, the City finds that the proposed project will have a less-than-significant impact on population, employment, and housing.

Aesthetics (Initial Study and EIR)

There is not currently a scenic vista visible from or across the Project site, and the Project site is not located along or near a State scenic highway. Compliance with the Sonoma Municipal Code (SMC) would address all new sources of light and glare which could affect day or nighttime views in the area, and would ensure a less-than-significant impact with respect to visual character.

Biological Resources (Initial Study and EIR)

The Project site is located in an urbanized area, has been completely altered by past development, and essentially no longer supports any natural habitat. As a result, the project would not adversely affect any species identified as a candidate, sensitive, or special status

species riparian habitat or other sensitive natural community; federally protected wetlands; interfere substantially with the movement of any native resident or migratory fish or wildlife species; conflict with any local policies or ordinances protecting biological resources. Additionally, there are no habitat conservation plans, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan which have been prepared addressing the site and surrounding lands.

Geology, Soils, and Seismicity (Initial Study and EIR)

The project site is not located within a designated Alquist-Priolo Earthquake Fault Hazard Zone and will not be subject to fault rupture. In addition, the project will not be subject to adverse effects associated with strong seismic ground shaking, liquefaction of soils and landslides. The Project would not result in substantial soil erosion or the loss of topsoil. The project site is not located on an unstable geologic unit or soil, nor is it located on expansive soil. The Project would not require the use of a septic tank or alternative wastewater disposal systems. Furthermore, compliance with existing State and local regulations, and General Plan policies would ensure that the impacts associated with strong seismic shaking are minimized. Impacts of Project development as they relate to strong seismic ground shaking are considered *less than significant*. Therefore, the City finds that the proposed project will not result in significant impacts related to geology, soils, and seismicity.

Greenhouse Gas Emissions (Initial Study and EIR)

Due to the size of the proposed uses of the proposed project, the project would not conflict with applicable plans adopted for the purpose of reducing GHG emissions. These plans include CARB's Scoping Plan, the MTC's/Association of Bay Area Government's (ABAG) *Plan Bay Area*, and Sonoma County Community Climate Action Plan. Furthermore, during the operational phase of the project, the net increase GHG emissions generated by Project would be nominal and would not exceed BAAQMD's bright-line significance and would be considered a *less than significant* impact.

Hydrology and Water Quality (Initial Study and EIR)

During the construction phase, the proposed project would incorporate BMPs recommended by the San Francisco Bay RWQCB, which would minimize potential water quality impacts during the demolition and construction phase. The proposed project will not alter the course of a stream or a river because the project site is in an urban area and redevelopment of the site would result in only minor alterations to the drainage pattern. The proposed project will connect to the existing water system and will not use ground-water at the site. The project will not place housing or other structures within a 100-year flood hazard zone; will not pose a significant risk to people or structures as a result of levee or dam failure; and will not be subject to inundation by a seiche, tsunami, or mudflows. Therefore, the City finds that the proposed project will not result in significant impacts related to hydrology and water quality.

Public Services and Recreation (EIR)

The Project does not include any residential development, and users of the Project site would be temporary visitors and employees. Therefore, the Project would not directly increase population requiring physical alteration of existing facilities or deterioration existing public facilities.

Therefore, the City finds that the proposed project will not result in an impact to public services, parks and recreation.

C. Findings Regarding Significant and Irreversible Changes

CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely” (CEQA Guidelines Section 15126.2(c)). “Nonrenewable resource” refers to the physical features of the natural environment, for example land and waterways. Irretrievable commitments of nonrenewable resources associated with the proposed Hotel Project Sonoma include:

Changes in Land Use that Commit Future Generations

The Project involves the redevelopment of a previously developed site. The Project site is currently occupied by buildings containing retail and office uses, and surface parking lots. The Project would redevelop the site by constructing new buildings that would adjoin existing buildings. Because the Project site is already developed and is located in an urban area, the Project is not expected to result in any land use changes that would commit future generations to uses that are not already prevalent in the Project site vicinity.

Irreversible Damage from Environmental Accidents

Potential environmental accidents of concern include those that would have adverse effects on the environment or public health due to the nature or quantity of material released during an accident and the receptors exposed to that release. Demolition and construction activities associated with development of the Project would involve some risk for environmental accidents. However, these activities would be monitored by the City of Sonoma, State, and federal agencies, and would follow professional industry standards for safety and construction. The land uses by the Project would not include any uses or activities that are likely to contribute to the cause of significant environmental accident. As a result, the Project would not pose a substantial risk of environmental accidents.

Large Commitment of Nonrenewable Resources

Consumption of nonrenewable resources includes issues related to increased energy consumption, conservation of agricultural lands, and lost access to mining reserves. The Project would require water, electric, and gas service, and resources for construction. The ongoing operation of the Project would involve the use of nonrenewable resources. Construction and ongoing maintenance of the Project would irreversibly commit some materials and nonrenewable energy resources. Materials and resources used would include, but are not limited to, nonrenewable and limited resources such as oil, gasoline, sand and gravel, asphalt, and steel. These materials and energy resources would be used for infrastructure development, transportation of people and goods, and utilities. During the operational phase of the Project (post-construction), energy sources including oil and gasoline would be used for lighting, heating, and cooling of businesses, and transportation of people to and from the Project site.

However, the Project would include several features that would offset or reduce the need for nonrenewable resources. The Project would be required to comply with all applicable building and design requirements, including those set forth by Title 24 relating to energy conservation. In compliance with CALGreen, the State's Green Building Standards Code, the Project would be required to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials. Additionally, the Project would include transit-supportive measures and design features which include bike facilities and pedestrian improvements.

The Project site does not contain any agricultural land or a mining reserve, so it would not affect those natural resources.

D. Findings Regarding Growth Inducing Impacts

The EIR must examine the potential growth-inducing impacts of the proposed Hotel Project Sonoma. More specifically, CEQA Guidelines require that the EIR "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly" (CEQA Guidelines Section 15126.2(d)). This analysis must also consider the removal of obstacles to population growth, such as improvements in the regional transportation system.

Projected Growth in Population

The Project is not expected to directly induce growth because it is not building any housing, and it is expected that the Project will utilize the existing employment pool.

Projected Growth in Housing

The Project does not propose the building of any housing and it is expected that employees will utilize the existing housing stock.

Projected Growth in Employment

Development of the Project would involve demolition and construction activities that could generate some temporary employment opportunities; however, it is unlikely that construction workers would permanently relocate to the City of Sonoma as a result of the Project. Jobs created during the operational period are likely to be of a similar type to those that currently exist at the vicinity of the Project site and thereby are unlikely to result in substantial changes to land use patterns or property value trends which could create the potential for unplanned growth.

E. Findings Regarding Cumulative Impacts

CEQA requires that the EIR examine cumulative impacts. As discussed in CEQA Guidelines § 15130(a)(1), a cumulative impact "consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related

impacts.” The analysis of cumulative impacts need not provide the level of detail required of the analysis of impacts from the project itself, but shall “reflect the severity of the impacts and their likelihood of occurrence” (CEQA Guidelines §15130(b)).

The cumulative impact analysis in the DEIR for the Hotel Project Sonoma relies on a projections-based approach supplemented by an understanding of past, present, and reasonably foreseeable future projects in the vicinity of the Project site that, when considered with the effects of the Project, may result in cumulative effects.

Air Quality

As a result of development of the project and in combination with past, present, and reasonably foreseeable projects, the Project would contribute to cumulative impacts with respect to air quality in the absence of mitigation measures. However, with the implementation of Mitigation Measures AIR-1 and AIR-3, cumulative impacts to air quality would be reduced to less-than-significant levels by requiring construction operations to minimize air pollutants, and reduce toxic air contaminants, particulate matter, and fugitive dust.

Utilities and Service Systems

As a result of increasing the amount of wastewater generated by the proposed project, the capacity of the sewer conveyance system that serves the project site would be adversely affected, and would result in a cumulatively considerable significant impact. Impact UTIL-7 has been identified as potentially significant cumulatively considerable impact, however, as described in Section A., implementation of Mitigation Measure UTIL-6 would reduce the cumulative air quality impact to a less-than-significant level.

All Other Impact Areas

As discussed in the DEIR, potential cumulative impacts on aesthetics, agricultural and forestry resources, biological resources, cultural resources, geology, soils, and seismicity, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, and transportation and traffic will be mitigated by existing regulations. Therefore these effects are not considered cumulatively considerable.

EXHIBIT B

FINDINGS RELATED TO ALTERNATIVES FOR THE HOTEL PROJECT SONOMA ENVIRONMENTAL IMPACT REPORT

State Clearinghouse Number: 2015062041

The EIR describes and evaluates (3) alternatives to the proposed Project. As explained below, the Planning Commission finds various alternatives to be infeasible. Whether an alternative is considered to be feasible involves a determination of whether it is capable of being successfully accomplished within a reasonable period of time, taking into account environmental, economic, legal, social, technological, and/or other relevant factors. A key factor is the degree to which the Project and alternatives to the Project will implement relevant City goals and policies.

The Planning Commission finds that when looked at as a whole, and considering the benefits presented by the Project together with its potential environmental impacts, the Project as conditioned and mitigated offers a reasonable and desirable means for achieving important City goals, policies and objectives. The Project comprises a feasible and reasonable method of achieving these City goals, policies and objectives while offering benefits to the public that would not otherwise occur in the absence of the Project.

A. No Project Alternative

Under the No Project Alternative, the existing uses and building layout would remain unchanged. The existing structures and uses would remain the same and would not include construction of a hotel, restaurant, and underground parking structure as proposed under the Project. Further, under this alternative, there would not be any public improvements, such as improved landscaping and auto and pedestrian circulation throughout the Project site.

Finding: The City finds that this alternative is infeasible and is less desirable than the proposed Project, and rejects this alternative.

Facts in Support of Finding: This alternative would not meet any of the objectives set forward for the project.

B. No Restaurant Alternative

Under the No Restaurant Alternative, the Project components would remain the same as described in Chapter 3, Project Description; however, the 80-seat restaurant would no longer be constructed. Under this alternative, the square-footage, location, number of hotel rooms, and general layout of the Project would remain similar as proposed by the Project. This alternative assumes that the use of the restaurant space would likely be utilized for hotel operations or additional lobby space.

Finding: The City finds that this alternative is less desirable than the proposed Project and rejects this alternative.

Facts in Support of Finding: Although this alternative is considered the environmentally superior alternative, as described below in Section D., this alternative would not meet the

project objectives related to the operation of a restaurant on-site. As a result, the project would not result in increased sales tax, or provide full- and part-time local employment opportunities to operate the restaurant.

C. Mitigated Project Alternative

Under the Mitigated Project Alternative, the Project would incorporate mitigation measures identified throughout the analyses in the DEIR to lessen the environmental impacts.

Finding: The City finds that this alternative is more desirable than the proposed Project.

Facts in Support of Finding: This alternative would meet all of the project objectives. When compared to the No Restaurant Alternative (considered the environmentally superior alternative, as discussed below), this alternative would result in increased sales tax, or provide full- and part-time local employment opportunities to operate the restaurant. When compared to the proposed project, this alternative would result in less severe impacts to air quality, cultural resources, and noise. Although this alternative would result in more impacts when compared to the environmentally superior alternative, it would result in less severe impacts when compared to the proposed project and all impacts would be mitigated to a less-than-significant level.

D. Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives.

Finding: The City finds that the No Restaurant Alternative would be the environmentally superior alternative to the project.

Facts in Support of Finding: Although the No Project Alternative would result in the fewest environmental impacts and would be considered the environmentally superior alternative, in accordance with State CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the “No Project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Accordingly, the No Restaurant Alternative would be the environmentally superior alternative.

EXHIBIT C

STATEMENT OF FACTS SUPPORTING FINDINGS FOR HOTEL PROJECT SONOMA ENVIRONMENTAL IMPACT REPORT

State Clearinghouse Number: 2015062041

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Hotel Project Sonoma EIR. The purpose of the MMRP is to ensure the implementation of mitigation measures identified as part of the environmental review for the proposed Project. The MMRP includes the following information:

- The full text of the mitigation measures;
- The party responsible for implementing the mitigation measures;
- The timing or trigger for implementation of the mitigation measure;
- The agency responsible for monitoring the implementation;
- The monitoring action; and
- The monitoring frequency.

The City of Sonoma must adopt this MMRP, or an equally effective program, if it approves the proposed Project with the mitigation measures that were adopted or made conditions of Project approval.

**Please see Attachment 5.B.1 for the text of the
Mitigation Monitoring and Reporting Program**

EXHIBIT D

ERRATA FOR THE HOTEL PROJECT SONOMA ENVIRONMENTAL IMPACT REPORT

State Clearinghouse Number: 2015062041

Following publication of the Final EIR, the following text revisions were made and incorporated into the document.

These text revisions include typographical corrections, insignificant modification, amplifications and clarifications of the Draft EIR. In each case, the revised page and location on the page is presented, followed by the textual revision. Underline text represents language that has been added to the EIR in the Final EIR; text with ~~striketrough~~ has been deleted from the EIR in the Final EIR. Underline bold text represents language that has been added to the EIR since publication of the Final EIR; text with ~~bold striketrough~~ has been deleted from the EIR since publication of the Final EIR.

None of the revisions constitutes significant new information as defined in CEQA Guidelines Section 15088.5; therefore, this EIR does not need to be recirculated.

Revisions to Chapter 3, Revisions to the Draft EIR

The text and Tables 4.10-6 and 4.10-7 beginning on page 4.10-17 of the Draft EIR are hereby amended as follows:

Existing plus Project Conditions

Upon the addition of project-related traffic to the Existing volumes, the study intersections are expected to continue to operate acceptably during the weekday p.m. peak period and the weekend midday peak period except at West Napa Street/First Street West, which would continue to operate with excessive delays. These results are summarized in Table 4.10-7.

~~**Significance Without Mitigation:** Less than significant.~~

Impact TRANS-1A: The Project would add vehicular and pedestrian trips to an intersection that is already operating at an unacceptable level of service during the weekend midday peak period.

Mitigation Measure TRANS-1A: The following shall be implemented: Improvements identified by the City of Sonoma through the General Plan Circulation Element Update process, including curb extensions and, striping modifications, shall be constructed prior to or in conjunction with the project.

Significance With Mitigation: Less than significant. Implementation of TRANS-1A would reduce the time during which pedestrians are in conflict with vehicular traffic, thereby increasing vehicular capacity. This would reduce the Project impact to less than significant. **This finding is based in part on the City's policy, as expressed in Policy 1.5 of the Circulation Element, to prioritize pedestrian safety and convenience in the**

Plaza area, as the City has previously determined that certain types of improvements, such as traffic signals and overhead beacons, would be incompatible with the historic character of the Plaza and would contribute to higher traffic speeds at the expense of pedestrian comfort and safety. That said, the required intersection improvement would improve conditions for both pedestrians and drivers by reducing pedestrian crossing times.

The text on page 4.10-22 of the Draft EIR is hereby amended as follows:

Pedestrian Facilities

Given that the proposed project is located within Downtown Sonoma, it is reasonable to assume that some project patrons and employees will want to walk, bicycle, and/or utilize transit to reach the hotel. Sidewalks currently exist along the project frontage connecting to the Sonoma Plaza. The proposed project would not modify these existing sidewalks. Marked crosswalks are provided across all legs of the three study intersections.

Existing pedestrian crossing distances are long on the east and north legs at the intersection of West Napa Street/ First Street West at approximately 60 to 75 feet. This intersection, which provides the most direct pedestrian connection between the site and Downtown destinations, also encounters high pedestrian crossing volumes during busy periods, resulting in high crosswalk use that tends to create traffic congestion along West Napa Street. The primary philosophy typically applied in considering improvements for pedestrian safety is to reduce pedestrian crossing distances as much as possible. It is also desirable to reconfigure the northern and eastern crosswalks to be perpendicular to the street, which further reduces the crossing distance. Additional enhancements to pedestrian safety may be determined by the City through their ongoing investigations of safety conditions.

The existing network of sidewalks and crosswalks are generally adequate to serve pedestrian traffic associated with the proposed Sonoma Hotel, though modifications are needed at West Napa Street/First Street West to safely serve the additional pedestrians that would be generated by the project.

Impact TRANS-6A: The Project would add pedestrian trips to an intersection that has been identified by the City's Traffic Committee as needing improvements to accommodate pedestrian travel safely and efficiently.

Mitigation Measure TRANS-6A: ~~The following shall be implemented:~~Implement Mitigation Measure TRANS-1A.

- ~~— Improvements to the intersection of West Napa Street/First Street West, identified by the City of Sonoma as part of the General Plan Update process, and which may include curb extensions, striping modifications, and/or other similar facilities, should be constructed in conjunction with the project.~~

Significance With Mitigation: Less than significant. Implementation of TRANS-6A1A would improve pedestrian access, which would reduce the Project impact to less than

significant. **This finding is based in part on the City's policy, as expressed in Policy 1.5 of the Circulation Element, to prioritize pedestrian safety and convenience in the Plaza area, as the City has previously determined that certain types of improvements, such as traffic signals and overhead beacons, would be incompatible with the historic character of the Plaza and would contribute to higher traffic speeds at the expense of pedestrian comfort and safety. The required intersection improvement would improve conditions for both pedestrians and drivers by reducing pedestrian crossing times.**

Text and Table 4.10-9 beginning on page 4.10-24 has been amended as follows:

The intersection of Napa Street/Broadway is expected to operate at LOS F during the p.m. peak hour and LOS E during the weekend midday peak hour. Ongoing consideration is being given to modifications to improve operation; however, under existing policies, **including the recently-adopted Circulation Element**, all improvements must be consistent with the historic character of Sonoma. The City has ~~specifically~~previously determined that certain types of improvements at the intersection of Napa Street/Broadway, such as a traffic signal, improvements could be harmful to the historic character ~~is at the intersection of Napa Street/Broadway of the Plaza~~, so the City has accepted deficient operations at this location in its General Plan (~~Table CE-4, footnote 5~~). This long-standing policy has been carried forward and extended in the recently-adopted update of the Circulation Element to exempt all five intersections adjoining the Plaza from LOS standards (see Policy 1.5).

LOS F operation is experienced at West Napa Street/First Street West under existing volumes during the mid-day peak period, and would continue to increase as volumes of both vehicles and pedestrians increase. **This condition applies to the northbound and southbound approaches, which are stop-sign controlled. The east-bound and west-bound approaches operate at LOS A.** Through the recently-adopted Circulation Element update, the City has identified an option for improvements to this intersection that would reduce crossing distances for pedestrians and thereby the time during which they are in conflict with vehicular traffic, as well as potential means of controlling pedestrian crossing movements. **This concept calls for curb extensions and striping modifications at the intersection.** As discussed above, any changes to be made would need to be in keeping with the historic character of the Plaza, which may result in continued poor service levels in the future despite improvements being made.

Revisions to Chapter 5, Comments and Responses

Master Response 1 – Pedestrian/Bicyclist Impacts

Numerous comments were made relative to existing issues with pedestrian/bicyclist safety and access as well as the potential for the project to increase pedestrian activity and the impacts associated with such an increase. The potential for the project to increase pedestrian/bicyclist traffic was identified in the DEIR, and the need for improvements was included as Mitigation Measure TRANS-6A. However, as noted, the specific improvements

to be made were being considered by the City as part of the General Plan Circulation Element Update process, so details could not be provided in the DEIR.

Preliminary concepts for reducing the crossing distance and improving pedestrian/bicycle access at West Napa Street/First Street West ~~are currently under consideration by City staff~~ **have been evaluated as part of the recently-adopted Circulation Element update (adopted by the City Council on September 19, 2016).** By narrowing the street, the distance through which pedestrians would present a conflict with vehicular traffic would be reduced, which would have the benefit of reducing the delay associated with pedestrian crossings, even for pedestrians who are taking their time to make the crossing. While consideration is being given to various types of warning devices, installation of a traffic signal was specifically not considered as this type of control device is considered inconsistent with the character of the Plaza and therefore undesirable. The ~~recently-adopted~~ Circulation Element update calls for this intersection to be improved with curb extensions and restriping to enhance pedestrian safety. Mitigation Measure TRANS-1A would require this improvement to be implemented prior to or in conjunction with the development of the project. In addition, design and construction of pedestrian safety improvements at the intersection of West Napa Street and First Street West has been added to the City's 5-year Capital Improvement Plan, which will result in a project for project-related impact fees to be used to assist in the funding of this improvement.

By constructing improvements at West Napa Street/First Street West, conditions would be better than what exists today, even with additional pedestrian trips generated by the project. Although conditions may still be less than ideal, they would be better with the project than without it, reducing the impact to a level of less than significant. **As expressed in Policy 1.5 of the Circulation Element, to prioritize pedestrian safety and convenience in the Plaza area, as the City has determined that certain types of improvements, such as traffic signals and overhead beacons, would be incompatible with the historic character of the Plaza and would contribute to higher traffic speeds at the expense of pedestrian comfort and safety. The required intersection improvement would improve conditions for both pedestrians and drivers by reducing pedestrian crossing times.**

While pedestrian trips will also be distributed to other intersections around the Plaza, impacts at these other locations will be less impactful for several reasons. First, beyond this immediately adjacent intersection the trips will disperse, resulting in considerably fewer added trips at any single location. Second, all of the other intersections around the Plaza are all-way stop-controlled, unlike West Napa Street/First Street West where drivers on West Napa Street have to make a stop just for the pedestrian. Finally, with the exception of West Napa Street/Broadway, which was evaluated for the EIR with impacts of pedestrian traffic considered, the remaining intersections around the Plaza have substantially lower volumes, resulting in less conflict between pedestrians and vehicular traffic and a lesser impact.

See also Master Response 2, Traffic Operation Impacts.

Master Response 2 – Traffic Operation Impacts

Many comments were received regarding the operational analysis and perceptions that operation was considerably worse than presented in the DEIR. Further, some commenters indicated that it appeared the DEIR found no impact due to the project, or that the impact identified should be considered significant. While the DEIR identifies that the project will have an impact, or add to the delay at each of the intersections evaluated, based on the methodologies applied and the standards adopted by the City, the impacts were considered less-than-significant.

While the impacts of pedestrians were accounted for in the analysis of Napa Street/Broadway, the methodology used to evaluate West Napa Street/First Street West did not include delays associated with pedestrian crossings. In order to respond **more fully respond** to the comments on the DEIR, the analysis of West Napa Street/First Street West was updated to use a more recent methodology that was not widely used when the analysis for the initial Sonoma Hotel project was prepared. While the older methodology did not account for pedestrians, the newer methodology does. Pedestrian counts were obtained at West Napa Street/First Street West on a Saturday afternoon in October during an art show in the Plaza, so peak activity was captured for the weekend peak period. No pedestrian data was available for the weekday p.m. peak hour, but pedestrian counts obtained at Napa Street/Broadway during the weekday evening peak hour for the General Plan Update were used along with the weekend counts to estimate pedestrian volumes for the weekday evening peak hour.

With the change in methodology to account for pedestrian volumes, it was determined that operation is currently acceptable during the weekday p.m. peak period, but unacceptable during the weekend midday peak, especially when there is an event at the Plaza, with excessive delays on the stop-controlled movements that translate to an overall LOS F for the intersection. Upon adding project-generated trips, including pedestrians, the project's impact would remain less-than-significant during the weekday p.m. peak hour. The project would further exacerbate the already poor operation experienced during the weekend midday peak period. It is noted that the poor operation is expressly due to the high volume of pedestrian traffic, as stated by numerous commenters both in the written comments and during the public hearing on the EIR.

~~The City is currently considering various options~~ **Direction has been established in the Circulation Element** for improving conditions at West Napa Street/First Street West, with the intent of addressing pedestrian safety issues as well as capacity for vehicular traffic. ~~Each of the options under consideration~~ **The intersection improvement concept** would reduce pedestrian crossing distances. Reducing crossing distances and crossing time improves pedestrian safety and reduces traffic congestion. Though a final design has not yet been developed, as noted in Master Response 1, Pedestrian/Bicyclist Impacts, the EIR includes a mitigation measure that would require construction of the improvements selected by the City through the recently-completed Circulation Element update as part of the project. Since conditions with the project including this mitigation would then be better than without the project, these impacts would be reduced to a level of less-than-significant. **As noted above, to prioritize pedestrian safety and convenience in the Plaza area, as the City has determined that certain types of improvements, such as traffic signals and overhead**

beacons, would be incompatible with the historic character of the Plaza and would contribute to higher traffic speeds at the expense of pedestrian comfort and safety. However, the reduction in crossing time facilitated by the intersection improvement would improve conditions for both pedestrians and drivers.

The following text and tables have been modified, as shown below and in Chapter 3 of this Final EIR.

Table 4.10-4 on page 4.10-13 has been amended as follows:

TABLE 4.10-1 SUMMARY OF EXISTING PEAK HOUR INTERSECTION LEVEL OF SERVICE CALCULATIONS

Study Intersection <i>Approach</i>	Existing Conditions			
	PM Peak		Midday Peak	
	Delay	LOS	Delay	LOS
1. W Napa St/Second St W	25.8	C	21.0	C
2. W Napa St/First St W	2.3 <u>2.4</u>	A	3.3 <u>**</u>	AF
<i>Northbound Approach</i>	16.8 <u>16.9</u>	C	15.7 <u>10.9</u>	CF
<i>Southbound Approach</i>	16.8 <u>20.2</u>	C	16.3 <u>**</u>	CF
3. Napa St/Broadway	32.9	D	20.4	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; ** = Delay in excess of 120 seconds
Results for minor approaches to two-way stop-controlled intersection are indicated in *italics*.

Text and Table 4.10-7 on page 4.10-17 has been amended as follows:

Existing plus Project Conditions

Upon the addition of project-related traffic to the Existing volumes, the study intersections are expected to continue to operate acceptably during the weekday p.m. peak period and the weekend midday peak period except at West Napa Street/First Street West, which would continue to operate with excessive delays. These results are summarized in Table 4.10-7.

Significance Without Mitigation: ~~Less than significant.~~

Impact TRANS-1A: The Project would add vehicular and pedestrian trips to an intersection that is already operating at an unacceptable level of service during the weekend midday peak period.

Mitigation Measure TRANS-1A: The following shall be implemented: Improvements identified by the City of Sonoma through the General Plan Circulation Element Update process, including curb extensions and, striping modifications, shall be constructed prior to or in conjunction with the project.

Significance With Mitigation: Less than significant. Implementation of TRANS-1A would reduce the time during which pedestrians are in conflict with vehicular traffic, thereby increasing vehicular capacity. This would reduce the Project impact to less than significant. This finding is based in part on the City’s policy, as expressed in Policy 1.5 of the Circulation Element, to prioritize pedestrian safety and convenience in the Plaza area, as the City has previously determined that certain types of improvements, such as traffic signals and overhead beacons, would be incompatible with the historic character of the Plaza and would contribute to higher traffic speeds at the expense of pedestrian comfort and safety. The required intersection improvement would improve conditions for both pedestrians and drivers by reducing pedestrian crossing times.

TABLE 4.10-7 SUMMARY OF EXISTING AND EXISTING PLUS PROJECT PEAK HOUR INTERSECTION LEVEL OF SERVICE CALCULATIONS

Study Intersection <i>Approach</i>	Existing Conditions				Existing plus Project Conditions			
	PM Peak		Midday Peak		PM Peak		Midday Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. W Napa St/Second St W	25.8	C	21.0	C	25.8	C	21.1	C
2. W Napa St/First St W	232.4	A	3.3**	AE	232.7	A	3.3**	AE
<i>Northbound Approach</i>	16.816.9	C	15.7109	€E	1720.4	C	15.9**	€E
<i>Southbound Approach</i>	16.820.2	C	16.3**	€E	1724.3	C	16.4**	€E
3. Napa St/Broadway	32.9	D	20.4	C	34.8	D	21.0	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; ** = Delay in excess of 120 seconds
Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*.

Text and Table 4.10-9 beginning on page 4.10-24 has been amended as follows:

The intersection of Napa Street/Broadway is expected to operate at LOS F during the p.m. peak hour and LOS E during the weekend midday peak hour. Ongoing consideration is being given to modifications to improve operation; however, under existing policies all improvements must be consistent with the historic character of Sonoma. The City has **specifically** previously determined that certain types of improvements at the intersection of Napa Street/Broadway, such as a traffic signal, improvements could be harmful to the historic character is at the intersection of Napa Street/Broadway of the Plaza, so the City has accepted deficient operations at this location in its General Plan (Table CE-4, footnote 5). This long-standing policy has been carried forward and extended in the recently-adopted update of the Circulation Element to exempt all five intersections adjoining the Plaza from LOS standards (see Policy 1.5).

LOS F operation is experienced at West Napa Street/First Street West under existing volumes during the mid-day peak period, and would continue to increase as volumes of both vehicles and pedestrians increase. Through the recently-adopted Circulation Element update,

the City has identified an option for improvements to this intersection that would reduce crossing distances for pedestrians and thereby the time during which they are in conflict with vehicular traffic, as well as potential means of controlling pedestrian crossing movements. As discussed above, any changes to be made would need to be in keeping with the historic character of the Plaza, which may result in continued poor service levels in the future despite improvements being made.

TABLE 4.10-9 SUMMARY OF FUTURE PEAK HOUR INTERSECTION LEVEL OF SERVICE CALCULATIONS

Study Intersection	PM Peak		Midday Peak	
	Delay	LOS	Delay	LOS
1. W Napa St/Second St W	36.2	D	28.0	C
2. W Napa St/First St W	2.6 <u>2.7</u>	A	4.3 <u>**</u>	A <u>F</u>
<i>Northbound Approach</i>	20.3 <u>20.4</u>	C	19.1 <u>**</u>	C <u>F</u>
<i>Southbound Approach</i>	20.0 <u>24.3</u>	C	21.4 <u>**</u>	C <u>F</u>
3. Napa St/Broadway	58.2	F	46.2	E

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; ** = Delay in excess of 120 seconds
 Results for minor approaches to two-way stop-controlled intersection are indicated in *italics*

Future plus Project Conditions

Upon the addition of project-related traffic to the Future volumes developed as indicated above, all of the study intersections are expected to continue operating at the same levels of service, with increases in delay of 0.3 seconds or less except at West Napa Street/First Street West, where the increase in delay would be greater than 5.0 seconds. The project does not result in direct or cumulatively significant intersection impacts under the standards applied with the implementation of Mitigation Measure TRANS-1A. These results are summarized in Table 4.10-10.

Significance ~~Without~~ After Mitigation: Less than significant.

TABLE 4.10-10 SUMMARY OF FUTURE AND FUTURE PLUS PROJECT PEAK HOUR INTERSECTION LEVEL OF SERVICE CALCULATIONS

Study Intersection	Future Conditions				Future plus Project Conditions			
	PM Peak		Midday Peak		PM Peak		Midday Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. W Napa St/Second St W	36.2	D	28.0	C	36.4	D	28.2	C
2. W Napa St/First St W	2.6 <u>2.7</u>	A	4.3 <u>4.3</u> **	A <u>F</u>	2.6	A	4.3 <u>4.3</u> **	A <u>F</u>
<i>Northbound Approach</i>	20.3 <u>20.4</u>	C	19.1 <u>19.1</u> **	E <u>F</u>	20.5 <u>18.5</u>	C	19.4 <u>19.4</u> **	E <u>F</u>
<i>Southbound Approach</i>	20.0 <u>24.3</u>	C	21.4 <u>21.4</u> **	E <u>F</u>	20.1 <u>22.4</u>	C	21.7 <u>21.7</u> **	E <u>F</u>
3. Napa St/Broadway	58.2	F	46.2	E	58.2	F	46.3	E

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; ** = Delay in excess of 120 seconds
 Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

DRAFT

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SONOMA
APPROVING A USE PERMIT AND SITE DESIGN AND ARCHITECTURAL REVIEW FOR
THE HOTEL PROJECT SONOMA (MITIGATED PROJECT ALTERNATIVE), LOCATED
AT 117, 135, 153 WEST NAPA STREET AND 541 FIRST STREET WEST, INCLUDING
THE ADOPTION OF REQUIRED FINDINGS

WHEREAS, an application for a use permit has been submitted to the City of Sonoma Planning Commission for development of the Hotel Project Sonoma, (“Project”); and

WHEREAS, these approvals consist of an application for a use permit; and

WHEREAS, the City of Sonoma (“City”) determined that the Project requires review pursuant to the California Environmental Quality Act (“CEQA”) (Pub. Resources Code, section 21000 et seq.) and an Environmental Impact Report (“EIR”) was prepared to evaluate the potential environmental effects of the Project; and

WHEREAS, following the preparation and circulation of the Draft and Final EIR in accordance with CEQA, the Planning Commission certified the Final EIR in the course of a duly-noticed public hearing held on December 8, 2016; and

WHEREAS, the Planning Commission, at a duly-noticed meeting of November 3, 2016, reviewed, considered, and discussed the application for Use Permit approval for the Project; and

WHEREAS, the mitigated Project, as defined through the EIR process consists of a 62-unit hotel with spa, a restaurant featuring 80 indoor seats, along with site improvements including an underground parking garage on a 1.24-acre site; and

WHEREAS, the Planning Commission made no decisions with respect to project approvals until after the certification of the Final EIR; and

WHEREAS, the Planning Commission considered the Final EIR prior to consideration of the Project and considered the mitigated Project and the requested approvals in light of the General Plan, the Development Code, the analysis contained in the Final EIR, the staff report on the Project, and all public testimony received, both orally and in writing.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission hereby finds and declares as follows:

I. Use Permit Findings

In accordance with section 19.54.040.E of the Sonoma Municipal Code, the Planning Commission has determined that the Hotel Project Sonoma (Mitigated Project Alternative) as subject to the conditions of approval/mitigation monitoring program, is consistent with the findings required for Use Permit approval, as follows:

A. *The proposed use is consistent with the General Plan and any Specific Plan.* The development and use of the property as a hotel and restaurant is generally consistent with the City of Sonoma 2020 General Plan (General Plan) because the General Plan specifically identifies hotels and restaurants as conditionally-allowed uses in the Commercial land use designation, which the land use designation that has been applied to the subject property. More specifically, the Planning Commission finds the project, as modified by the conditions of approval/mitigation monitoring program (Exhibit “B”), to be consistent with the General Plan as set forth in Exhibit “A”. There is no Specific Plan applicable to the Project site.

B. *The proposed use is allowed with a conditional Use Permit within the applicable zoning district and complies with all applicable standards and regulations of the Development Code (except for approved Variances and Exceptions).* The Project site has a base zoning designation of “Commercial” and is located within the Historic Overlay Zone and the Downtown District Planning Area. Project compliance with the applicable standards and regulations of the Development Code is demonstrated as follows:

1. Use. Hotels and restaurants are identified as conditionally-allowed uses in the Commercial zone as set forth in section 19.10.050.B of the Development Code.
2. Quantified Zoning Standards. The Project complies with the quantified zoning standards applicable to new development in the Downtown District as follows:

Development Feature	Development Code Allowance (SMC Chapter 19.34, Table 3.7)	Project
Building Setbacks	None required.	0-150 feet
Floor Area Ratio	2.0	0.62
Building Coverage	100%	44.1%
Maximum Roof Height	35 feet	35 feet
Additional height of roof-mounted equipment. (1)	40 feet	40 feet
Open Space	10% of site, minimum	32%

(1) SMC 1940.040.B.2

3. Parking. The project site plan provides 115 off-street parking spaces, 40 of which would be made available through the use of managed, valet parking. Evaluating the total parking for the Project based on the normal standards of the Development Code results in a requirement of 150 spaces. However, as set forth in section 19.48.050.B (Shared Use of Parking Facilities), the Development Code allows the Planning Commission the option of basing the parking requirement for a new development on an analysis of shared uses. As required under this section, the applicant provided an analysis, prepared by a licensed traffic engineer, demonstrating that the project would have a peak parking demand of 120 spaces. The City of Sonoma commissioned an independent peer review of the shared parking study, prepared by a qualified transportation engineering firm. The findings of the

peer review substantially validate the shared parking study. With the adjustments suggested by the peer review analysis, the shared parking model projects a peak shared parking demand on weekdays of 122 spaces, two spaces greater than the 120 spaces projected in the applicant’s analysis. On weekends, the peak parking demand of projected with the peer review adjustments amounts to 95 spaces, three fewer spaces than the applicant’s analysis.

Based on the shared parking analysis for the Project and the peer review of said analysis, the Planning Commission finds that the project will have a reduced parking demand, relative to the normal parking requirements of the Development Code. However, to address any potential parking shortfall that may arise if the shared parking analysis proves overly-optimistic, the conditions of project approval include a requirement that the developer grant the City an irrevocable offer of dedication for an easement encompassing up to 25 parking spaces within an existing parking lot located across West Napa Street from the project site for the exclusive use of the hotel. Through this condition, the offer of dedication may be exercised at the City’s sole discretion at any time within a five-year period starting with the opening of the hotel, based on its analysis of the parking demand caused by the project. As a result, a maximum of 140 off-street parking spaces will be made available to the project, if necessary. The parking lot subject to the offer of dedication lies within 300 feet of the project site, which is consistent with the location requirements of the City’s parking standards (SMC 19.48.050.B). Based upon the foregoing, the Planning Commission finds that the amount of off-street parking that will be available to the Project complies with the requirements of the Development Code, pursuant to Section 19.48.050.B.

4. Guidelines for Commercial Buildings. The Project complies with the Downtown District design guidelines for new commercial and mixed use buildings applicable to new development in the Downtown District (SMC 19.34.020.B.3) as follows:

Design Guideline	Project Response/Compliance
a. Buildings should reinforce the scale, massing, proportions and detailing established by other significant historic buildings in the vicinity (if any).	The architecture of the building fronting on West Napa Street, the most visually prominent element of the Project, reinforces design elements of the other buildings on the block, including the historically-significant Lynch building, as follows: 1) continuity of setbacks and second floor elements; 2) the use of a covered arcade, balconies, and a street-facing entrance; 3) store-front windows that echo the size and patterning of other window treatments on the block; 4) building height and width proportionate to others on the block; and, 5) street trees and other landscaping. By placing much of the parking underground, the site plan would substantially reduce views of parking areas that currently adjoin West Napa Street and First Street West.
b. The massing of larger commercial and mixed use buildings (5,000 square feet or greater) should be broken down to an appropriate scale through the use of storefronts and breaks in the facade.	The massing of the Project is broken down in several ways. The hotel is divided into wings, with widely varying setbacks from West Napa Street. The elevations on the west and south are subdivided through the use of setback changes, variations in materials and design details, repeating breaks in the facade, balconies, and changes in rooflines.

<p>c. Architectural styles and details that reflect the Sonoma vernacular should be used. In the Downtown district, examples include stone, stucco, pressed metal, transoms, base tile, and glass block. The use of durable, high quality materials is encouraged.</p>	<p>The project design evokes local architectural patterns through the use of gables, balconies, thick walls, arcades at the sidewalk, and overhanging roofs. The mix of building materials includes hand-troweled plaster, stained wood, board and batten siding, corrugated metal roofing and split-faced cut stone. Building exteriors will include deep set window reveals finished with thick sills and jambs.</p>
<p>d. Site design and architectural features that contribute to pedestrian comfort and interest, such as awnings, recessed entrances, paseos, alleys, and patios, are encouraged.</p>	<p>The architecture of the building fronting on West Napa Street employs pedestrian-friendly features including a covered arcade along the building frontage, walkways, sidewalk seating, a street-facing entrance, windows, and new street trees and other landscaping.</p>
<p>e. In renovations involving historic buildings, authentic details should be preserved and any new detailing and materials should be compatible with those of the existing structure. Pre-existing alterations that diminish a building's historic qualities should be removed when the opportunity arises. (See Chapter 19.42 SMC, Historic Preservation and Infill in the Historic Zone.)</p>	<p>The EIR prepared for the Project confirmed that the Index-Tribune building is a historically significant resource (due to its association with the Index-Tribune and the Lynch family) and found that if the southern elevation of the Lynch building is not reconstructed in accordance with Secretary of Interior standards a significant impact on the historic integrity of the building could result. A mitigation measure (CULT-1) requiring compliance with the standards will reduce this impact to a less than significant level. This mitigation measure is included in the conditions of approval/mitigation monitoring program.</p>
<p>f. Building types, architectural details and signs having a generic or corporate appearance are strongly discouraged. Chain stores and franchises are not prohibited in the Downtown district, but such uses must respect and contribute to the historic qualities of the area in terms of building design and signs.</p>	<p>The Project design evokes local architectural patterns through the use of traditional building forms detailed with gables, balconies, thick walls, arcades at the sidewalk, and overhanging roofs. The mix of building materials includes hand-troweled plaster, stained wood, board and batten siding, corrugated metal roofing and split-faced cut stone. Building exteriors will include deep set window reveals finished with thick sills and jambs. The project does not include any chain stores or corporate franchises.</p>

C. The location, size, design, and operating characteristics of the proposed use are compatible with the existing and future land uses in the vicinity, as follows:

1. Location: The Project would be developed on a Commercially-zoned site within the downtown area. The land use description of the "Commercial" designation specifically identifies hotels and restaurants as allowable uses, subject to use permit review, and these uses are identified as conditionally-allowed in the Commercial zone. As called for in the General Plan, these uses would add to the economic vitality of the downtown and would enhance pedestrian activity due to the proximity of the site to activities and attractions in the downtown area, such as the Plaza and the Sonoma State Historic Park. Furthermore,

the proposed project complies with the quantified standards of the Development Code with respect to new Development in the Downtown Planning Area.

2. Size: The project complies with Development Code standards regulating building height, setbacks, coverage, and Floor Area Ratio. In terms of precedents, there are many examples of restaurants of a similar size within the downtown, as well as an 82-room hotel. There are also many examples of building of similar heights in the downtown area as those found in the proposed project, including within the immediate vicinity of the site.
3. Design: The EIR analysis of the project's visual compatibility concluded that it would have a less-than-significant impact, meaning that it would not substantially degrade the visual character of the site or its surroundings. The EIR further found that the Project would not have a significant impact on the adjoining Plaza Landmark and National Register Historic Districts. With respect to City of Sonoma development standards and guidelines regulating design issues, the project complies with Development Code standards concerning building height, setbacks, coverage, and Floor Area Ratio, which are the starting points for ensuring that new development fits appropriately within its surroundings. As set forth in Section I.B.4 of this Resolution, the Project is consistent with the Downtown design guidelines. Furthermore, as detailed in Section I.D of this Resolution, the Project is consistent with the design guidelines for infill development in the Historic Overlay zone.
4. Operating Characteristics: To ensure that the operating characteristics of the Project would be compatible with existing and future land uses in the vicinity of the site, the conditions of approval/mitigation monitoring program require the following:
 - a. Stormwater retention.
 - b. Compliance with the Noise Ordinance with respect to activities, building design, and equipment.
 - c. The improvement of the intersection of First Street West/West Napa Street to enhance pedestrian safety and reduce crossing distances.
 - d. The development and implementation of a trip reduction and delivery/parking management plan, to address valet parking, shared parking for the Lynch building and Sonoma Index-Tribune building, employee parking (including incentives for ride-sharing and bicycle and transit use), the provision of bicycles for use by guests, deliveries to the hotel and restaurant (including limitations on hours of delivery and the use of the proposed loading zone), and restrictions and prohibitions related to tour buses and other large-scale vehicles.
 - e. The development and implementation of a construction management plan addressing: construction traffic control, noise mitigation, air quality protection, hazardous materials abatement, Tribal Treatment Plan, recycling, easements and agreements, paleontological resources, and dewatering.

It should also be noted that the Project has not been approved as a Special Events venue.

D. The proposed use will not impair the architectural integrity and character of the zoning district in which it is to be located. As set forth in Section II, below, the proposed use will not

impair the architectural integrity and character of the zoning district in which it is to be located, because it has been found to comply with the findings for Design Review approval (SMC 19.54.080.H) and with the guidelines for infill development in the Historic Overlay District (SMC 19.42.040.B).

II. Site Design and Architectural Review Findings

In accordance with section 19.54.080.G of the Sonoma Municipal Code, the Planning Commission has determined that the Hotel Project Sonoma (Mitigated Project Alternative) as subject to the conditions of approval/mitigation monitoring program, is consistent with the findings required for Site Design and Architectural Review approval, as follows:

A. Basic Findings. *In order to approve any application for site design and architectural review, the review authority must make the following findings:*

1. *The project complies with applicable policies and regulations, as set forth in this development code (except for approved variances and exceptions), other city ordinances, and the general plan.* The project complies with Development Code standards regulating building height, setbacks, coverage, and Floor Area Ratio. As set forth in Exhibit “A” to this Resolution the project, subject to the conditions of approval/mitigation monitoring program, is consistent with the General Plan.
2. *On balance, the project is consistent with the intent of applicable design guidelines set forth in this development code.* As set forth in Section I.B.4 of this Resolution, the Project is consistent with the Downtown District design guidelines.
3. *The project responds appropriately to the context of adjacent development, as well as existing site conditions and environmental features.* The architecture of the building fronting on West Napa Street extends design elements of the other buildings on the block including: 1) continuity of setbacks and second floor elements; 2) the use of a covered arcade, balconies, and a street-facing entrance; 3) store-front windows that echo the size and patterning of other window treatments on the block; 4) building height and width proportionate to others on the block; and, 5) street trees and other landscaping. By placing much of the parking underground, the site plan would substantially reduce views of parking areas that currently adjoin West Napa Street and First Street West.

B. Projects within the Historic Overlay District or a Local Historic District. *In addition to the basic findings set forth in subsection (G)(1) of this section, the review authority must make the following additional findings for any project located within the historic overlay district:*

1. *The project will not impair the historic character of its surroundings.* The consistency of the Project with the historic character of the downtown was closely evaluated in the Environmental Impact Report (EIR) prepared for the project, because the project site is in proximity to the Sonoma Plaza National Landmark and National Register districts. In addition, a historically-significant structure, the Hawker Home, is located across West

Napa Street from the project site (although it is outside of the National Landmark and National Register districts). To begin with the National Landmark and National Register districts, views of the project site from within the district are limited, as has been documented by 3-D renderings included in the EIR. The largest elements of the project are located within the interior of the block and are substantially screened by adjoining buildings. The most visually-prominent building element of the project is the restaurant wing, which would front on West Napa Street. This building is designed with a traditional form and architectural elements intended to evoke local examples of historic structures without mimicking them. It extends design elements of the other buildings on the block including: 1) continuity of setbacks and second floor elements; 2) the use of a covered arcade, balconies, and a street-facing entrance; 3) store-front windows that echo the size and patterning of other window treatments on the block; and, 4) street trees and other landscaping. Because the restaurant wing would replace the existing Chateau Sonoma building, which has a height of approximately 30 feet, it does not represent an entirely new visual element at that location. In summary, the EIR analysis concluded that the project would result in only minor alternations to the setting of the National Landmark and National Register Districts and the historic buildings within them. With regard to the Hawker Home, a one-story bungalow-style structure located across West Napa Street from the project site, the historic consultant who prepared the EIR analysis noted that primary change to its setting is the replacement of the Chateau Sonoma building with the restaurant wing, in which one relatively large building will be replaced by another of a similar scale as viewed from West Napa Street. The analysis further notes that the setting of the Hawker Home already includes several relatively large structures, including the three-story Lynch building. Due to the limited nature of these alterations to the setting and the fact that they are occurring across West Napa Street from the Hawker Home, the historic consultant and the EIR concluded that the integrity of the Hawker Home and its setting would be retained.

2. *The project substantially preserves the qualities of any significant historic structures or other significant historic features on the site.*

The project would preserve the Index-Tribune building, a historically-significant structure. As determined by the EIR prepared for the Project, it would not degrade the significance of the Index-Tribune building and a required mitigation measure would ensure the preservation of historically-significant elements of the front (north) facade and that the reconstruction of the rear (south) facade of the building (necessitated by the demolition of the warehouse/print building) would conform to the Secretary of Interior Standards on the treatment of historic properties. The Chateau Sonoma Building, which is proposed for demolition, is not historically-significant.

3. *The project substantially complies with the applicable guidelines set forth in Chapter 19.42 SMC (Historic Preservation and Infill in the Historic Overlay District).*

Project compliance with the guidelines for infill development within the Historic Zone is analyzed in the table below:

Guidelines for Infill Development in the Historic Overlay District	Project Response/Compliance
<i>Site Plan Considerations</i>	
<p>a. New development should continue the functional, on-site relationships of the surrounding neighborhood. For example, common patterns that should be continued are entries facing the public right-of-way, front porches, and garages/parking areas located at the rear of the parcel.</p>	<p>The architecture of the building fronting on West Napa Street extends design elements of the other buildings on the block including: 1) continuity of setbacks and second floor elements; 2) the use of a covered arcade, balconies, and a street-facing entrance; 3) store-front windows that echo the size and patterning of other window treatments on the block; 4) building height and width proportionate to others on the block; and, 5) street trees and other landscaping. By placing much of the parking underground, the site plan would substantially reduce views of parking areas that currently adjoin West Napa Street and First Street West.</p>
<p>b. Front setbacks for new infill development should follow either of the following criteria: i) Equal to the average front setback of all residences on both sides of the street within 100 feet of the property lines of the new project; or ii) Equal to the average front setback of the two immediately adjoining structures on each side of the new project.</p>	<p>The building fronting West Napa Street is designed with a covered arcade with balconies at a zero lot-line. This approach is consistent with the Lynch Building and the Index-Tribune, building, located to the east. The Sonoma Grill building, on the west also features a zero lot-line, but does not feature an arcade.</p>
<p>In cases where averaging between two adjoining existing structures is chosen, the new structure may be averaged in a stepping pattern. This method can work especially well where it is desirable to provide a large front porch along a portion of the front facade.</p>	<p>Not applicable.</p>
<i>Architectural Considerations</i>	
<p>a. New infill structures should support the distinctive architectural characteristics of development in the surrounding neighborhood, including building mass, scale, proportion, decoration/detail, door and window spacing/rhythm, exterior materials, finished-floor height, porches, and roof pitch and style.</p>	<p>The building fronting West Napa Street, the most visually prominent element of the Project, maintains continuity with the height of second-floor building elements and the roof heights of other buildings on the block, including the Feedstore building and the historically-significant Lynch building. In addition, the West Napa Street building extends common streetscape elements, including a covered, wood arcade along the street frontage.</p>

Guidelines for Infill Development in the Historic Overlay District	Project Response/Compliance
<p>b. Because new infill structures are likely to be taller than one story, their bulk and height can impose on smaller-scale adjoining structures. The height of new structures should be considered within the context of their surroundings. Structures with greater height should consider providing greater setbacks at the second-story level, to reduce impacts (e.g., blocking or screening of air and light, privacy, etc.) on adjoining single-story structures.</p>	<p>The roof height of the restaurant wing fronting West Napa Street is the same as that of the Lynch building, which adjoins on the east. In addition, the third-floor of this structure is tucked within a gabled roof that slopes back from the frontage, reducing the apparent height. The Sonoma Grill building, located west of the site, is a one-story structure. However, because this building is separated from the project site by a parking lot, it does not have a strong visual link to the project site. The main wing of the hotel development is taller, due to the screening of roof-mounted equipment. This building is set back 150 feet from West Napa Street and views of this structure are substantially screened by buildings fronting on West Napa Street.</p>
<p>c. The incorporation of balconies and porches is encouraged for both practical and aesthetic reasons. These elements should be integrated to break up large front facades and add human scale to the structures.</p>	<p>The development incorporates a series of balconies, porches, and arcades as integrated architectural elements.</p>
<p>d. The proper use of building materials can enhance desired neighborhood qualities (e.g., compatibility, continuity, harmony, etc.). The design of infill structures should incorporate an appropriate mixture of the predominant materials in the surrounding neighborhood whenever possible. Common materials are brick, horizontal siding, shingles, stone, stucco, and wood.</p>	<p>The project employs a mix of building materials intended to evoke local historic buildings, including hand-troweled plaster, the use of timbers for a pedestrian arcade, stained wood, board and batten siding, corrugated metal roofing and split-faced cut stone. These materials are associated with historic buildings in downtown Sonoma, including several within proximity to the site.</p>
<p>e. Color schemes for infill structures should consider the color schemes of existing structures in the surrounding neighborhood in order to maintain compatibility and harmony. Avoid sharp contrasts with existing building colors.</p>	<p>The colors of the development will be subject to the review and approval of the Design Review and Historic Preservation Commission.</p>
<p><i>Sustainable Construction Techniques</i></p>	
<p>a. Building forms that reduce energy use may be radically different than traditional architectural types. Careful and sensitive design is required in order to produce a contrast that is pleasing rather than jarring. The use of appropriate colors and textures on exterior materials is one method of linking a contemporary building design to a traditional neighborhood context.</p>	<p>The building forms employed in the Project represent traditional architectural types intended to evoke local examples of historic structures. As detailed above, traditional building materials are proposed and the colors of the development would be subject to the review and approval of the Design Review and Historic Preservation Commission.</p>
<p>b. Roof gardens, solar panels, and other sustainable construction features should be fully integrated into the design of new construction, rather than applied at the conclusion of the design process.</p>	<p>While maintaining traditional building forms, the project has been designed from the outset to incorporate an array of sustainable design features in a comprehensive manner, including a rain water capture system, designed to achieve a LEED level of “Certified”, at a minimum. Solar panels would be placed on south facing roof elevations, views of which are largely screened.</p>

Guidelines for Infill Development in the Historic Overlay District	Project Response/Compliance
<i>Accessory Structures.</i>	
a. New accessory structures (e.g., garages, second units, sheds, etc.) that are visible from the public right-of-way should incorporate the distinctive architectural features (e.g., color, materials, roof pitch and style, etc.) of the main structure.	Two accessory structures would be visible from First Street West: 1) a pool equipment building; and 2) a covered trash enclosure. The pool building, which is the larger of the two, would be set back approximate 88 feet from the street. It is a low, one-story structure with a shed roof. It would employ colors and materials drawn from the main buildings. The trash enclosure, which would be located at the First Street frontage, would appear as fenced wooden enclosure, with a shed roof.
b. Design features should be applied with less detail on the accessory structure so that it does not compete with the main structure and is clearly subordinate to it.	The two accessory buildings would feature much simpler designs than the main buildings and would clearly subordinate to the main buildings in terms of size and level of architectural detail.

Based on the foregoing analysis, the Planning Commission finds that the project is consistent with the guidelines for infill development within the Historic Overlay Zone.

- d. *The project substantially complies with any applicable preservation plan or other guidelines or requirements pertaining to a local historic district as designated through SMC 19.42.02.* The project site is not located within a local historic district.

C. *Projects Involving Historically Significant Resources. The review authority must make the following additional findings for any project on which site is located a resource that is listed or eligible for listing on the State Register of Historic Resources or that has been designated as a local historic resource pursuant to SMC 19.42.020:*

1. *The project substantially preserves the qualities of any significant historic structures or other significant historic features on the site.* The EIR prepared for the Project confirmed that the Index-Tribune building is a historically significant resource due to its association with the Index-Tribune and the Lynch family and found that if the rear (south) elevation of the Lynch building is not reconstructed in accordance with Secretary of Interior standards a significant impact on the historic integrity of the building could result. A mitigation measure (CULT-1) requiring compliance with the standards will reduce this impact to a less than significant level. This mitigation measure is included in the conditions of approval/mitigation monitoring program.
2. *The project substantially complies with the applicable guidelines set forth in Chapter 19.42 SMC (Historic Preservation and Infill in the Historic Zone).* See Section B.3 of these findings.

3. *The project substantially complies with the applicable Secretary of the Interior Standards and Guidelines for the Treatment of Historic Properties.* See Section B.3 and C.1 of these findings.

III. Waiver of Residential Component

As provided for in section 19.10.020.B of the Sonoma Municipal Code, the Planning Commission hereby determines that the Hotel Project Sonoma shall not be required to incorporate a residential component, based upon the following considerations:

A. The hotel use does not lend itself to an integrated residential component and the size and configuration of the subject property make it impractical to integrate a stand-alone residential component separate from the hotel.

B. The hotel's normal daily activities will generate pedestrian activity and contribute to the economic vitality of the downtown as expressed in the "Desired Future" of the Downtown Planning Area, as set forth in the Development Code in a manner similar to that which would be provided through a residential component.

C. The restaurant will offer a ground floor retail component serving both visitors and local residents, consistent with the Local Economy Element of the General Plan.

D. The subject site is not identified as a "Housing Opportunity Site" in the Housing Element of the General Plan and there is no assumption in the Housing Element that the redevelopment of the site will include a housing component.

E. The City is preparing a nexus study to support a housing impact fee that, if adopted, would be applied to new commercial development to assist in offsetting associated housing demand. If adopted, this fee will be tied to the issuance of building permits and will be applicable to the proposed development (see condition of approval #24).

III. Project Approval

Based on the findings set forth in this Resolution, the Planning Commission hereby grants approval of 1) a Use Permit, and 2) Site Design and Architectural Review for the Mitigated Project, subject to the Conditions of Approval and Mitigation Monitoring Program set forth in Exhibit "B". The foregoing Resolution _____ is hereby passed and adopted by the Planning Commission on December 8, 2016, by the following vote:

AYES: COMMISSIONERS:
NOES: COMMISSIONERS:
ABSENT: COMMISSIONERS:

Chair Felder

ATTEST:

Cristina Morris
Administrative Assistant

Exhibit "A"

Review of Consistency with the Hotel Project Sonoma and the City of Sonoma 2020 General Plan

Exhibit "B"

Conditions of Project Approval/Monitoring Program

Review of Consistency with the Hotel Project Sonoma and the City of Sonoma 2020 General Plan	
General Plan Policy	Project Response
Community Development Element	
<i>Goal CD-4: Encourage quality, variety, and innovation in new development.</i>	
Coordinate development on small contiguous lots to the extent possible. (CDE-4.3)	The project represents a coordinated development addressing the design and development of four contiguous lots in the downtown area in an integrated manner.
Require pedestrian and bicycle access and amenities in all development (CDE-4.4).	The project will include bicycle parking facilities for employees and hotel guests and it will be required to implement pedestrian safety improvements at the intersection for First Street West/West Napa Street. Internal walkways connected to the public sidewalk would be provided, as would pedestrian enhancements along the West Napa Street frontage of the site, such as street trees and sidewalk restaurant seating.
<i>Goal CDE-5: Reinforce the historic, small-town characteristics that give Sonoma its unique sense of place.</i>	
Preserve and continue to utilize historic buildings as much as feasible. (CDE-5.4)	The project preserves the historically-significant Index-Tribune building.
Promote higher density, infill development, while ensuring that building mass, scale, and form are compatible with neighborhood and town character (CDE-5.5).	The project is an infill development that complies with Development Code standards concerning Floor Area Ratio, coverage, setbacks, and building heights. The building design employs architectural elements that are consistent with downtown vernacular and development within the immediate vicinity of the project, including the use of gables, balconies, thick walls, the layering of arcades at the sidewalk, and overhanging roofs. The mix of building materials includes hand-troweled plaster, stained wood, board and batten siding, corrugated metal roofing and split-faced cut stone. Building exteriors will include deep set window reveals finished with thick sills and jambs.
Pursue design consistency, improved pedestrian and bicycle access, and right-of-way beautification along the Highway 12 corridor. (CDE-5.6)	The project will be required to improve conditions for pedestrians by enhancing the intersection of First Street West/West Napa Street. Frontage improvements will not interfere with the potential for bike lanes along West Napa Street. The project will include bicycle parking facilities for employees and hotel guests. The design of the building fronting on West Napa Street extends design elements of the other buildings on the block and employs pedestrian-friendly features including walkways, sidewalk seating, a street-facing entrance, a covered arcade, and new street trees and other landscaping.

Local Economy Element	
<i>Goal LE-1: Support and enhance the local economy in a manner consistent with Sonoma’s character and in furtherance of its quality of life.</i>	
Focus on the retention and attraction of businesses that reinforce Sonoma’s distinctive qualities—such as agriculture, food and wine, history and art—and that offer high-paying jobs. (LE-1.1)	The project retains local businesses that contribute to Sonoma’s distinctive qualities, including the Sonoma Index-Tribune and Krave. The proposed hotel and restaurant uses complement the attributes of downtown Sonoma, including historic resources, food, and wine.
Promote and accommodate year-round tourism that is consistent with the historic, small-town character of Sonoma. (LE-1.5)	The proposed hotel and restaurant uses are consistent with accommodating year-around tourism. The scale of the project complies with Development Code standards and its design employs architectural elements that are representatives of historic structures in the downtown.
Preserve and enhance the historic Plaza area as a unique, retail-oriented commercial and cultural center that attracts both residents and visitors. (LE-1.8)	The project preserves the historically-significant Index-Tribune building. The hotel will be attractive to visitors and the restaurant will serve visitors and residents.
Promote ground-floor retail uses in commercial areas as a means of generating pedestrian activity. (LE-1.10)	The hotel and restaurant uses will generate pedestrian activity.
Environmental Resources Element	
<i>Goal ER-1: Acquire and protect important open space in and around Sonoma.</i>	
Require new development to provide adequate private and, where appropriate, public open space (ERE-1.4).	The project complies with Development Code standards concerning the provision of open space in new commercial development.
<i>Goal ER-2: Identify, preserve, and enhance important habitat areas and significant environmental resources.</i>	
Protect Sonoma Valley watershed resources, including surface and groundwater supplies and quality (ERE 2.4).	Best practices in post-construction stormwater management will be required in the design of the drainage improvements per the conditions of approval.
Require erosion control and soil conservation practices that support watershed protection. (ER 2.5)	See above. In addition to the post-construction techniques, the conditions of project approval require an erosion control plan that would be implemented over the course of construction.
Preserve existing trees and plant trees (ERE 2.6)	The project would be developed consistent with the arborist report and Tree Committee’s recommendations, which include tree replacement plantings.
Require development to avoid potential impacts to wildlife habitat, air quality, and other significant biological resources, or to adequately mitigate such impacts if avoidance is not feasible. (ERE-2.9)	The potential impacts of the project were evaluated through the preparation of an Environmental Impact Report (EIR). The EIR concluded that potentially significant impacts could be reduced to a less-than-significant level through mitigation measures that have been incorporated into the conditions of approval.
<i>Goal ER-3: Conserve natural resources to ensure their long-term sustainability.</i>	

Encourage construction, building maintenance, landscaping, and transportation practices that promote energy and water conservation and reduce GHG emissions (ERE 3.2)	The project will reduce vehicle trips by providing lodging within the downtown area, in proximity to historic sites, shopping opportunities, and the Plaza. The project will be subject to the CA Green Building Code and the City’s WELO ordinance, which requires low-water use landscaping and irrigation systems. The project will be designed to achieve LEED certification.
Circulation Element	
<i>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.</i>	
Promote safety for all users of the street system. (CE-1.2) 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. (CE-1.9)	The project will be required to implement pedestrian safety improvements at the intersection for First Street West/West Napa Street. The design of the intersection will be consistent with the directions established in the Circulation Element to protect the historic character of the Plaza.
Ensure that new development contributes its proportional share of the cost of improvements necessary to address cumulative transportation impacts on the multimodal circulation network. (CE-1.11)	If a circulation improvement in-lieu fee is in place prior to the issuance of building permits for the project, the project will be required to pay applicable fees.
<i>Goal 2.0: Create a Circulation Network that Supports and Encourages Travel by Non-Automobile Modes.</i>	
Improve pedestrian circulation and safety at major intersections. (CE-2.4)	The project will be required to implement pedestrian safety improvements at the intersection for First Street West/West Napa Street.
Incorporate bicycle facilities and amenities in new development. (CE-2.14)	The project will include bicycle parking facilities for employees and hotel guests.
<i>Goal 2.0: Create a Circulation Network that Supports and Encourages Travel by Non-Automobile Modes.</i>	
Incorporate bicycle facilities and amenities in new development (CE-2.5)	The project will incorporate bicycle facilities for hotel employees and guests.
<i>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.</i>	
Encourage a mixture of uses and higher densities where appropriate to improve the viability of transit, pedestrian and bicycle travel. (CE-3.1)	The project will promote pedestrian travel and bicycling by providing lodging within the downtown area, in proximity to historic sites, shopping opportunities, and the Plaza.
Public Safety Element	
<i>Goal PS.1: Minimize risks to life and property associated with seismic and other geologic hazards, fire, hazardous materials, and flooding.</i>	

Require development to be designed and constructed in a manner that reduces the potential for damage and injury from natural and human causes to the extent possible. (PS-1.1)	As required through the conditions of project approval, the project will comply with all building and engineering requirements associated with seismic safety and other safety considerations.
Ensure that all development projects provide adequate fire protection (PSE-1.3).	The proposal has been reviewed by the Sonoma Valley Fire and Rescue Authority and has been designed to meet its requirements for fire protection, as will be required through the conditions of project approval.
Ensure that all operations that use, store, and/or transport hazardous materials to comply with all applicable regulations. (PS-1.6)	Former uses on the site (printing plant, gas station) did make use of hazardous materials, a circumstance that has been fully evaluated through Phase 1 environmental reports and related studies, which included air quality, water quality, and soil sampling. Remediation of the site has already occurred and additional recommendations associated with new development will be implemented as required through the conditions of project approval.
Noise Element	
<i>Goal NS.1: Achieve noise compatibility between existing and new development to preserve the quiet atmosphere of Sonoma and quality of life.</i>	
Apply the following standards for maximum Ldn levels to citywide development: 45 Ldn: For indoor environments in all residential units. (NE-1.1)	A noise assessment was conducted as part of the EIR for the project. The assessment found that, absent specific construction techniques, indoor noise levels within hotel rooms close to West Napa Street could experience noise levels that exceed City standards. To mitigate this issue, as part of the building permit review, an acoustical implementation plan prepared by a qualified specialist will be required to demonstrate compliance with the City's indoor noise limits.
Require adequate mitigation of potential noise from all proposed development. (NE-1.3).	The noise assessment in the EIR also evaluated potential construction and operation impacts. Although no operational impacts with respect to noise are anticipated, the EIR did require mitigation of potential construction noise impacts. These measures have been included in the conditions of project approval.
Evaluate proposed development using the Noise Assessment Guide and require an acoustical study when it is not certain that a proposed project can adequately mitigate potential noise impacts. (NE-1.4)	A noise assessment was performed as part of the EIR prepared for the project.
Housing Element	
<i>Goal HE-3: Preserving housing assets: Maintaining the condition and affordability of existing housing and ensuring development is consistent with Sonoma's town and neighborhood context.</i>	
Encourage property owners to maintain rental and ownership units in sound condition through code enforcement and housing rehabilitation programs. (HE-3.2).	The seven existing apartment units within the Lynch building will preserved as part of the project.

City of Sonoma Planning Commission
**CONDITIONS OF PROJECT APPROVAL AND
MITIGATION MONITORING PROGRAM**

West Napa Street Hotel
117-153 West Napa Street

December 8, 2016

1. The Mitigation Monitoring and Reporting Program, Attachment "1" to these conditions of project approval, shall be fully implemented.

Implementation Responsibility: Per the Mitigation Monitoring and Reporting Program (Attachment "1").
Timing: Per the Mitigation Monitoring and Reporting Program (Attachment "1").

2. The Use Permit shall be contingent upon approval of a Demolition Permit by the Design Review & Historic Preservation Commission (DRHPC) allowing for demolition of the Chateau Sonoma building, located at 153 West Napa Street.

Enforcement Responsibility: Planning Department; DRHPC
Timing: Prior to issuance a building permit

3. The development shall be constructed in conformance with the project narrative, the Basis of Design report, and the approved site plan, floor plans and elevations, except as modified by these conditions and the following:

- a. Development and ongoing implementation of a trip reduction and delivery/parking management plan, to address valet parking, shared parking for the Lynch building and Sonoma Index-Tribune building, employee parking (including incentives for ride-sharing and bicycle and transit use), the provision of bicycles for use by guests, deliveries to the hotel and restaurant (including limitations on hours of delivery and the use of the proposed loading zone), and restrictions and prohibitions related to tour buses and other large-scale vehicles, subject to the review and approval of the Planning Director and the City Engineer.
- b. Each of the apartments within the Lynch building shall be provided with a dedicated parking space within the parking garage.
- c. This permit does not constitute an approval for a Special Event Venue as defined under Section 19.92.020 of the Development Code.
- d. The restaurant shall participate in the composting program offered by Sonoma Garbage Collectors.

Implementation Responsibility: Planning Director; Building Division; Pubic Works Division, City Engineer
Timing: Ongoing

4. The following plans and agreements for controlling stormwater runoff from the site shall be required:

- a. An Erosion and Sediment Control Plan shall be prepared by a registered civil engineer and submitted to the City Engineer for review and approval. The required plan shall be approved prior to the issuance of a building or grading permit. The Best Management Practices specified in the approved plan shall be implemented before and during any rainfall event. Grading shall not commence or recommence during the rainy season or the period of time beginning when rains begin or October 15, whichever comes first, and ending on the following April 15 or when rains cease, whichever occurs last, unless erosion and sediment control measures have been installed, implemented, and maintained on the site to the satisfaction of the public works director or his/her representative.
- b. A Stormwater Control Plan (SCP) in conformance with the standards in Provision E.12 of the City of Sonoma's NPDES Permit for stormwater discharges shall be prepared by a registered civil engineer and submitted to the City Engineer for review and approval. The plan shall be prepared in accordance with the guidance provided in the BASMAA Post-Construction Manual. The required plan shall be approved prior to the issuance of a building or grading permit. The SCP must include an Operation and Maintenance Plan for the Best Management Practices (BMPs) identified in the SCP.
- c. The Applicant shall execute an agreement with the City which grants the City access to conduct inspections of the BMPs identified in the SCP, and which requires the owner or operator of the site to conduct a maintenance inspection at least annually and retain a record of the inspection. The agreement must contain provisions

authorizing the City to perform required maintenance of the BMPs and recover the cost of performing said maintenance in the event of the owner's failure to perform required maintenance. The agreement shall be binding on future owners of the entire property or any subdivided portion thereof, and shall be recorded at the Sonoma County Recorder's Office.

Enforcement Responsibility: City Engineer; Public Works Department
Timing: Prior to issuance of the grading permit

5. The following improvements shall be required and shown on the improvement plans and are subject to the review of the City Engineer, Planning Director, and Fire Chief. Public improvements shall meet City standards. The improvement plans shall be prepared by a registered civil engineer and approved by the City Engineer prior to issuance of a grading permit or building permit. All drainage improvements shall be designed in accordance with the Sonoma County Water Agency "Flood Control Design Criteria." Plans and engineering calculations for drainage improvements, and plans for sanitary sewer facilities, shall be submitted to the Sonoma County Water Agency (and copy of submittal packet to the City Engineer) for review and approval.
- a. The project driveways shall be repaired or re-constructed as deemed necessary by the City Engineer in conformance with the City's standard specifications and Caltrans standards (if applicable). Existing curb, gutter, sidewalk and street sections along the West Napa Street and First Street West frontages that are damaged or deemed by the City Engineer to be in disrepair shall be repaired or replaced to City standards. An encroachment permit from the City shall be required for any work within the public right of way. Consistent with Mitigation Measure TRANS-6B, any West Napa Street frontage improvements shall accommodate potential future bike lanes.
 - b. Storm drains and related facilities, including off-site storm drain facilities as necessary to connect to existing storm drain facilities.
 - c. Post-Construction stormwater BMPs as approved in the Applicant's Stormwater Control Plan shall be shown on the drainage and improvement plans.
 - d. Grading plans shall be included in the improvement plans and are subject to the review and approval of the City Engineer, Planning Director, and the Building Official. Grade differences between lots will not be permitted unless separated by properly designed concrete or masonry retaining walls. This requirement may be modified or waived at the discretion of the City Engineer. Plans shall conform to City of Sonoma Grading Ordinance (Chapter 14.20 of the Municipal Code). The applicant shall provide "As Builts" for the site demolition and hazardous materials abatement with the grading plans.
 - e. Sewer mains, laterals and appurtenances, including off-site sewer mains and facilities as required by the Sonoma County Water Agency; water conservation measures installed and/or applicable mitigation fees paid as determined by the Sonoma County Water Agency. The requirements associated with Mitigation Measure UTIL-6 as set forth in the Mitigation Monitoring and Reporting Program shall be fully implemented, including the provision of an on-site holding tank.
 - f. Water services for the commercial uses, fire line and a dedicated irrigation line shall be provided. The hotel and the restaurant shall be metered separately. The location of water meters and backflow assemblies shall be identified on the plans and the locations approved by the City Engineer and Fire Chief.
 - g. Precise horizontal and vertical location of underground utilities expected to be encountered in the public right of way shall be determined by means of potholing prior to completion of the improvement plans, to avoid non-standard field changes when underground obstacles are encountered.
 - h. Public fire hydrants connected to public water lines shall be required in the number and at the locations specified by the Fire Chief and the City Engineer. Any required fire hydrants shall be operational prior to beginning combustible construction.
 - i. Private underground utility services, including gas, electricity, cable TV and telephone, shall be provided to the development.
 - j. Public street lighting as required by the City Engineer.

- k. A signing and striping plans shall be submitted to the City Engineer for review and approval. Said plans shall include “No Parking” signs/markings along the appropriate drive aisles, traffic control signs, and pavement markings as required by the City Engineer. Plans shall also address the provision of a loading zone on First Street West, subject to the review and approval of the City Engineer.
- l. Street trees subject to the discretion of the Planning Director and the Public Works Director. All street trees shall be consistent with the City’s Tree Planting Program, including the District Tree List.
- m. The property address numbers shall be posted on the property in a manner visible from the public street, and on the individual structures/units. Type and location of posting are subject to the review and approval of the City Engineer and the Fire Chief.
- n. All public sidewalk, street, storm drainage, water, sewer, access and public utility easements shall be dedicated to the City of Sonoma or to other affected agencies of jurisdiction, as required.
- o. The applicant shall show proof of payment of all outstanding engineering plan check fees within thirty (30) days of notice for payment and prior to the approval of the improvement plans, whichever occurs first.
- p. Lot-line adjustments shall be implemented in accordance with approved site plan.
- q. Pursuant to Mitigation Measure TRANS-1A of the Mitigation Monitoring and Reporting Program, the pedestrian safety improvements to the intersection of First Street West/West Napa Street identified in the Circulation Element, including curb extensions and striping modifications, shall be designed and implemented.

Enforcement Responsibility: City Engineer; Public Works Department; Building Department; Planning Department; Fire Department; SCWA
Timing: Prior to issuance of the grading permit

- 6. An encroachment permit from the Department of Transportation (Caltrans) shall be required for all work within the Highway 12 (West Napa Street) right-of-way. The applicant shall provide proof of the Caltrans encroachment permit prior to City Engineer approval of improvement plans for frontage or intersection improvements.

Enforcement Responsibility: Caltrans; City Engineer; Public Works Department; Building Department
Timing: Prior to City approval of public improvement plans

- 7. The applicant shall be required to pay for all inspections prior to the acceptance of public improvements, or within 30 days of receipt of invoice; all plan checking fees at the time of the plan checks; and any other fees charged by the City of Sonoma, the Sonoma County Water Agency or other affected agencies with reviewing authority over this project, except those fees from which any designated affordable units are specifically exempted.

Enforcement Responsibility: Public Works Department; Building Department; City Engineer; Affected agency
Timing: Prior to the acceptance of public improvements, or plan check, or within 30 days of receipt of invoice, as specified above

- 8. No structures of any kind shall be constructed within the public easements dedicated for public use, except for structures for which the easements are intended.

Enforcement Responsibility: City Engineer; Public Works Department; Planning Department
Timing: Prior to the issuance of any grading/building permit; Ongoing

- 9. The applicant shall comply with the following requirements of the Sanitation Division of Sonoma County Permit & Resource Management Department (PRMD) and the Sonoma County Water Agency (SCWA):
 - a. The applicant shall submit a Wastewater Discharge Survey to PRMD. The Applicant shall obtain a **Survey for Commercial/Industrial Wastewater Discharge Requirements** (“Green form”) from PRMD, and shall submit the completed Survey, along with two (2) copies of the project site plan, floor plan and plumbing plan to the Sanitation Section of PRMD. The Survey evaluation must be completed by the Sonoma County Water Agency and submitted to the PRMD Engineering Division before a building permit for the project can be approved.
 - b. If additional sewer pre-treatment and/or monitoring facilities (i.e. Grease trap, Sampling Manhole, etc.) are required by the Sonoma Valley County Sanitation District per the Wastewater Discharge Survey, the Applicant shall comply

with the terms and requirements of the Survey prior to commencing any food or beverage service. If required, the Sampling Manhole shall be constructed in accordance with Sonoma County Water Agency *Design and Construction Standards for Sanitation Facilities*, and shall be constructed under a separate permit issued by the Engineering Division of PRMD.

- c. In accordance with Section 5.05, "Alteration of Use", of the Sonoma Valley County Sanitation District Ordinances, the Applicant shall pay increased sewer use fees as applicable for changes in the use of the existing structure. The increased sewer use fees shall be paid the Engineering Division of PRMD prior to the commencement of the use(s).
- d. A sewer clearance shall be provided to the City of Sonoma Building Department verifying that all applicable sewer fees have been paid prior to the issuance of any building permit. **Note: Substantial fees may apply for new sewer connections and/or the use of additional ESDs from an existing sewer connection. The applicant is encouraged to check with the Sonoma County Sanitation Division immediately to determine whether such fees apply.**

Enforcement Responsibility: Sanitation Division of Sonoma County Planning & Management Resource Department; Sonoma County Water Agency: City of Sonoma Building Department

Timing: Prior to issuance of a building permit

- 10. The applicant shall obtain any necessary permits, licenses, and/or clearances from the Sonoma County Environmental Health Division and the State Department of Alcoholic Beverage Control (ABC) for food/beverage preparation, cooking, and service associated with the use. Food/beverage preparation, cooking, and service shall conform to the limitations of those permits.

Enforcement Responsibility: Department of ABC; Sonoma County Health Division; Planning Department

Timing: Prior to operation; Ongoing

- 11. A water demand analysis shall be prepared by a licensed civil engineer and submitted by the applicant and shall be subject to the review and approval of the City Engineer. Said analysis shall comply with the City's current policy on water demand and capacity analysis as outlined in Resolution 46-2010. Building permits for the project shall only be issued if the City Engineer finds, based on the water demand analysis in relation to the available water supply, that sufficient capacity is available to serve the proposed development, which finding shall be documented in the form of a will-serve letter, prepared by the City Engineer. Any will-serve letter shall remain valid only so long as the discretionary approval(s) for the project remains valid.

Enforcement Responsibility: City Engineer; Public Works Department

Timing: Prior to issuance of any building permit

- 12. The applicant shall submit a Water Conservation Plan to the City Engineer for review and approval, incorporating at a minimum, each of the measures identified in Appendix L of the Environmental Impact Report. The Plan shall include conservation measures for indoor and outdoor water use and shall be consistent with the City's water conservation and landscape efficiency ordinances.

Enforcement Responsibility: City Engineer

Timing: Prior to issuance of any building permit

- 13. A soils and geotechnical investigation and report, prepared by a licensed civil engineer, shall be required for the development prior to the issuance of a grading permit and/or approval of the improvement plans, as determined by the City Engineer. Recommendations identified in the geotechnical investigation and report shall be incorporated into the construction plans for the project and into the building permits.

Enforcement Responsibility: City Engineer; Building Department

Timing: Prior to issuance of any grading/building permit

- 14. A construction management plan shall be required, subject to the review and approval of the City Engineer, the Building Official, and the Planning Director. The Plan shall incorporate, at a minimum, the measures set forth in section 10 of the "Basis of Design" report, as well as the following components:

- a. **Neighbor/Agency Outreach and Coordination.** Identification of procedures providing for written notification to potentially affected businesses, residences, and agencies informing them in advance of construction activities and progress. Designation of a responsible person (including contact information) for implementation of the construction management plan.

- b. **Construction Traffic Control.** A traffic control plan, prepared by a licensed engineer, to control traffic safety throughout all the construction phases. The plan shall include but not be limited to staging areas on the project site and truck movements, cones, signage, flagging, etc. In addition, the plan shall address temporary parking of construction related vehicles and equipment on or adjacent to the project site. Contractors shall be required to maintain traffic flow on all affected roadways adjacent to the project site during non-working hours, to minimize traffic restrictions during construction, to minimize or avoid the routing of trucks through residential areas, and minimize impacts on the availability of on-street parking. Contractors shall notify all appropriate City of Sonoma and Sonoma County emergency service providers of planned construction schedules and roadways affected by construction in writing at least 48 hours in advance of any construction activity that could involve road closure or any significant constraint to emergency vehicle movement through the project area or the adjacent neighborhoods. Vehicles used in transporting construction equipment and materials shall be limited to City-approved haul routes. No construction staging activity shall occur within the public right-of-way.
- c. **Noise Mitigation.** Construction noise mitigation measures, to incorporate all measures set forth in Mitigation Measures Noise 2 and 4, as set forth in the Mitigation Monitoring and Reporting Program.
- d. **Air Quality Protection.** Dust control and air quality mitigation in accordance with Mitigation Measures AIR-1, 2, 3, and 4, as set forth in the Mitigation Monitoring and Reporting Program.
- e. **Hazardous Materials Abatement.** Plans and protocols for hazardous materials abatement and disposal, including: 1) the completion of an asbestos and lead-based paint survey and any associated demolition and disposal requirements; 2) the implementation of the measures contained in the Soil and Groundwater Management Plan (SGMP) prepared by AECOM in June 2014; and 3) any required coordination with the Sonoma County Department of Environmental Health and other responsible agencies.
- f. **Tribal Treatment Plan.** A Tribal Treatment Plan, developed in consultation with the Federated Indians of Graton Rancheria (FIGR) and entered into by the FIGR, the City of Sonoma, and the Project Applicant prior to construction. The plan shall address tribal monitoring of excavation and other earth-moving activities and shall formalize protocol and procedures for the protection and treatment of Native American cultural resources in the event any are discovered in conjunction with the project's development. The plan shall incorporate the requirements set forth in Mitigation Measures CULT-2A and 2B of the Mitigation Monitoring and Reporting Program. In addition, the plan shall include protocols for the encounter of human remains. If human remains are encountered, all work shall stop in the immediate vicinity of the discovered remains and the County Coroner and a qualified archaeologist shall be notified immediately so that an evaluation can be performed. If the remains are deemed to be Native American and prehistoric, the Native American Heritage Commission shall be contacted by the Coroner so that a "Most Likely Descendant" can be designated.
- g. **Recycling.** A recycling plan addressing the major materials generated through deconstruction of existing structures and construction of new buildings, including measures to divert these materials from landfill disposal. Typical materials included in such a plan are soil, brush and other vegetative growth, sheetrock, dimensional lumber, metal scraps, cardboard packaging, and plastic wrap.
- h. **Easements and Agreements.** Written confirmation of any necessary construction access agreements or easements from neighboring property owners.
- i. **Paleontological Resources.** Protocols for the encounter of paleontological resources. In the event fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The contractor shall notify a qualified paleontologist to examine the discovery. The paleontologist shall document the discovery as needed, in accordance with Society of Vertebrate Paleontology standards (Society of Vertebrate Paleontology 1995), evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the Project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the Project based on the qualities that make the resource important. (Mitigation Measure Cult-3, as set forth in the Mitigation Monitoring and Reporting Program.)
- j. **Dewatering.** Protocols for the encounter of high groundwater necessitating dewatering. In the event high groundwater is discovered and dewatering becomes necessary, the Applicant shall notify the applicable agencies, including the City of Sonoma and the San Francisco Bay Regional Water Quality Control Board, and obtain any required permits prior to commencing dewatering.

Enforcement Responsibility: Building, Planning, & Public Works Departments; Police & Fire Departments
Timing: Prior to the issuance of any building permit or grading permit and ongoing during construction

- 15. Prior to obtaining building permits, the Project applicant shall submit an acoustic study to the satisfaction of the Planning Director to ensure that the Project includes design features to meet the 45 dBA CNEL noise standard at all hotel rooms. The noise study shall estimate the future long-range noise levels at the building façade and calculate the exterior to interior noise reduction at all hotel rooms based on specific construction plans including grading plans,

building footprints and architectural plans. The study shall describe specific windows and wall assemblies design and materials so all hotel rooms meet the 45 dbA CNEL noise standard due to exterior noise sources. The project applicant/developer shall implement all recommended design features. (Mitigation Measure Noise 1, as set forth in the Mitigation Monitoring and Reporting Program.)

Enforcement Responsibility: Planning Director
Timing: Prior to the issuance of building permits

16. The following agencies must be contacted by the applicant to determine permit or other regulatory requirements of the agency prior to issuance of a building permit, including the payment of applicable fees:
- Sonoma County Water Agency [For sewer connections and modifications and interceptor requirements, and for grading, drainage, and erosion control plans].
 - Sonoma County Department of Public Health [Food/beverage preparation].
 - Sonoma County Department of Environmental Health [For abandonment of wells].
 - Sonoma Valley Unified School District [For school impact fees].
 - Caltrans [For encroachment permits and frontage improvements on State Highway 12/Sonoma Highway].

Enforcement Responsibility: Building Department; Public Works Department
Timing: Prior to the issuance of any grading/building permit

17. Building permits shall be obtained and all applicable work shall comply with the applicable provisions of the California Building Standards Code as amended and adopted by Sonoma Municipal Code Section 14.10. The new development shall be design to achieve LEED level of “certified”, at a minimum.

Enforcement Responsibility: Building Department
Timing: Prior to construction

18. All Fire Department requirements shall be met, including any code modifications effective prior to the date of issuance of any building permit. Fire sprinklers shall be provided in all new buildings. Any required “no parking” markings shall be maintained on an on-going basis.

Enforcement Responsibility: Fire Department; Building Department
Timing: Prior to the issuance of any building permit

19. As called for by Mitigation Measures CULT-1 of the Mitigation Monitoring and Reporting Program, to ensure the Index-Tribune building retains its historical significance, the design of the altered rear (south) elevation after demolition of the warehouse additions shall conform to the Secretary of the Interior’s Standards for Rehabilitation. A consultant who meets the Secretary of the Interior’s Professional Qualification Standards for Historic Architecture shall prepare a report on conformance of the design to the Secretary’s Standard. The report and the architectural drawings and specifications for shall be reviewed by the Planning Department to confirm conformance before final planning approval is granted.

Enforcement Responsibility: Planning Department
Timing: Prior to issuance of demolition permit for warehouse additions.

20. The project shall be constructed in accordance with the following requirements related to tree preservation, mitigation and replacement:
- Trees removed from the project site shall be replaced at a 2:1 ratio. All replacement trees shall have a minimum size of 15-gallons.
 - The developer shall adhere to the general tree preservation guidelines included in the arborist report for trees that are to be preserved.
 - Any street trees planted shall be consistent with the City’s Street Tree Planting Program, including the District Tree List.

Enforcement Responsibility: Planning Department, Design Review Commission
Timing: Prior to the issuance of any occupancy permit

21. The development shall be subject to the review and approval of the Design Review and Historic Preservation Commission (DRHPC). This review shall encompass site plan adjustments as required by these conditions or as

deemed necessary by the DRC (except no modifications substantially altering the approved site plan or at variance with the conditions of approval shall be made), and review of elevation details, exterior materials and colors, and signs for the development. As part of its consideration, the DHRPC shall review the design and placement of bicycle facilities, including secured bicycle parking for employees, as set forth in Mitigation Measures TRANS-6B of the Mitigation Monitoring and Reporting Program.

Enforcement Responsibility: Planning Department; DRHPC
Timing: Prior to the issuance of any building permit

22. A landscape plan shall be prepared by a licensed landscape architect. The plan shall be subject to the review and approval of the Design Review and Historic Preservation Commission (DRHPC). The plan shall address site landscaping, fencing/walls, hardscape improvements, and required tree plantings. The landscape plan shall include an irrigation plan and shall comply with applicable provisions of the California Building Standards Code including CALGreen + Tier 1, the City of Sonoma's Water Efficient Landscaping Ordinance (Municipal Code §14.32) and Development Code Sections 19.40.100 (Screening and Buffering), 19.46 (Fences, Hedges, and Walls), and 19.40.060 (Landscape Standards).

Enforcement Responsibility: Planning Department; DRHPC
Timing: Prior to any occupancy permit

23. Onsite lighting shall be addressed through a lighting plan, subject to the review and approval of the Design Review and Historic Preservation Commission (DRHPC). All proposed exterior lighting for the site shall be indicated on the lighting plan and specifications for light fixtures shall be included. The lighting shall conform to the standards and guidelines contained under Section 19.40.030 of the Development Code (Exterior Lighting) and the California Energy Code. No light or glare shall be directed toward, or allowed to spill onto any offsite areas. All exterior light fixtures shall be shielded to avoid glare onto neighboring properties, and shall be the minimum necessary for site safety and security.

Enforcement Responsibility: Planning Department, DRHPC
Timing: Prior to the issuance of any occupancy permit

24. In addition to any other applicable fees and taxes, the applicant shall be responsible for the payment of the following:
- a. Water meter, front-footage, and water capacity fees. The water capacity fee shall be charged based on a baseline of estimated use set by the City Engineer in accordance with Resolution 56-2014 or the most recent water rates and connection fees established by the City Council prior to the issuance of any building permit. In the event that during the life of the project, the City finds that the actual Project water use exceeds the water capacity purchased relative to the connection fee baseline, the applicant shall purchase additional water capacity via application to the City. The applicant shall determine the quantity of additional water capacity required based upon the submittal of an engineered water study demonstrating and quantifying the site-specific water usage.
 - b. Sewer connection fees.
 - c. School impact fees.
 - d. Housing impact fees [if adopted prior to the issuance of any building permit].
 - e. Circulation impact fees [if adopted prior to the issuance of any building permit and the amount of the fee is greater than the cost of the applicant's share of the required improvement of the intersection of First Street West/West Napa Street, in which case payment of the net amount shall be required].
 - f. Transient Occupancy Tax.
 - g. Tourism Improvement District fees.

Enforcement Responsibility: Planning Department; Public Works Department; City Engineer
Timing: Prior to the issuance of building permits and ongoing

25. The applicant shall provide the City with an irrevocable offer of dedication, subject to the review and approval of the City Attorney, for a parking and access easement encompassing a maximum of twenty-five parking spaces on the property located at 136 West Napa Street (APN 018-202-075). This offer of dedication shall have a term of five years following the commencement of the hotel use, within which time the City may choose to exercise it upon its sole discretion, based on the City's evaluation of the parking demand associated with the development.

Enforcement Responsibility: Planning Department
Timing: Prior to the issuance of any building permit or grading permit.

Attachment “1” to Exhibit “B”

**MITIGATION MONITORING AND REPORTING PROGRAM FOR
HOTEL PROJECT SONOMA**

State Clearinghouse Number: 2015062041

MITIGATION MONITORING AND REPORTING PROGRAM

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
AIR QUALITY					
<p>AIR-1: The Project's construction contractor shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM₁₀ and PM_{2.5}:</p> <ul style="list-style-type: none"> ▪ Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. ▪ Pavement, apply water twice daily or as often as necessary, to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). ▪ Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, with water sweepers all paved access roads, parking areas and staging areas at the construction site to control dust. ▪ Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material. ▪ Hydroseed or apply non-toxic soil stabilizers to inactive construction areas. ▪ Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). ▪ Limit vehicle traffic speeds on unpaved roads to 15 mph. ▪ Replant vegetation in disturbed areas as quickly as possible. 	City of Sonoma, Construction Contractor	During Construction	City of Sonoma Planning Department and/or Building Department	Review construction specifications and retain for administrative record Conduct site inspections during construction activities	Once, prior to construction activities During scheduled construction site inspections

MITIGATION MONITORING OR REPORTING PROGRAM

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
<ul style="list-style-type: none"> Install sandbags or other erosion control measures to prevent silt runoff from public roadways. 					
AIR-2: Implementation of Mitigation Measure AIR-1 and AIR-3. See Mitigation Measures AIR-1 and AIR-3.					
AIR-3: The construction contractor shall use construction equipment fitted with Level 3 Diesel Particulate Filters (DPF) for equipment of 50 horsepower or more. The construction contractor shall maintain a list of all operating equipment in use on the Project site for verification by the City of Sonoma Building Department official or their designee. The construction equipment list shall state the makes, models, and number of construction equipment onsite. Equipment shall properly service and maintain construction equipment in accordance with the manufacturer's recommendations. The construction contractor shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with CARB Rule 2449. Prior to issuance of any construction permit, the construction contractor shall ensure that all construction plans submitted to the City of Sonoma Planning Department and/or Building Department clearly show the requirement for Level 3 DPF for construction equipment over 50 horsepower.	City of Sonoma, Construction Contractor	During Construction	City of Sonoma Planning Department and/or Building Department	Review construction specifications and retain for administrative record Conduct site inspections during construction activities	Once, prior to construction activities
AIR-4: Implementation of Mitigation Measure AIR-1 and AIR-3. See Mitigation Measures AIR-1 and AIR-3					

CULTURAL RESOURCES

CULT-1: To ensure the Index-Tribune building retains its historical significance, the design of the altered rear (south) elevation after demolition of the warehouse additions shall conform to the Secretary of the Interior's Standards for Rehabilitation. A consultant who meets the Secretary of the Interior's Professional Qualification Standards for Historic Architecture shall prepare a report on conformance of the design to the Secretary's Standard. The report and the architectural drawings and specifications for shall be reviewed by the Planning Department and Planning Commission to

MITIGATION MONITORING OR REPORTING PROGRAM

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
<p>confirm conformance before final planning approval is granted.</p>					
<p>CULT-2A: The Project shall comply with the following measures during construction of the Project:</p> <ul style="list-style-type: none"> ▪ Once the surface is cleared but before the commencement of construction, a cultural resources survey shall be completed by an archaeologist who meets the Secretary of the Interior’s professional qualifications standards. Additionally, limited subsurface explorations shall be completed through a series of auger hole borings. ▪ If archaeological remains are found, work at the place of discovery shall be halted immediately until a qualified archaeologist can evaluate the finds (Section 15064.5 [f]). <ul style="list-style-type: none"> - Prehistoric archaeological site indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items with the possible addition of bone and shell remains, and fire affected stones. - Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps). ▪ If archaeological remains are found and judged potentially significant, a treatment plan shall be developed and executed. ▪ All cultural materials recovered as part of the Hotel Sonoma project shall be subject to scientific analysis and a report prepared according to current professional standards. 	<p>City of Sonoma, Contractor, Project Archaeologist</p>	<p>Prior to initiation of ground-disturbing activities, during construction</p>	<p>City of Sonoma Planning Department and/or Building Department</p>	<p>Review construction specifications and and treatment plan (if needed), and retain for administrative record</p>	<p>Once, prior to construction activities</p>

MITIGATION MONITORING OR REPORTING PROGRAM

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
<p>CULT-2B: If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, representatives from the City and the archaeologist would meet to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist to mitigate impacts to historical resources or unique archaeological resources, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, Project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) would be instituted. Work may proceed on other parts of the Project site while mitigation for historical resources or unique archaeological resources is being carried out.</p>	<p>City of Sonoma, Construction Contractor, Project Archaeologist</p>	<p>During ground-disturbing activities</p>	<p>City of Sonoma Planning Department and/or Building Department</p>	<p>Review construction specifications and retain for administrative record If additional mitigation is suggested by project archaeologist, City to determine whether avoidance is necessary and feasible.</p>	<p>Once, prior to construction activities Once, if additional mitigation is suggested</p>
<p>CULT-3: In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The contractor shall notify a qualified paleontologist to examine the discovery. The paleontologist shall document the discovery as needed, in accordance with Society of Vertebrate Paleontology standards (Society of Vertebrate Paleontology 1995), evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the</p>	<p>City of Sonoma, Construction Contractor, Project paleontologist</p>	<p>During ground-disturbing activities</p>	<p>City of Sonoma Planning Department and/or Building Department</p>	<p>Review construction specifications and retain for administrative record If avoidance is not feasible, City to review and approve of excavation plan prior to implementation of excavation</p>	<p>Once, prior to construction activities Once, prior to construction activities, if avoidance is not feasible</p>

MITIGATION MONITORING OR REPORTING PROGRAM

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
<p>location of the find. If the Project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the Project based on the qualities that make the resource important. The plan shall be submitted to the City for review and approval prior to implementation.</p>					
<p>NOISE</p>					
<p>NOISE-1: Prior to obtaining building permits, the Project applicant shall submit an acoustic study to the satisfaction of the City planning director to ensure that the Project includes design features to meet the 45 dBA CNEL noise standard at all hotel rooms. The noise study shall estimate the future long-range noise levels at the building façade and calculate the exterior to interior noise reduction at all hotel rooms based on specific construction plans including grading plans, building footprints and architectural plans. The study shall describe specific windows and wall assemblies design and materials so all hotel rooms meet the 45 dbA CNEL noise standard due to exterior noise sources. The project applicant/developer shall implement all recommended design features.</p>	<p>City of Sonoma, Construction Contractor</p>	<p>Prior to issuance of building permits</p>	<p>City of Sonoma Planning Department and/or Building Department</p>	<p>Review and Approval of Acoustic Study</p> <p>Review construction specifications and retain for administrative record.</p>	<p>Once, prior to construction activities</p> <p>Once, prior to construction activities</p>
<p>NOISE-2: During site preparation, demolition, and construction activities, the following controls to reduce potential vibration impacts shall be implemented:</p> <ul style="list-style-type: none"> ▪ The use of vibratory rollers would be prohibited. The construction contractor shall identify alternative soil compaction methods such as static rollers. ▪ To the extent possible, the constructor contractor shall utilize small- to medium-sized bulldozers would produce less vibration than using large bulldozers. ▪ To the extent possible, vibration-intense construction activities should take place during times when nearby sensitive receptors, such as hotels, meeting rooms, and residences are at their lowest utilization/occupancy. ▪ Prior to the issuance of building permits the applicant 	<p>City of Sonoma, Construction Contractor</p>	<p>During Construction Activities</p>	<p>City of Sonoma Planning Department and/or Building Department</p>	<p>Review construction specifications and retain for administrative record.</p> <p>Conduct site inspections during construction activities</p>	<p>Once, prior to construction activities</p> <p>During scheduled construction site inspections</p>

MITIGATION MONITORING OR REPORTING PROGRAM

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
<p>and/or construction contractor shall inspect and report on the current structural condition of the existing buildings within 50 feet from where vibratory rollers, large bulldozers, and the like would be used.</p> <ul style="list-style-type: none"> ▪ During construction, if any vibration levels cause cosmetic or structural damage to existing buildings in close proximity to a project site, the applicant shall immediately issue “stop-work” orders to the construction contractor to prevent further damage. Work shall not restart until the building is stabilized and/or preventive measures are implemented to relieve further damage to the building(s). With implementation of the mitigation measures listed above, the Project would reduce potential vibration impacts to less than significant levels. 	City of Sonoma, Construction Contractor	During Construction Activities	City of Sonoma Planning Department and/or Building Department	Review construction specifications and retain for administrative record. Conduct site inspections during construction activities	Once, prior to construction activities During scheduled construction site inspections
<p>NOISE-4: The Project shall implement the following measures.</p> <ul style="list-style-type: none"> ▪ Construction equipment shall be well maintained and used judiciously to be as quiet as practical. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible; ▪ Utilize “quiet” models of air compressors and other stationary noise sources where such technology exists. Select hydraulically- or electrically-powered equipment and avoid pneumatically powered equipment where feasible. Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project demolition or construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. Quieter procedures shall be used, such as drills rather than impact equipment, 	City of Sonoma, Construction Contractor	During Construction Activities	City of Sonoma Planning Department and/or Building Department	Review construction specifications and retain for administrative record. Conduct site inspections during construction activities	Once, prior to construction activities During scheduled construction site inspections

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TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
<p>whenever such procedures are available and consistent with construction procedures;</p> <ul style="list-style-type: none"> ▪ Locate stationary noise-generating equipment as far as possible from sensitive receptors that adjoin construction sites. Construct temporary noise barriers or partial enclosures to acoustically shield such equipment where feasible; ▪ Prohibit unnecessary idling of internal combustion engines; ▪ Prior to initiation of on-site construction-related demolition or earthwork activities, a minimum 12-foot-high temporary sound barrier shall be erected along the Project property line abutting adjacent operational businesses, residences or other noise-sensitive land uses. These temporary sound barriers shall be constructed with sound shielding properties and shall be constructed so that vertical or horizontal gaps are eliminated. These temporary barriers shall remain in place through the construction phase in which heavy construction equipment, such as excavators, dozers, scrapers, loaders, rollers, pavers, and dump trucks, are operating within 50 feet of the edge of the construction site by adjacent sensitive land uses. This measure could lower construction noise levels at adjacent, ground-floor residential units by up to 8 dB, depending on topography and site conditions; ▪ To the maximum extent feasible, route construction-related traffic along major roadways and away from sensitive receptors; ▪ Notify all businesses, residences or other noise-sensitive land uses within 500 feet of the perimeter of the construction site of the construction schedule in writing prior to the beginning of construction and prior to each construction phase change that could potentially result in a temporary increase in ambient noise levels in the Project vicinity; 					

MITIGATION MONITORING OR REPORTING PROGRAM

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
<ul style="list-style-type: none"> ▪ Signs shall be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a day and evening contact number for the on-site complaint and enforcement manager, and the City’s Building Official, in the event of problems; ▪ An on-site complaint and enforcement manager shall be available to respond to and track complaints. The manager will be responsible for responding to any complaints regarding construction noise and for coordinating with the adjacent land uses. The manager will determine the cause of any complaints (e.g., starting too early, bad muffler, etc.) and coordinate with the construction team to implement effective measures (considered technically and economically feasible) warranted to correct the problem. The telephone number of the coordinator shall be posted at the construction site and provided to neighbors in a notification letter. The manager shall notify the City’s Building Official of all complaints within 24 hours. The manager will be trained to use a sound level meter and should be available during all construction hours to respond to complaints; and ▪ A pre-construction meeting shall be held with the Building Official and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are fully operational. <p>The above mitigation measures shall be identified in construction contracts and acknowledged by the contractor.</p>	City of Sonoma, Construction Contractor	During construction	City of Sonoma Planning Department and/or Building	Review construction specifications and retain for administrative record.	Once, prior to construction activities.
TRANSPORTATION AND TRAFFIC					
<p>TRANS-1A: The following shall be implemented: Improvements identified by the City of Sonoma through the General Plan Circulation Element Update process, including curb extensions and, striping modifications, shall be</p>	City of Sonoma, Construction Contractor	During construction	City of Sonoma Planning Department and/or Building	Review construction specifications and retain for administrative record.	Once, prior to construction activities.

MITIGATION MONITORING OR REPORTING PROGRAM

TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
constructed prior to or in conjunction with the project.			Department		
TRANS-6A: Implement Mitigation Measure TRANS-1A.	See Mitigation Measure TRANS-1A.				
TRANS-6B: The following shall be implemented: <ul style="list-style-type: none"> ▪ Bicycle storage facilities should be provided on-site as proposed. ▪ Should the project include any changes to the existing frontage on West Napa Street, such changes must accommodate planned future bike lanes. 	City of Sonoma, Construction Contractor	During construction	City of Sonoma Planning Department and/or Building Department	Review construction specifications and retain for administrative record	Once, prior to construction activities.
UTILITIES AND SERVICE SYSTEMS					
UTIL-6: The Project Applicant shall coordinate with the Sonoma Valley County Sanitation District (SVCSD) to upgrade the capacity of the local sanitation collection system, such that the additional flows generated by the project shall be fully accommodated, specifically during peak wet weather flows. This shall be accomplished using one of the following means, or combination thereof, of which the final determination of the means to use shall be at the discretion of the SVCSD: <ul style="list-style-type: none"> ▪ Payment of In-Lieu Fee: The Project Applicant shall pay an in-lieu fee into the SVCSD Water Conservation Program, specifically, the Direct Installation Plumbing Program, which promotes the installation of high efficiency plumbing fixtures (toilets, urinals, faucet aerators, showerheads) for SVCSD commercial and residential customers. The amount of the fee, which shall be determined by the SVCSD, shall be sufficient to fund identified conservation measures within the collection system area that would offset flows generated by the project (38.44 ESD). ▪ Holding Tank: The Project Applicant shall install a holding tank near the downstream end of the new on-site sewer service lateral. The tank is to be sized to store a minimum of 8 hours of wastewater originating from the project and discharge at a rate and time approved by SVCSD. The final calculations for the required size to accommodate 8 hours 	City of Sonoma, Project Applicant	Prior to issuance of grading permit	City of Sonoma Planning Department and/or Building Department, SVCSD	Site plan review, and City to retain for administrative record	Once, prior to construction activities

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TABLE 1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Party Responsible for Implementation	Implementation Trigger/Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Frequency
<p>of storage shall be verified during plan check. Design details shall be established during plan check, and the tank shall be installed and operational prior to occupancy of the Project site. The Project Applicant shall develop an operations and maintenance plan for the holding tank to ensure that the holding tank operates correctly and leaks are prevented or repaired.</p>					
<p>To address any potential secondary impacts, all standard construction provisions that apply to the project shall be met, including compliance with the noise ordinance, traffic safety provisions (flaggers and signage), and stormwater control to protect water quality.</p>					
<p>Completion of improvement or implementation of conservation measures shall be required prior to final occupancy of the project. Enforcement Responsibility: Sonoma Valley County Sanitation District, City Engineer; City of Sonoma Public Works Department.</p>					

UTIL-7: Implement Mitigation Measure UTIL-6. See Mitigation Measure UTIL-6.

MEMORANDUM

Date: October 17, 2016
To: Bill Hooper
From: Ella Carney
Subject: **Sonoma Hotel Parking Analysis**

SF16-0898

This memorandum details an assessment of the expected parking demand generated by the proposed Sonoma Hotel development project ("Proposed Project") using the Urban Land Institute (ULI) Shared Parking Model. It then compares this projection to City of Sonoma Municipal Code requirements and the Proposed Project parking supply.

Using the most recent Project Description, the ULI Shared Parking Model predicts that the Proposed Project will generate a parking demand that meets or slightly exceed the proposed 115 spaces from April through October from approximately 9 AM until mid-afternoon. This demand peaks at 120 spaces at 2 PM on a weekday in September. This demand projection would exceed the proposed supply of 115 spaces by five spaces.

PROJECT DESCRIPTION

The Proposed Project would feature a hotel in downtown Sonoma on the south side of West Napa Street between 1st Street West and 2nd Street West. The proposed hotel would include 62 guest rooms, an 80-seat restaurant, two small meeting rooms, and a spa. The Proposed Project would provide 115 parking spaces on site as shown in **Figure 1**.

In addition to the Proposed Project land uses, the 115 on-site parking spaces would also accommodate the parking for two adjacent existing land uses; office space (including a bank) and seven apartments located at 135 West Napa Street and office space at 117 West Napa Street. The Proposed Project and adjacent land uses are detailed in **Table 1**.



TABLE 1: PROPOSED LAND USES	
Land Use	Size
Proposed Project	
Hotel Rooms	62 rooms
Restaurant	80 seats 7,168 square feet
Meeting Rooms ¹	2 rooms
Spa ²	4,857 square feet
Parking	115 parking spaces
Adjacent Land Uses	
Bank	2,093 square feet
Office	14,399 square feet ³
Residential Apartments	5 studio 2 one-bedroom 4,360 square feet

Notes:

1. Meeting rooms would be for use by hotel guests only, as they would be designed for small group meetings, rather than large banquets or events.
2. The spa would have six treatment rooms, a small workout facility, and a pool. Hotel guests would be the primary customers.
3. Leasable square feet; 5,514 square feet in 135 West Napa Street and 8,885 square feet in 117 West Napa Street.



PARKING DEMAND AND REQUIREMENTS

This section discusses the Proposed Project and adjacent land use-generated parking demand that would utilize the Proposed Project's on-site parking supply. Parking demand projections are calculated using the ULI Shared Parking model. This section also calculates the Proposed Project parking requirements per the City of Sonoma Municipal Code.

ULI Shared Parking

The following analysis calculates parking demand utilizing factors developed by ULI and found in its publication *Shared Parking, Second Edition (2005)*, as allowed by the Sonoma Municipal Code. ULI recommends calibration of their model to local conditions, if possible.

Parking Model Assumptions

The following assumptions were incorporated into the Shared Parking Model to reflect local conditions.

Land Use Categories: The model differentiates between parking rates for business and leisure use at a hotel. Because the clients staying at the Proposed Project would primarily be visiting for leisure, the model assumes that 75 percent of the hotel room use will be for leisure and 25 percent will be for business. The two meeting rooms included as part of the Proposed Project are small and expected to only be used for hotel guests; there will not be external events planned in these spaces, and they will not generate any parking demand on their own. Therefore they are not included in the demand calculation.

Noncaptive Ratio: ULI defines the noncaptive ratio as "the percentage of visitors to a component of a project who are new customers to the overall project." This analysis assumes the following noncaptive ratio for the spa and restaurant uses:

- **Spa:** The Spa customers are expected to be almost exclusively hotel guests; this analysis assumes a noncaptive ratio of five percent, meaning that five percent of all spa users will be coming to the site only to visit the spa. Conversely, 95 percent of spa visitors are expected to be hotel guests.
- **Restaurant:** The restaurant is expected to have substantial local draw during dinner hours in addition to serving hotel guests; this analysis assumes a noncaptive ratio of 75 percent in the evenings and on the weekend, meaning that three quarters of all restaurant



customers during these periods will be coming to the site only to visit the restaurant. Conversely, 25 percent of restaurant customers are expected to be hotel guests. Because the restaurant is expected to have modest local draw during lunch on the weekdays, the weekday daytime noncaptive ratio is 50 percent, meaning that half of the restaurant guests are visiting the site only for the restaurant and half are expected to be hotel guests.

For the remaining uses, this analysis assumes a noncaptive ratio of 100 percent, meaning that people visiting the adjacent residential and commercial land uses are not also visiting a second land use on the site.

Parking Rates: The ULI Shared Parking model includes recommended parking ratios and monthly and hourly factors with the recommendation that local data replace standard rates where available. This analysis assumes the following adjustments to parking rates to better reflect the Proposed Project:

- **Hotel:** Some of the hotel administrative staff would be located off-site; the maximum number of employees on-site at any time would be on the weekend and would not exceed 20 employees. Assuming 20 employees and the mode of travel (84 percent drive-alone and five percent carpool) for the Census tract containing the Proposed Project,¹ the weekend on-site rate was increased to 0.28 employees per room. Additionally, based on travel patterns at other similar hotels in Sonoma, the parking rate per room for leisure travelers is expected to be significantly lower during the week; the visitor parking rate during the weekday was reduced to 0.8 spaces per room (compared to 1.0 spaces per room on the weekend) to reflect this pattern.
- **Restaurant:** The ULI model rate is based on square feet; however, the number of seats is a more accurate method to predict parking demand. This analysis has been revised to calculate parking demand for the restaurant based on number of seats; it assumes the parking demand rate from the Institute of Transportation Engineers *Parking Generation*, 4th Edition (2010) for a Quality Restaurant of approximately one parking space for every two seats.²
- **Health Club:** The ULI model assumes the standard parking demand associated with a fitness center that is focused on exercise equipment rather than a spa facility, as proposed at the Proposed Project. While the Proposed Project will include fitness equipment, they would be exclusively for the use of hotel guests while the spa treatments

¹ American Community Survey, 2010-2014.

² The ITE rate for a Quality Restaurant (ITE Land Use Code 931) on a Friday, which is the highest demand during the week, is on average 0.49 spaces per seat. The 85th percentile is 0.61 spaces per seat, and the maximum observed rate is 1.0 space per seat. This analysis assumes the average rate.



could be for the general public in addition to hotel guests. As a result, the model default settings provided a customer rate that is too high for the intended use. Therefore, the parking rates have been adjusted to assume that the six treatment rooms would result in the demand for eight customer parking spaces. The 20 hotel employees detailed above include the spa employees.

- **Office:** The ULI model assumes an employee rate of 3.5 spaces per 1,000 square feet. All of the existing and proposed office spaces are under lease. The terms specify a total of 47 parking spaces, which equals a rate of 3.26 spaces per 1,000 square feet. The office rates have been updated to reflect this site-specific data; the model also includes the standard guest rate of 0.3 spaces per ksf beyond what is provided in the leases.
- **Residential:** The ULI model assumes a mix of sizes of residential units. The adjacent site has five studio and two one-bedroom units, and the leases for these units provide one space per unit. This analysis assumes a parking rate of one space per unit plus guest parking demand beyond what is provided in the leases.

Peaking Factors: A series of time-of-day, day-of-week, and month-by-month peaking factors are applied to base parking rates to calculate hourly parking demand by weekday/weekend for each month of the year. These factors have been calibrated to reflect the peak tourist season in August and September for the hotel, restaurant, and health club in Sonoma.³ Due to its unique characteristics compared to other weekdays, ULI considers Friday evening as part of the weekend.

Shared Parking Demand

The ULI model projected parking demand as follows:

- September would be the peak month of the year
- Weekday peak period would be at 2 PM; weekend peak period would be at 12 PM
- The peak parking demand would be higher on the weekday than on the weekend.

The peak weekday and weekend parking demand are detailed in **Table 2** and **Chart 1** (on-site uses are shown in green and off-site uses are shown in gray). Below this, a chart of parking demand for the peak month is shown, and analysis calculations are included in **Appendix A**. The peak parking demand for the Proposed Project and the adjacent land uses whose parking will be accommodated on site is 120 spaces; this peak would occur at 2PM on a weekday in September.

³ The seasonal demand for the hotel use was calibrated using the *Market Demand and Financial Analysis: Proposed Chateau Sonoma Hotel* prepared for Kenwood Investments by PKF Consulting (July 20, 2012).



TABLE 2: ULI SHARED PARKING DEMAND			
Land Use	Amount	Parking Demand (spaces)	
		Weekday, 2PM	Weekend, 12PM
Hotel	62 rooms	51	54
Restaurant	80 seats	6	26
Spa	4,857 square feet	0 ¹	0 ¹
Apartments	5 studio, 2 1-bedroom apartments	5 ²	5
Bank	2,093 square feet	7 ³	8 ³
Office	14,399 square feet	51	5
Total		120	98

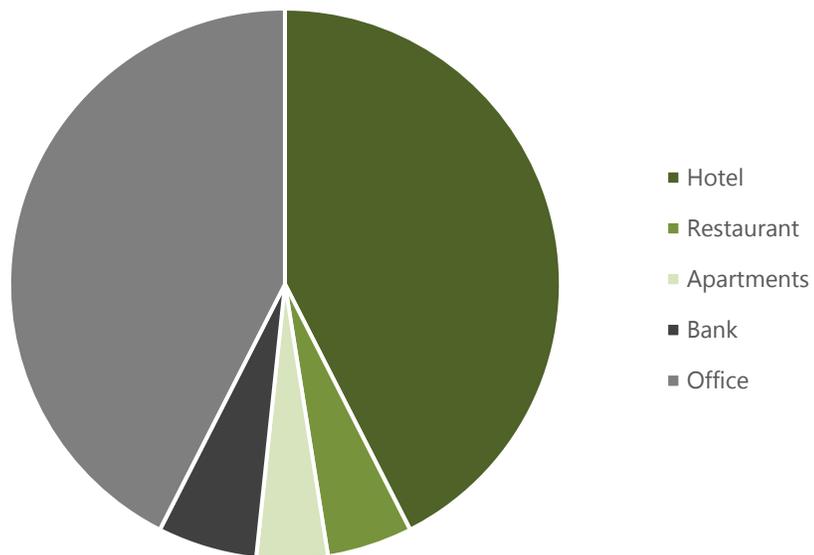
Notes:

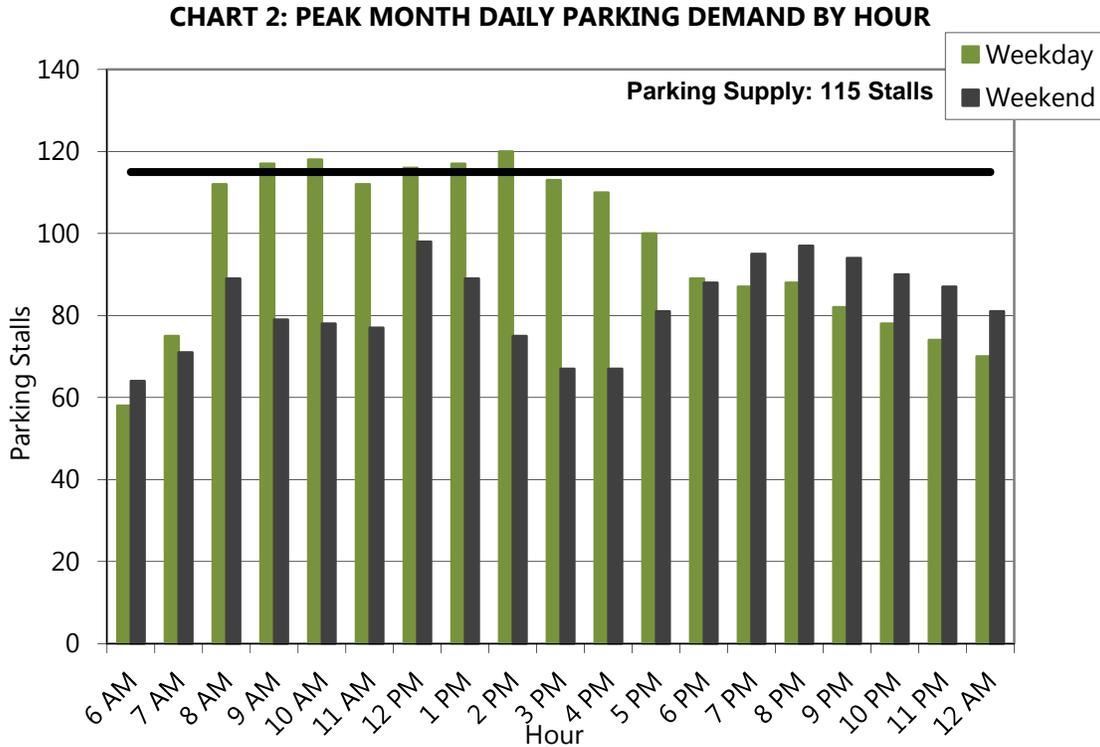
1. The spa employees are included under the hotel employee category, and nearly all guests to the spa are expected to also be hotel guests.
2. The ULI model assumes that 70% of peak demand is occurring at 2 PM on a weekday.
3. The ULI model assumes a lower demand in the middle of the day during the week (50% for customers) and peak demand in the middle of the day on the weekend (90% for customers).

Source: Urban Land Institute Shared Parking Model (2005)

CHART 1: PEAK PARKING DEMAND

Weekday, 2 PM, September





City of Sonoma Municipal Code Requirements

The City of Sonoma Municipal Code lists the number of required parking spaces for a development. The City lists requirements for developments with a single land use, which are summarized in **Table 3**. Chapter 19.48.050 section B specifies that adjacent nonresidential uses with distinct and differing peak parking use may have a reduction in required parking spaces up to the amount of spaces required for the least intensive of the uses sharing the parking. The Proposed Project land use with the least intensive non-residential parking demand would be the Spa. Chapter 19.48.050 Section A also specifies that for mixed uses, parking requirements “may be reduced upon determination by the planning commission” if justified by an independent parking demand study such as the shared parking analysis detailed in this memorandum. Finally, section 19.48.050A.2 specifies that the parking required for a second use within a single building may be reduced by up to one half of the required parking.



TABLE 3: PARKING REQUIREMENTS – SINGLE LAND USE			
Land Use	Parking Regulations	Required Parking	
		Individual Uses	Shared Uses
Proposed Project Land Uses			
Hotel (62 rooms, peak of 20 on-site employees)	One space for each guest room, plus one space for each two employees on the largest shift, plus required spaces for accessory uses.	72	72
Restaurant (80 seats)	One space for each four seats. For outdoor seating, no off-street parking shall be required for up to 25% of the approved number of indoor seats. ¹	10 ¹	10 ¹
Spa (4,857 square feet)	One space for each 300 sq. ft. of gross floor area.	16	0
On-Site Total		98	82
Adjacent Land Uses			
Apartments (5 studio, 2 1-bedroom)	One and one-half space for each unit with one space for each unit covered, plus guest parking at the rate of 25% of total required spaces.	13	13
Office (including bank) (16,492 square feet)	One space for each 300 sq. ft. of gross floor area.	55	55
Off-Site Total		68	68
Grand Total		166	150

Notes:

1. Section 19.48.050A.2 specifies that the parking required for a second use within a single building may be reduced by up to one half of the required parking. The rate listed here is therefore half of the restaurant rate, or one space for every eight seats.

Source: City of Sonoma Municipal Code, Table 4-4, 2016.

Without any shared parking reduction, the Proposed Project would require a minimum of 98 spaces. The least intensive demand for the Proposed Project is the 16 spaces required for the Spa. Reducing the requirement by these 16 spaces results in 82 required spaces for the Proposed Project.

The adjacent land uses would require a minimum of 68 spaces. The shared parking reduction would not apply to these land uses.



SUMMARY OF PARKING ANALYSIS

The City of Sonoma Municipal Code parking requirements generally represent the maximum parking that would be expected by each use during peak season and allow for the reduction of the requirements when justified by a parking analysis. The ULI Shared Parking model takes into account the distinct and different peak demand of various land uses, and it also has been calibrated to reflect local conditions.

The typical requirements and the estimated parking demand according to the ULI Shared Parking Model are summarized in **Table 4**. The peak estimated parking demand according to the ULI Shared Parking model occurs at 2 PM on a weekday in September and reaches 120 parking spaces, which exceeds the proposed parking supply of 115 spaces by five spaces. Parking demand is expected to be equal to or greater than 115 spaces from approximately 9 AM until mid-afternoon during the weekday from April through October. Parking demand is less than approximately 98 spaces on the weekend even during peak season.



TABLE 4: EXPECTED PARKING DEMAND VS PROPOSED SUPPLY

Land Use	Amount	Parking Demand/Supply (spaces)	
		ULI Shared Parking Demand ¹	Municipal Code Supply
Hotel	62 rooms	51	72
Restaurant	80 seats	6	10
Spa	4,857 square feet	0	0 ²
Apartments	5 studio, 2 1-bedroom apartments	5	13
Bank	2,093 square feet	7	7
Office	14,399 square feet	51	48
Total		120	150
Parking Demand and Proposed Supply			
Proposed Project Parking Supply		115	
Parking Supply Deficit		5	35

Notes:

1. Weekday peak demand.
2. This value includes the reduction permitted for shared parking as detailed in the Municipal Code.

Source: Urban Land Institute Shared Parking Model, Institute of Transportation Engineers *Parking Generation*, 4th Edition (2010), City of Sonoma Municipal Code, Table 4-4, 2016.

Attachments:

Appendix A: ULI Shared Parking Model

Table
 Project: Sonoma Hotel
 Description: Plus Project

SHARED PARKING DEMAND SUMMARY

Projected Parking Supply:	PEAK MONTH: SEPTEMBER -- PEAK PERIOD: 2 PM, WEEKDAY											Weekend																				
	Weekday					Non-Weekend					Weekday			Weekend																		
	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 2 PM	Peak Mo Adj September	Estimated Parking Demand	Peak Hr Adj 12 PM	Peak Mo Adj September	Estimated Parking Demand																
Health Spa	1.66	1.00	0.05	0.08	/ksf GLA	1.66	1.00	1.00	0.08	/ksf GLA	0.70	1.00	0	0.50	1.00	0																
Employee	0.00	1.00	1.00	0.00	/ksf GLA	0.00	1.00	1.00	0.00	/ksf GLA	0.75	1.00	0	0.50	1.00	0																
Hotel-Business	1.00	1.00	1.00	1.00	/rooms	0.90	1.00	1.00	0.90	/rooms	0.60	0.93	9	0.55	0.93	7																
Hotel-Leisure	0.80	1.00	1.00	0.80	/rooms	1.00	1.00	1.00	1.00	/rooms	0.70	1.00	26	0.65	1.00	30																
Restaurant/Lounge	0.49	1.00	0.50	0.25	/seat	0.49	1.00	0.75	0.37	/seat	0.33	1.00	6	0.90	1.00	26																
Employee	0.25	1.00	1.00	0.25	/rooms	0.28	1.00	1.00	0.28	/rooms	1.00	1.00	16	1.00	1.00	17																
Residential, Rental, Shared Spaces	1.00	1.00	1.00	1.00	/unit	1.00	1.00	1.00	1.00	/unit	0.70	1.00	5	0.65	1.00	5																
Reserved	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	1.00	1.00	0	1.00	1.00	0																
Guest	0.15	1.00	1.00	0.15	/unit	0	1.00	1.00	0	/unit	0.20	1.00	0	0.20	1.00	0																
Office <25 ksf	0.30	1.00	1.00	0.30	/ksf GLA	0.03	1.00	1.00	0.03	/unit	1.00	1.00	4	0.90	1.00	0																
Employee	3.26	1.00	1.00	3.26	/ksf GLA	0.35	1.00	1.00	0.35	/unit	1.00	1.00	47	0.90	1.00	5																
Bank (Branch) with Drive-In	3.00	1.00	1.00	3.00	/ksf GLA	3.00	1.00	1.00	3.00	/ksf GLA	0.70	1.00	4	0.90	1.00	5																
Employee	1.60	1.00	1.00	1.60	/ksf GLA	1.60	1.00	1.00	1.60	/ksf GLA	1.00	1.00	3	1.00	1.00	3																
<table border="0" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%; text-align: right;">Customer</td> <td style="width:50%; text-align: left;">Customer</td> </tr> <tr> <td style="width:50%; text-align: right;">Employee</td> <td style="width:50%; text-align: left;">Employee</td> </tr> <tr> <td style="width:50%; text-align: right;">Reserved</td> <td style="width:50%; text-align: left;">Reserved</td> </tr> <tr> <td style="width:50%; text-align: right;">Total</td> <td style="width:50%; text-align: left;">Total</td> </tr> <tr> <td style="width:50%; text-align: right;">49</td> <td style="width:50%; text-align: left;">68</td> </tr> <tr> <td style="width:50%; text-align: right;">71</td> <td style="width:50%; text-align: left;">30</td> </tr> <tr> <td style="width:50%; text-align: right;">0</td> <td style="width:50%; text-align: left;">0</td> </tr> <tr> <td style="width:50%; text-align: right;">120</td> <td style="width:50%; text-align: left;">98</td> </tr> </table>																	Customer	Customer	Employee	Employee	Reserved	Reserved	Total	Total	49	68	71	30	0	0	120	98
Customer	Customer																															
Employee	Employee																															
Reserved	Reserved																															
Total	Total																															
49	68																															
71	30																															
0	0																															
120	98																															

ULI base data have been modified from default values.

Shared Parking Reduction 35%

33%

Recommended Parking Ratios					
Spaces required per unit land use					
Land Use	Weekday		Weekend		Unit
	Visitor	Employee	Visitor	Employee	
Community Shopping Center (<400 ksf)	2.90	0.70	3.20	0.80	/ksf GLA
Regional Shopping Center (400 to 600 ksf)	Linear 2.9<x<3.2				/ksf GLA
Super Regional Shopping Center (>600 ksf)	3.20	0.80	3.60	0.90	/ksf GLA
Fine/Casual Dining Restaurant	15.25	2.75	17.00	3.00	/ksf GLA
Family Restaurant	9.00	1.50	12.75	2.25	/ksf GLA
Fast Food Restaurant	12.75	2.25	12.00	2.00	/ksf GLA
Nightclub	15.25	1.25	17.50	1.50	/ksf GLA
Cineplex	0.19	0.01	0.26	0.01	/seat
Performing Arts Theater	0.30	0.07	0.33	0.07	/seat
Arena	0.27	0.03	0.30	0.03	/seat
Pro Football Stadium	0.30	0.01	0.30	0.01	/seat
Pro Baseball Stadium	0.31	0.01	0.34	0.01	/seat
Health Spa	1.66	0.00	1.66	0.00	/ksf GLA
Convention Center	5.50	0.50	5.50	0.50	/ksf GLA
Hotel-Business	1.00	0.25	0.90	0.28	/room
Hotel-Leisure	0.80	0.25	1.00	0.28	/room
Restaurant/Lounge	0.49		0.49		/seat
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	30.00		30.00		/ksf GLA
Convention Space (>50 sq ft/guest room)	20.00		10.00		/ksf GLA
Residential, Rental, Shared Spaces *	0.15	1.00	0.15	1.00	/unit
Residential, Owned, Shared Spaces *	0.15	1.70	0.15	1.70	/unit
Office <25 ksf	0.30	3.26	0.03	0.35	/unit
Office 25 to 100 ksf	Linear 0.3<x<0.25				/ksf GLA
Office 100 to 500 ksf	Linear 0.25<x<0.2				/ksf GLA
Office >500 ksf	0.20	2.60	0.02	0.26	/ksf GLA
Data Processing Office	0.25	5.75	0.03	0.58	/ksf GLA
Medical/Dental Office	3.00	1.50	3.00	1.50	/ksf GLA
Bank (Branch) with Drive-In	3.00	1.60	3.00	1.60	/ksf GLA

* 1.0 space reserved for residents' sole use; remainder may be shared.

Employees:	Pct	Peak count, weekend days
Total	100%	20
Drive alone:	84%	16.8
Carpool (assumed AVO=2)	5%	0.5
Total Vehicles		17.3
Rate per room:		0.279



Memorandum

Date: October 21, 2016
Project: SON049
To: Mr. David Goodison
City of Sonoma
From: Zack Matley
zmatley@w-trans.com
Subject: Sonoma Hotel Parking Analysis Peer Review

As requested, W-Trans has completed a focused peer review of the Sonoma Hotel Parking Analysis memorandum, prepared by Fehr & Peers and dated October 17, 2016. The primary purpose of our review is to assess whether the applied Shared Parking assessment, which uses the Shared Parking methodology developed by the Urban Land Institute (ULI), applies logical assumptions and produces results that provide a reasonable estimate of the project's potential parking demand. In order to complete our review expeditiously, we have used a bulleted list format in this memorandum.

Review of the Applied Assumptions and Rates by Land Use

- **Hotel:** It is unclear why a mix of leisure and business hotel types were assumed. Given the nature of the project and its context, it should be classified solely as a leisure hotel. The analysis lowers the base parking demand rate for weekday visitors from ULI's default of 0.90/room to a revised rate of 0.80/room, while retaining the ULI weekend rate of 1.0/room. This appears to be reasonable, though Staff should confirm the assumption that weekday demand for hotel rooms in Sonoma is indeed typically 20 percent lower than on weekends. The adjustments applied for employee parking are reasonable.
- **Meeting Rooms:** Excluding meeting rooms of the proposed size from hotel parking demand is consistent with the ULI methodology.
- **Spa:** The ULI model does not include a Spa land use. As a result the analysis uses the "Health Club" land use hourly parking demand characteristics, and adjusts the rates to reflect up to eight guests in the six treatment rooms, which is an acceptable approach. The assumption that only five percent of spa guests would be from outside the hotel, however, needs further justification. We believe a more reasonable assumption would be a 50 percent noncaptive ratio for spa guests.
- **Restaurant:** The ULI methodology uses restaurant square footage to determine restaurant demand within hotels. For the proposed 7,168 square foot restaurant, the ULI methodology produces a base parking demand (before deductions) of 72 spaces. The applied analysis instead uses an ITE peak parking demand rate based on the number of seats, producing a base parking demand of 39 spaces. Because the proposed project appears to have an unusually large floor space for 80 seats, this is an acceptable substitution, though the City may wish to confirm that the 80-seat cap is a realistic long-range assumption. The applied noncaptive rates are reasonable given the site's context.
- **Office:** The fact that current office lease terms cap the number of onsite parking spaces that may be used does not necessarily mean that the actual demand is reduced; some office tenants or guests may simply park offsite on surrounding streets. The default ULI model peak parking demand rate of 3.5 spaces per thousand square feet of office space should be maintained.
- **Residential:** The default ITE base parking demand for an apartment is 1.5 spaces per unit for residents plus 0.15 spaces per unit for guests. The analysis reduces the resident parking demand to 1.0 space per unit given

the overall small unit sizes (five studios and two one-bedroom units). This is a reasonable assumption given the unit sizes and surrounding context. Note that it is unclear as to whether the residential spaces are reserved, or shared with adjacent uses as part of the overall shared parking "pool." If the spaces are reserved, they must be accounted for separately in the analysis and a slightly higher total parking demand will result.

- Bank: The analysis uses default ULI rates for a bank, which is acceptable.

Review of Peaking and Mode Adjustment Factors

- The adjusted seasonal peaking factors applied in the analysis are appropriate given local tourism trends.
- The analysis does not apply mode adjustment factors, which are intended to account for reduced parking demand associated due to travel by walking, bicycling, and transit. While Sonoma does not have robust transit service, journey-to-work data (as summarized in the recent Circulation Element Existing Conditions Report) shows that walking and bicycling in Sonoma have a higher mode share than surrounding areas – approximately 11 percent in contrast to approximately 3 percent countywide. As a result, it would be appropriate to apply a 90% adjustment factor (reflecting 90% travel by car) to the office and bank land uses.
- The ULI methodology indicates that full-service hotels can have mode adjustment factors of 66% to 77%, though such adjustments may be contingent on the availability of transit, shuttle, and taxi services typical of those found in a major city. A small town like Sonoma has fewer non-auto options, though tourism-related influences such as occupancy of the hotel by small group guided tours (which typically include transportation) and occupancy of multiple rooms by guests arriving in one vehicle would still affect mode share. We believe a modest mode share adjustment of 90% is appropriate for the hotel component of the project.

Summary of Recommended Adjustments

- Classify all hotel rooms as a leisure hotel
- Apply a 50% noncaptive ratio for spa uses
- Maintain the default ULI demand for office uses (base rate of 3.5 spaces per thousand square feet)
- Apply a 90% mode adjustment factor to office and bank land uses
- Apply a 90% mode adjustment factor to the hotel

Resulting Shared Parking Demand

With the recommended modifications, the ULI shared parking model projects a peak shared parking demand to occur on weekdays at 1:00 PM. The peak parking demand on weekdays is projected to be 122 spaces, which is two greater than the 120 spaces projected in the applicant's analysis. On weekends the peak parking demand of 95 spaces (three fewer spaces than the applicant's analysis) is projected to occur at noon.

As noted above, if the residential units have reserved parking spaces, fewer spaces will be available for the shared parking pool and a slightly higher peak parking demand of 124 spaces is projected to occur. In fact, a similar effect could be expected with any use of reserved spaces, regardless of the use.

Depending on whether the residential spaces are reserved, the adjusted analysis results in an estimated parking project deficit of seven to nine spaces during the peak parking demand period.

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

Table W-Trans Peer Review of Sonoma Hotel with Recommended Adjustments

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: SEPTEMBER -- PEAK PERIOD: 1 PM, WEEKDAY

Land Use	Project Data Quantity Unit	Weekday						Weekend						Weekday		Weekend		Estimated Parking Demand
		Base Rate	Mode Adj	Non- Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non- Captive Ratio	Project Rate	Unit	Peak Hr Adj 1 PM	Peak Mo Adj September	Estimated Parking Demand	Peak Hr Adj 12 PM	Peak Mo Adj September	Estimated Parking Demand	
Spa Employee	4,857/sf GLA	0.00	1.00	1.00	0.00	/ksf GLA	0.00	1.00	1.00	0.00	/ksf GLA	0.75	1.10	0	0.50	1.10	0	
Hotel-Leisure	62 rooms	0.80	0.90	1.00	0.72	/rooms	1.00	0.90	1.00	0.90	/rooms	0.65	1.00	29	0.65	1.00	36	
Restaurant/Lounge Employee	80 seats	0.49	1.00	0.50	0.25	/ksf GLA	0.49	1.00	0.75	0.37	/ksf GLA	1.00	1.00	20	1.00	1.00	29	
Residential, Rental, Shared Spaces Reserved Guest	7 units 7 units	0.25	1.00	1.00	0.25	/rooms	0.18	1.00	1.00	0.18	/rooms	1.00	1.00	16	1.00	1.00	11	
Office <25 ksf Employee	14,399/sf GLA	1.00	1.00	1.00	1.00	/unit	1.00	1.00	1.00	1.00	/unit	0.70	1.00	5	0.65	1.00	5	
Bank (Branch) with Drive-In Employee	2,093/sf GLA	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	0.20	1.00	0	0.20	1.00	0	
		0.30	0.90	1.00	0.27	/unit	0.03	0.90	1.00	0.03	/unit	0.45	1.00	2	0.90	1.00	0	
		3.50	0.90	1.00	3.15	/unit	0.35	0.90	1.00	0.32	/unit	0.90	1.00	41	0.90	1.00	4	
		3.00	0.90	1.00	2.70	/ksf GLA	3.00	0.90	1.00	2.70	/ksf GLA	0.50	1.00	3	0.90	1.00	5	
		1.60	0.90	1.00	1.44	/ksf GLA	1.60	0.90	1.00	1.44	/ksf GLA	1.00	1.00	3	1.00	1.00	3	
ULI base data have been modified from default values.																		
											Customer Employee Reserved Total		Customer Employee Reserved Total					
											57		57		72			
											65		65		23			
											0		0		0			
											122		122		95			

Recommended Parking Ratios					
Spaces required per unit land use					
Land Use	Weekday		Weekend		Unit
	Visitor	Employee	Visitor	Employee	
Community Shopping Center (<400 ksf)	2.90	0.70	3.20	0.80	/ksf GLA
Regional Shopping Center (400 to 600 ksf)	Linear $2.9 < x < 3.2$				/ksf GLA
Super Regional Shopping Center (>600 ksf)	3.20	0.80	3.60	0.90	/ksf GLA
Fine/Casual Dining Restaurant	15.25	2.75	17.00	3.00	/ksf GLA
Family Restaurant	9.00	1.50	12.75	2.25	/ksf GLA
Fast Food Restaurant	12.75	2.25	12.00	2.00	/ksf GLA
Nightclub	15.25	1.25	17.50	1.50	/ksf GLA
Cineplex	0.19	0.01	0.26	0.01	/seat
Performing Arts Theater	0.30	0.07	0.33	0.07	/seat
Arena	0.27	0.03	0.30	0.03	/seat
Pro Football Stadium	0.30	0.01	0.30	0.01	/seat
Pro Baseball Stadium	0.31	0.01	0.34	0.01	/seat
Spa	1.66	0.00	1.66	0.00	/ksf GLA
Convention Center	5.50	0.50	5.50	0.50	/ksf GLA
Hotel-Business	1.00	0.25	0.90	0.18	/room
Hotel-Leisure	0.80	0.25	1.00	0.28	/room
Restaurant/Lounge	0.49		0.49		/seat
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	30.00		30.00		/ksf GLA
Convention Space (>50 sq ft/guest room)	20.00		10.00		/ksf GLA
Residential, Rental, Shared Spaces *	0.15	1.00	0.15	1.00	/unit
Residential, Owned, Shared Spaces *	0.15	1.7	0.15	1.7	/unit
Office <25 ksf	0.30	3.5	0.03	0.35	/unit
Office 25 to 100 ksf	Linear $0.3 < x < 0.25$				/ksf GLA
Office 100 to 500 ksf	Linear $0.25 < x < 0.2$				/ksf GLA
Office >500 ksf	0.20	2.60	0.02	0.26	/ksf GLA
Data Processing Office	0.25	5.75	0.03	0.58	/ksf GLA
Medical/Dental Office	3.00	1.50	3.00	1.50	/ksf GLA
Bank (Branch) with Drive-In	3.00	1.60	3.00	1.60	/ksf GLA

**APPENDIX P:
Trip Generation Study**





Memorandum

Date: September 7, 2016
Project: SON037
To: Mr. Kyle Simpson
Placeworks
From: Dalene J. Whitlock
dwhitlock@w-trans.com
Subject: Trip Generation Study for Sonoma Hotel

As requested, W-Trans has obtained data relative to the actual trip generation for a hotel in the City of Sonoma to provide support for the rates used in the traffic analysis for the Sonoma Hotel project. This information is intended to supplement the analysis presented in the *Hotel Project Sonoma Draft EIR* (DEIR) prepared by Placeworks.

Specifically, counts were obtained at the two driveways for the MacArthur Place Inn & Spa located at 29 East MacArthur Street in the City of Sonoma. This site was chosen as being similar to the proposed Sonoma Hotel. The various components of the Sonoma Hotel project were compared to the MacArthur Place Inn & Spa, which is approximately 0.61 miles south of the proposed project site, as shown in Table 1.

Table 1 – Project Comparison	
Project	Units
<i>Sonoma Hotel</i>	
Hotel	62 rooms
Restaurant	89 seats
Spa	8 rooms
Total Parking Provided	115 spaces
<i>MacArthur Place Inn & Spa</i>	
Hotel	64 rooms
Restaurant	124 seats
Spa	7 rooms
Total Parking Provided	84 spaces

The Sonoma Hotel and the MacArthur Place Inn & Spa are projects of relatively similar components, with the exception of the restaurant size. Though the restaurant at the MacArthur Place Inn & Spa seats 35 more patrons than the proposed Sonoma Hotel restaurant, the Sonoma Hotel is as proposed would provide 31 more parking spaces.

Trip Generation

Counts were performed from within the public right-of-way near the two driveways. All of the trips into and out of the two driveways at the MacArthur Place Inn & Spa were included, though trips made between driveways by guests who entered one driveway and parked to check in, then exited and immediately entered the other driveway to park at their unit, were not counted.

Counts were performed on three days each during the weekday p.m. peak period and the weekend p.m. peak period. All counts were obtained during the summer months of June and July. From this data the highest volume hour for each day was determined, and the average of these three days calculated. The trip generation rates used in the analysis as well as the actual rates determined based on counts are summarized in Table 2. Copies of the spreadsheets showing the hourly volumes and trip generation derivation are attached.

Table 2 – Trip Generation Summary

Source	Units	Weekday PM Peak Hour				PM Peak Hour			
		Trips	Total Rate	Rate In	Rate Out	Trips	Total Rate	Rate In	Rate Out
ITE									
Hotel	n/a	n/a	0.60	0.31	0.29	n/a	0.72	0.40	0.32
Actual (based on counts)									
Hotel	64 rms	26	0.41	0.25	0.16	45	0.71	0.32	0.34

Note: rms = rooms

As can readily be seen, the actual weekday p.m. peak hour rates were determined to be substantially lower than the standard rates applied in the analysis, with the total number of trips about 30 percent lower than used in the DEIR. Similarly, the actual rate determined for the weekend p.m. peak hour was found to be slightly lower than the rate used in the traffic analysis, though the directional split varied such that the outbound rate for the site in Sonoma was slightly higher than the rate applied, while the inbound rate was 20 percent lower.

Based on the data collected it is concluded that the evaluation prepared for the DEIR adequately reflects anticipated conditions associated with development of the project. In fact, the analysis likely slightly over-states the project's impacts during the weekday p.m. peak hour.

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

DJW/djw/SON037.M1

Attachments: Data Spreadsheets

Hotel Trip Generation Study
MacArthur Place
Weekday PM Peak

Time	6/16/2016			6/21/2016			6/22/2016		
	Total	PM In	Out	Total	PM In	Out	Total	PM In	Out
4:00:00 PM	2	0	2	3	3	0	2	2	0
4:15:00 PM	6	4	2	3	1	2	2	2	0
4:30:00 PM	3	2	1	2	1	1	4	1	3
4:45:00 PM	3	2	1	3	2	1	3	2	1
5:00:00 PM	7	3	4	2	2	0	9	8	1
5:15:00 PM	2	1	1	1	1	0	4	2	2
5:30:00 PM	7	4	3	8	3	5	4	3	1
5:45:00 PM	16	10	6	5	4	1	2	0	2
4:00:00 PM	4	1	3	1	0	1	1	0	1
4:15:00 PM	2	0	2	2	1	1	0	0	0
4:30:00 PM	2	1	1	0	0	0	0	0	0
4:45:00 PM	2	1	1	0	0	0	1	1	0
5:00:00 PM	3	1	2	1	1	0	0	0	0
5:15:00 PM	1	0	1	1	1	0	0	0	0
5:30:00 PM	2	2	0	0	0	0	0	0	0
5:45:00 PM	1	1	0	0	0	0	3	1	2
Max Totals	39	22	17	18	12	6	22	14	8
	Total	IN	OUT	Total	IN	OUT	Total	IN	OUT
64 Rooms	0.61	0.34	0.27	0.28	0.19	0.09	0.34	0.22	0.13

Average Rates: TOTAL 0.41 ITE Rates: 0.60 Percent of ITE: 68.6%
IN 0.25 0.31 80.6%
OUT 0.16 0.29 55.7%

Note: the "Max Totals" reflect the values in the shaded cells

Hotel Trip Generation Study
 MacArthur Place
 Saturday PM Peak

Time	6/18/2016			6/25/2016			7/9/2016		
	Total	PM In	Out	Total	PM In	Out	Total	PM In	Out
3:00:00 PM	1	0	1	10	4	6	5	2	3
3:15:00 PM	3	1	2	16	9	7	9	3	6
3:30:00 PM	4	1	3	1	1	0	5	3	2
3:45:00 PM	8	5	3	8	5	3	6	3	3
4:00:00 PM	6	1	5	8	4	4	2	1	1
4:15:00 PM	10	5	5	6	5	1	8	4	4
4:30:00 PM	8	5	3	4	1	3	5	2	3
4:45:00 PM	12	5	7	8	7	1	10	5	5
3:00:00 PM	4	3	1	2	0	2	7	5	2
3:15:00 PM	6	4	2	8	3	5	2	1	1
3:30:00 PM	4	1	3	0	0	0	9	5	4
3:45:00 PM	3	3	0	0	0	0	1	0	1
4:00:00 PM	1	0	1	2	0	2	2	0	2
4:15:00 PM	5	2	3	2	1	1	3	1	2
4:30:00 PM	3	1	2	0	0	0	5	2	3
4:45:00 PM	2	1	1	6	2	4	8	6	2
Max Totals	47	20	27	45	20	16	44	21	22
	Total	IN	OUT	Total	IN	OUT	Total	IN	OUT
64 Rooms	0.73	0.31	0.42	0.70	0.31	0.25	0.69	0.33	0.34

Average Rates: TOTAL 0.71 ITE Rates: 0.72 Percent of ITE: 98.4%
 IN 0.32 0.40 79.4%
 OUT 0.34 0.32 105.8%

Note: the "Max Totals" reflect the values in the shaded cells

**HOTEL PROJECT
SONOMA**

Sonoma, CA

**Kenwood
Investments LLC**

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USE PERMIT

Sheet Title

**NEIGHBORHOOD
CONTEXT DIAGRAM**

Drawn By Author Checked By Checker

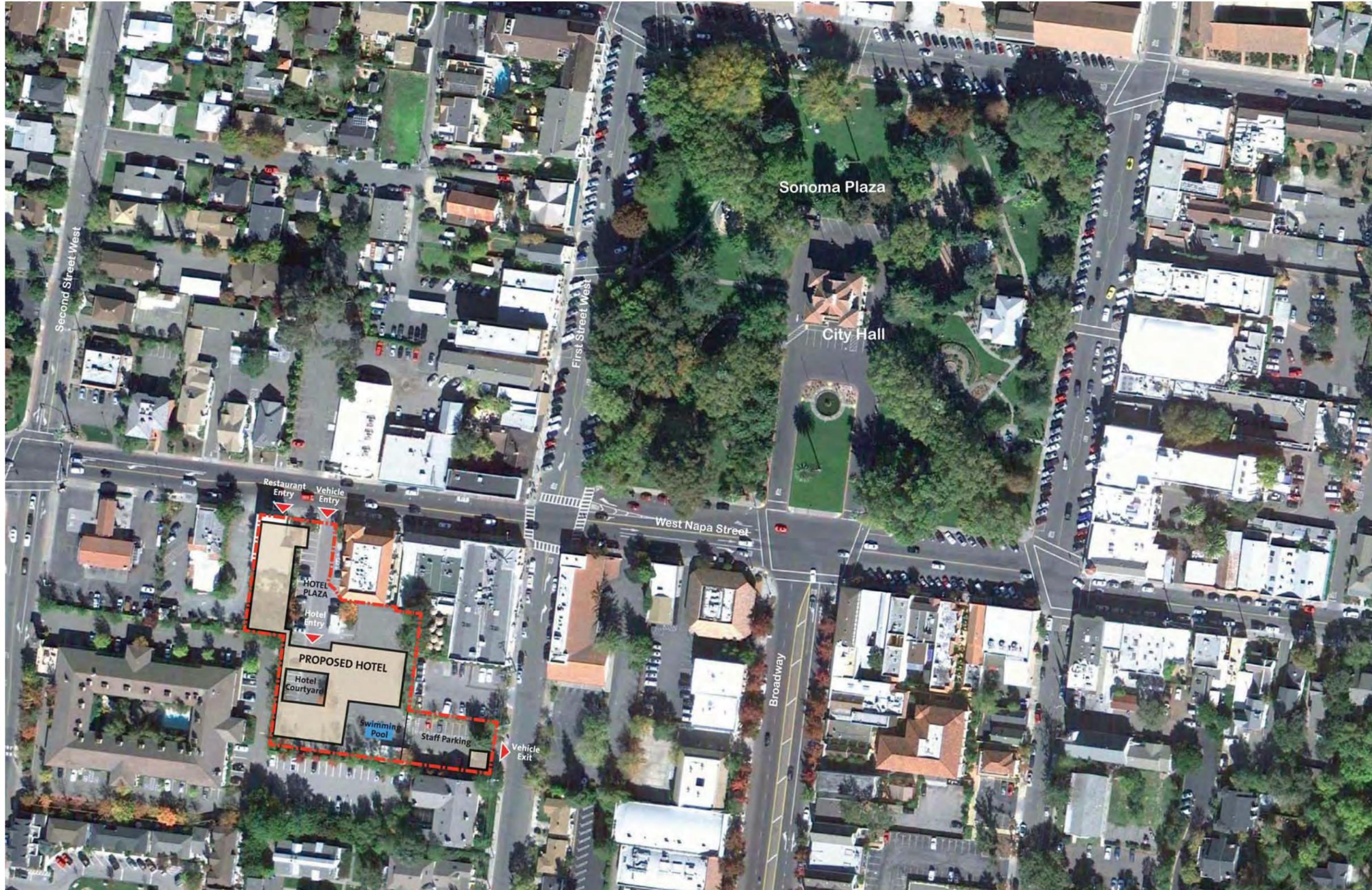
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CONTEXT MAP

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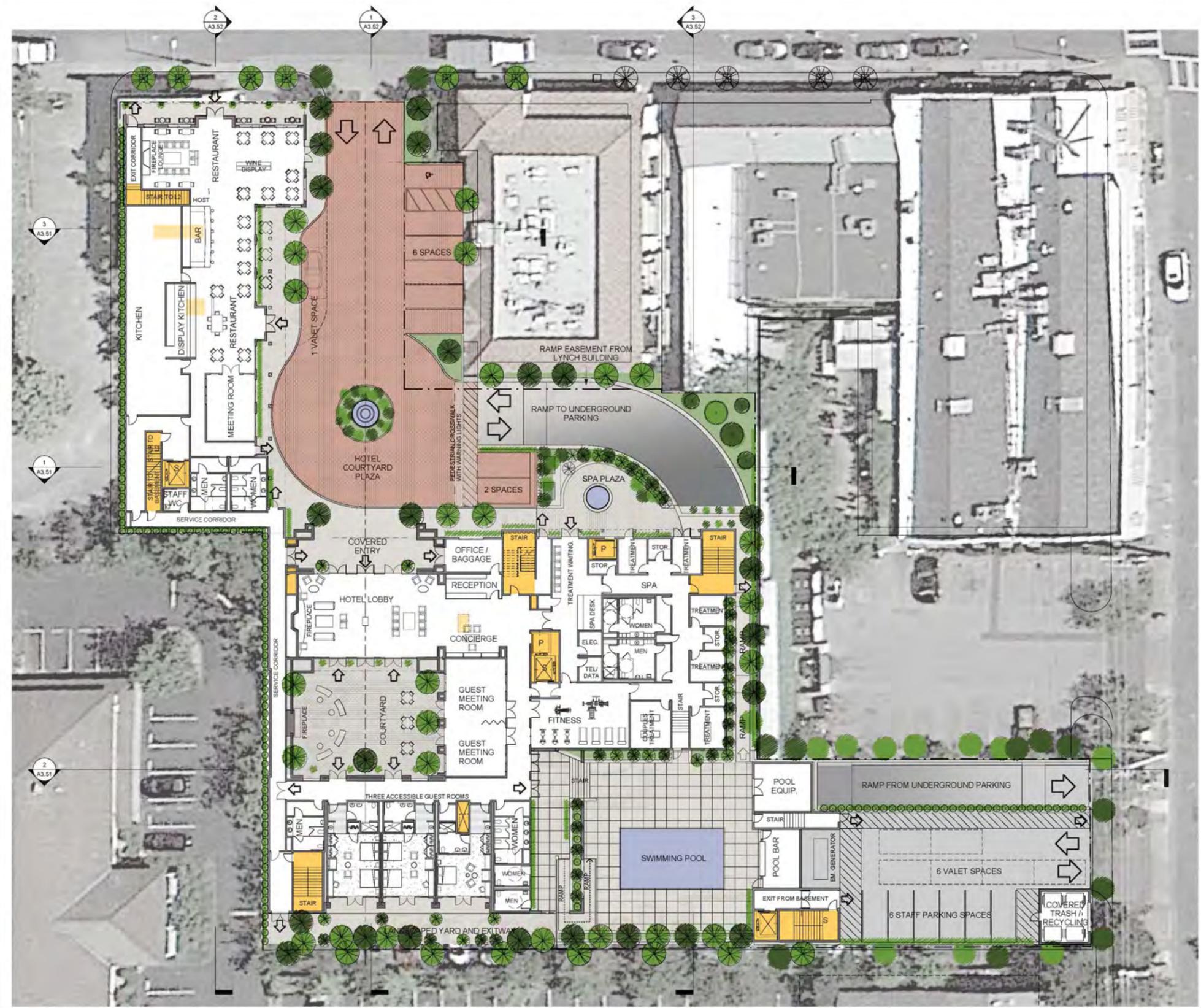
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BASIS OF DESIGN REPORT

FIRST FLOOR PLAN



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

PARKING CALCULATION

Basement	Standard Spaces:	57
	Valet Spaces:	2
	Van Spaces:	6
	Auxiliary Spaces:	6
	Sub Total:	64
1st Floor Surface Parking	Standard Spaces:	6
	Staff Spaces:	5
	Valet Spaces:	7
	Sub Total:	21
TOTAL PARKING		115

GUESTROOM CALCULATION

1st Floor	ADA Guest Rooms:	3
	Sub Total:	3
2nd Floor	Standard Guest Rooms:	23
	Suites:	4
	Double Queen:	3
	Sub Total:	30
3rd Floor	Standard Guest Rooms:	22
	Suites:	4
	Double Queen:	3
	Sub Total:	29
TOTAL GUESTROOMS		62

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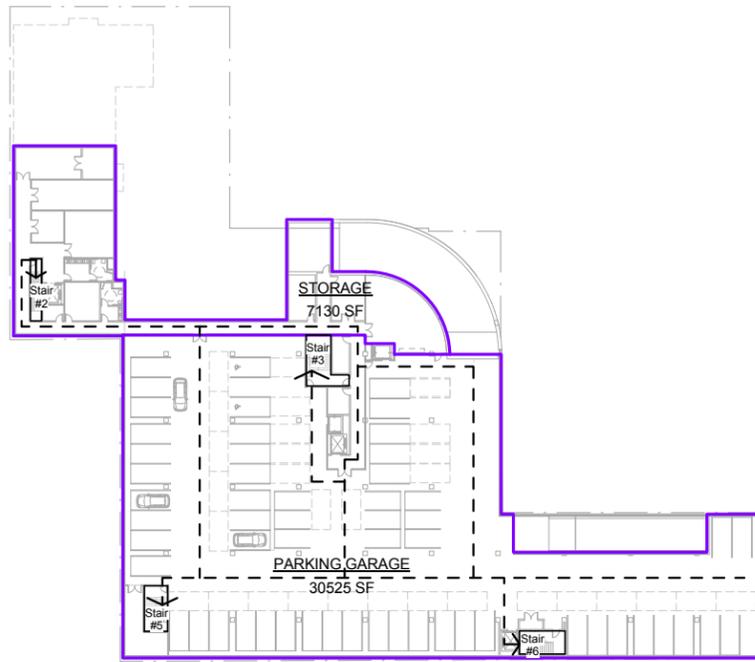


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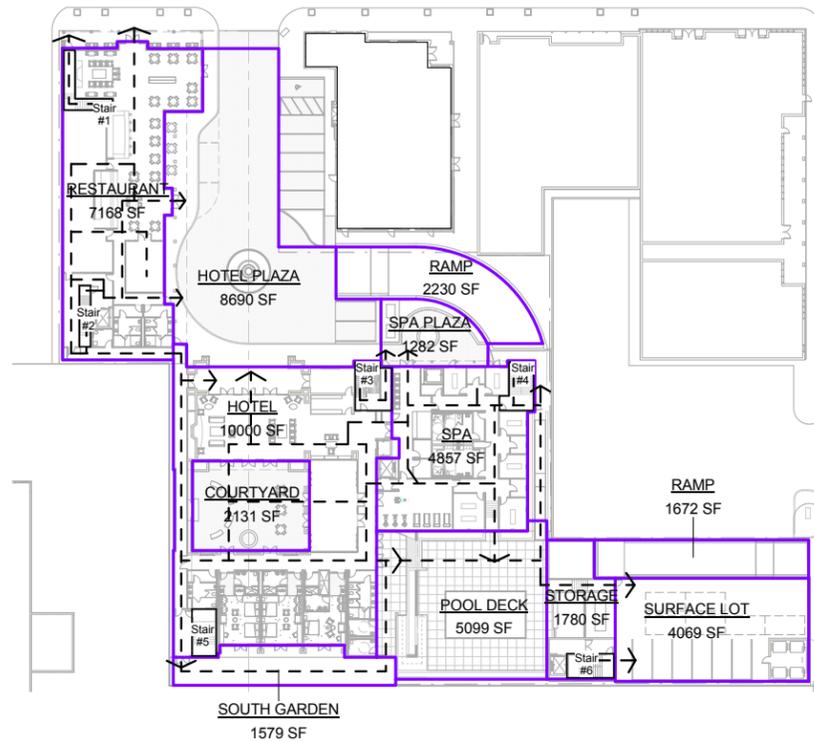
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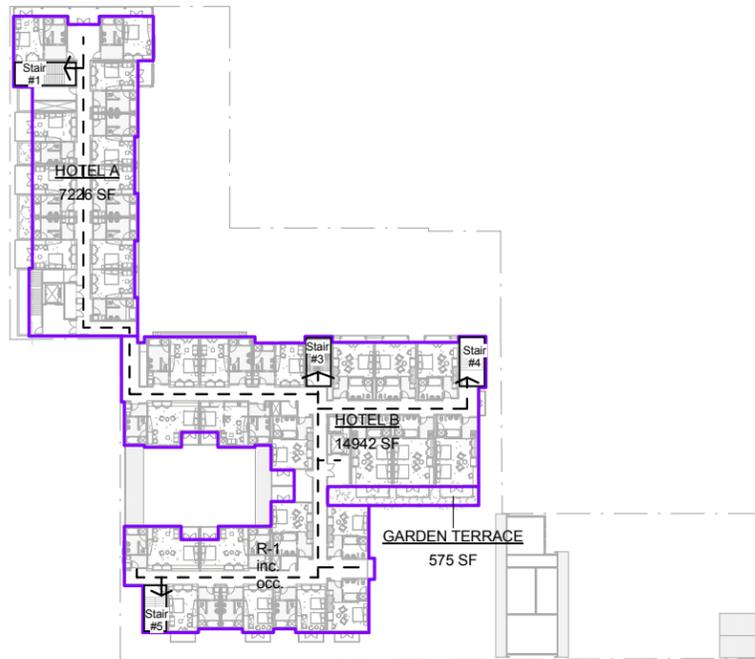
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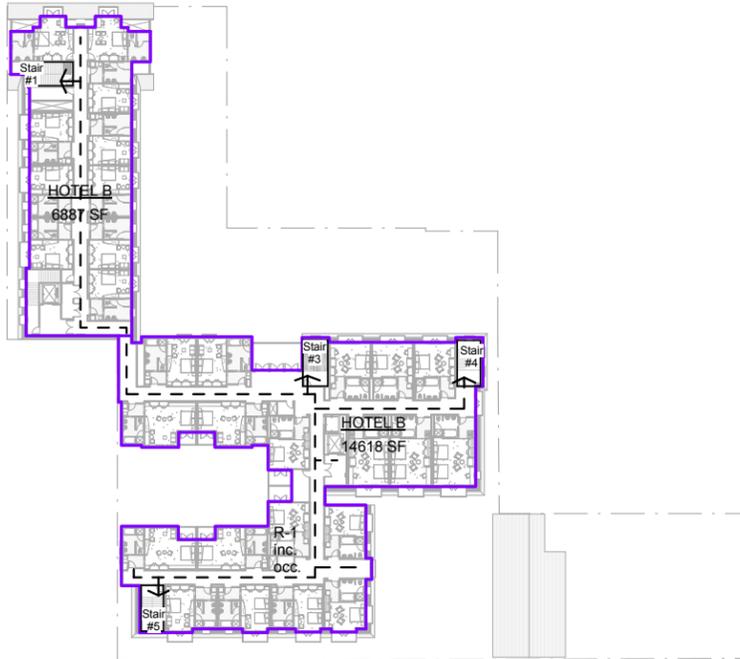
BASEMENT



FIRST FLOOR



SECOND FLOOR



THIRD FLOOR

Area Schedule - Basement		
Name	Occupancy	Area

PARKING GARAGE	S-2, PARKING GARAGE, ENCLOSED	30525 SF
STORAGE	S-1, STORAGE	7130 SF
		37655 SF
Basement Building Area = 37,655 SF		

Area Schedule - 1st Floor		
Name	Occupancy	Area

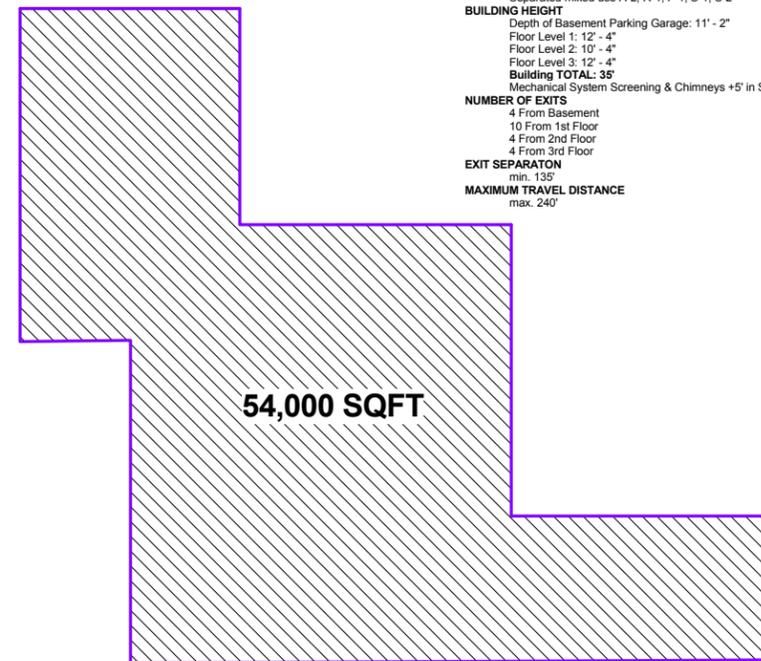
COURTYARD	-	2,131 SF
HOTEL	R-1, HOTEL, ROOMS, SPA AND SERVICES	10,000 SF
HOTEL PLAZA	-	8,690 SF
POOL DECK	-	5,099 SF
RAMP	-	2,230 SF
RAMP	-	1,672 SF
RESTAURANT	A-2, RESTAURANT	7,168 SF
SOUTH GARDEN	-	1,579 SF
SPA	R-1, HOTEL, ROOMS, SPA AND SERVICES	4,857 SF
SPA PLAZA	-	1,282 SF
STORAGE	S-1, STORAGE	1,780 SF
SURFACE LOT	-	4,069 SF
		50,557 SF
1st Floor Building Area = 23,805 SF		

Area Schedule - 2nd floor		
Name	Occupancy	Area

GARDEN TERRACE	-	575 SF
HOTEL A	R-1, HOTEL, ROOMS AND SERVICES	7,226 SF
HOTEL B	R-1, HOTEL, ROOMS AND SERVICES	14,942 SF
		22,742 SF
2nd Floor Building Area = 22,168 SF		

Area Schedule - 3rd floor		
Name	Occupancy	Area

HOTEL B	R-1, HOTEL, ROOMS AND SERVICES	14,618 SF
HOTEL B	R-1, HOTEL, ROOMS AND SERVICES	6,887 SF
		21,505 SF
3rd Floor Building Area = 21,505 SF		



LOT AREA

CODE ANALYSIS - New Sonoma Hotel
SUMMARY:
 TOTAL LOT AREA: 54,000
 BUILDING COVER AREA: 23,805
 ALLOWABLE LOT COVERAGE: 100 %
 ACTUAL LOT COVERAGE: 44.1 %
 ALLOWABLE FAR: Lot Area x 2.0 = 108,000 SF
 ACTUAL BUILDING AREA: 67,478 SF (Excludes Basement Areas) = FAR Compliant

BUILDING AREA PER STORY
 1st floor: 23,805 SF
 2nd floor: 22,168 SF
 3d floor: 21,505 SF
 Total: 67,478 SF

OPEN SPACE: Exterior Courtyards and Patio Areas: 24,076 (Approx. 45% of Site Area)

BASEMENT PARKING GARAGE: 37,655 SF

GUEST ROOM COUNT

1st Floor	ADA Guest Rooms	3
2nd Floor	Standard Guest Rooms:	23
	Suites:	4
	Double Queen:	3
	Sub Total	30
3rd Floor	Standard Guest Rooms:	22
	Suites:	4
	Double Queen:	3
	Sub Total	29
TOTAL GUESTROOMS		62

PARKING

Basement	Standard Spaces:	57
	Valet Spaces:	29
	Van Spaces:	2
	Auxiliary Spaces:	6
	Sub Total	94
1st Floor Surface Parking	Standard Spaces:	8
	Staff Spaces:	6
	Valet Spaces:	7
	Sub Total	21
TOTAL PARKING		115

APPLICABLE REGULATIONS
 City of Sonoma Development Code, February 2005
 2013 CALIFORNIA BUILDING CODE
 2013 CALIFORNIA MECHANICAL CODE
 2013 CALIFORNIA PLUMBING CODE
 2013 CALIFORNIA ELECTRIC CODE
 2013 CALIFORNIA ENERGY CODE
 2013 CALIFORNIA FIRE CODE

APPLICABLE STANDARDS
 SMACNA - FIRE, SMOKE & RADIATION DAMPER INSTALLATION GUIDE FOR HVAC
TYPE OF CONSTRUCTION:
 Podium: Type I/A (rated, non-combustible) / Podium: Type I/A (rated, non-combustible) protected CIP concrete podium
 3hr horizontal separation between podium and 2nd floor
 2nd and 3rd floors: Type V/A (rated, combustible) / 2nd and 3rd floors: Type V/A (rated, combustible) protected wood frame gravity

FIRE PROTECTION
 Fire Alarm System and Fire Sprinkler System Throughout
MECHANICAL SHAFTS and ELEVATOR SHAFT
 2hrs rated
EXIT STAIRS
 Stair #1: interior enclosed, 2 HR enclosed (From 1F to 3F)
 Stair #2: interior enclosed, 2 HR enclosed (From Basement to 3F)
 Stair #3: interior enclosed, 2 HR enclosed (From Basement to 3F)
 Stair #4: interior enclosed, 2 HR enclosed (From 1F to 3F)
 Stair #5: interior enclosed, 2 HR enclosed (From Basement to 3F)
 Stair #6: interior enclosed, 2 HR enclosed (From Basement to 1F)

BUILDING OCCUPANCY
 Separated mixed use A-2; R-1; F-1; S-1; S-2
BUILDING HEIGHT
 Depth of Basement Parking Garage: 11' - 2"
 Floor Level 1: 12' - 4"
 Floor Level 2: 10' - 4"
 Floor Level 3: 12' - 4"
Building TOTAL: 35'
 Mechanical System Screening & Chimneys +5' in Selected Areas

NUMBER OF EXITS
 4 From Basement
 10 From 1st Floor
 4 From 2nd Floor
 4 From 3rd Floor

EXIT SEPARATION
 min. 135'
MAXIMUM TRAVEL DISTANCE
 max. 240'

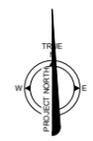
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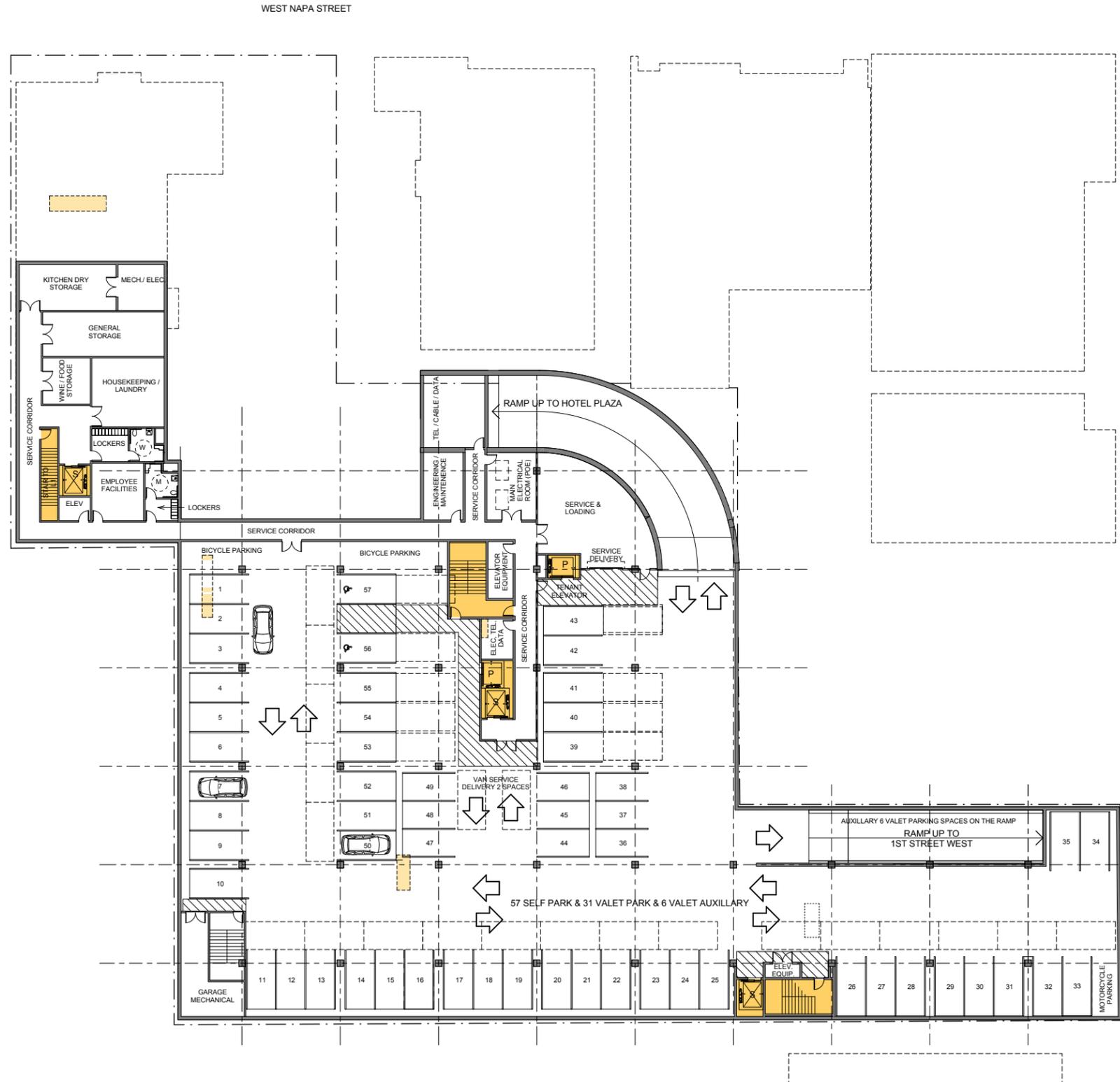
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FIRST STREET WEST

PARKING CALCULATION

Basement	
Standard Spaces:	57
Valet Spaces:	29
Van Spaces:	2
Auxiliary Spaces:	6
Sub Total	94
1st Floor Surface Parking	
Standard Spaces:	8
Staff Spaces:	6
Valet Spaces:	7
Sub Total	21
TOTAL PARKING	115

1 FP-00-BASEMENT - USE PERMIT 2015
1/16" = 1'-0"

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BASEMENT PLAN

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

GUESTROOM CALCULATION

1st Floor	ADA Guest Rooms:	3
	Sub Total	3
2nd Floor	Standard Guest Rooms:	23
	Suites:	4
	Double Queen:	3
	Sub Total	30
3rd Floor	Standard Guest Rooms:	22
	Suites:	4
	Double Queen:	3
	Sub Total	29
TOTAL GUESTROOMS		62



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SECOND FLOOR PLAN

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1 THIRD FLOOR
1/16" = 1'-0"

GUESTROOM CALCULATION

1st Floor	ADA Guest Rooms:	3
	Sub Total	3
2nd Floor	Standard Guest Rooms:	23
	Suites:	4
	Double Queen:	3
	Sub Total	30
3rd Floor	Standard Guest Rooms:	22
	Suites:	4
	Double Queen:	3
	Sub Total	29
TOTAL GUESTROOMS		62

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THIRD FLOOR PLAN

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1 NORTH ELEVATION
3/32" = 1'-0"

- EQUIP. SCREENS 40' - 0"
- ROOF LEVEL 35' - 0"
- THIRD FLOOR 22' - 8"
- SECOND FLOOR 12' - 4"
- FIRST FLOOR 0' - 0"



2 EAST ELEVATION
3/32" = 1'-0"

- EQUIP. SCREENS 40' - 0"
- ROOF LEVEL 35' - 0"
- THIRD FLOOR 22' - 8"
- SECOND FLOOR 12' - 4"
- FIRST FLOOR 0' - 0"

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**EXTERIOR ELEVATIONS -
NORTH / EAST**

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**EXTERIOR ELEVATIONS -
SOUTH / WEST**

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EQUIP. SCREENS 40' - 0"
ROOF LEVEL 35' - 0"
THIRD FLOOR 22' - 8"
SECOND FLOOR 12' - 4"
FIRST FLOOR 0' - 0"

① SOUTH ELEVATION
3/32" = 1'-0"



EQUIP. SCREENS 40' - 0"
ROOF LEVEL 35' - 0"
THIRD FLOOR 22' - 8"
SECOND FLOOR 12' - 4"
FIRST FLOOR 0' - 0"

② WEST ELEVATION
3/32" = 1'-0"

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12
VISUAL SIMULATIONS



1st Street West Before



1st Street West After



2nd Street West Before



2nd Street West After



2nd Street West Elevation Before



2nd Street West Elevation After



1st Street West Elevation Before



1st Street West Elevation After



West Napa Street From Sonoma Plaza Before



West Napa Street From Sonoma Plaza After



West Napa Street Hotel

Annotated streetscape addressing key design guidelines