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**PLANNING COMMISSION STAFF REPORT
JANUARY 17, 2019**

AGENDA ITEM 7.B File No. PL18-0105 - **FOSTER ROAD TOWNHOMES**

I. GENERAL INFORMATION

PROJECT SUMMARY: Design Review Permit, Use Permit and Tentative Subdivision Map for a 14-unit townhouse condominium development on an 0.72-acre site

LOCATION OF PROPERTY: 1124 Foster Road
APN: 043-430-040

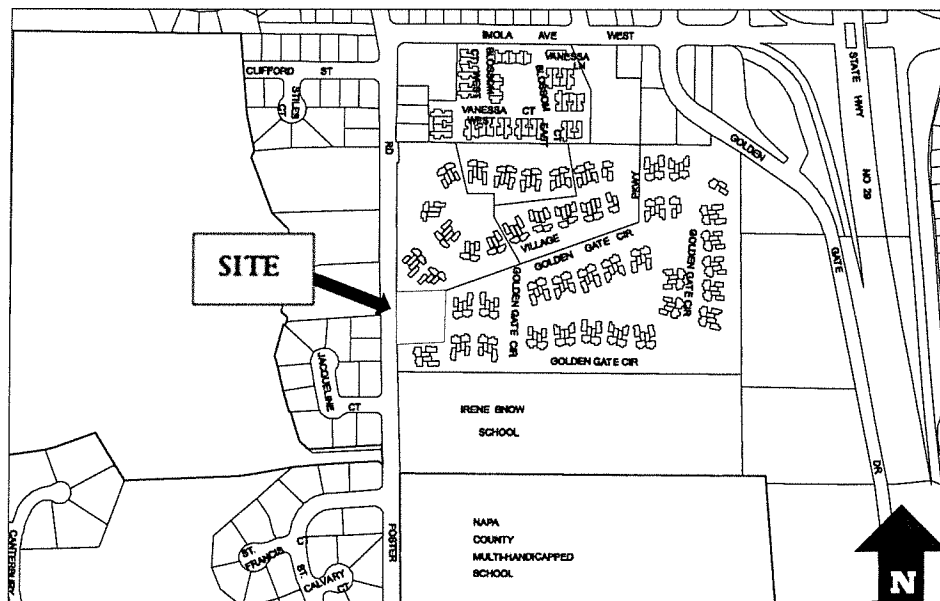
GENERAL PLAN: Multi-Family Residential; (MFR-126; 20 – 30 units/acre)

ZONING: Multi-Family Residential; (RM)

APPLICANT/PROPERTY OWNER: Foster Road Ventures
3636 Buchanan Street
San Francisco, CA 94123
Phone: (415) 563-2500

STAFF PLANNER: Michael Allen, Senior Planner
Phone: (707) 257-9530

LOCATION MAP



II. PROJECT DESCRIPTION

The Applicant, Foster Road Ventures, requests approval of a Design Review Permit and Tentative Subdivision Map for Condominium Purposes to subdivide a 0.72-acre parcel into 14 condominiums with a common area for a townhouse development. The residential units consist of 14, 3-story, 2-bedroom, townhouse units. Three duplex buildings will each contain 2 units with each providing 1,354 square feet of living area. Two quadplex buildings will each contain 4 units with each providing 1,300 square feet of living area. A Use Permit is also requested to modify the parking standards to authorize guest parking to be located off-site on Foster Road along the project frontage. The townhouse development will be served by a new 20-foot-wide private street accessed from Foster Road.

The project includes the following applications:

1. Design Review Permit for the design of the townhouses and Tentative Subdivision Map for Condominium Purposes;
2. Tentative Subdivision Map for Condominium Purposes; and
3. Use Permit to modify the on-site guest parking requirements.

FIGURE 1 – PROPOSED FOSTER ROAD TOWNHOMES



III. PROJECT CONTEXT

The project site is located on the east side of Foster Road approximately 850 feet south of Imola Avenue. It is fully developed with a commercial office building and associated

parking lot which would be demolished. The office building has been utilized by KVON radio station which will be relocating. The existing topography slopes down to the northeast corner of the site. The proposed development would follow the existing slope and require only minimal excavation and fill for the road bed and slab foundations, resulting in a no net loss of soils. Several ornamental trees are on the project site, all of which will be removed. The Redwood Gardens townhouse development borders the project site on the north, the Golden Gate Village townhouse development is adjacent to the east and south, and there are single family homes to the west across Foster Road.

IV. ANALYSIS

A. GENERAL PLAN

The property is located within the MFR-126, Multi-Family Residential General Plan Designation, which provides for multi-family residential development at densities from 20 to 30 units per acre. The 0.72-acre site provides a density range of 14 to 21 units. The 14 townhomes provide an overall density of 20 units per acre. Several physical constraints on the site render it difficult to achieve a higher density. A 20-foot water utility easement traverses the length of the site's southern boundary and a 10-foot storm drain easement traverses the length of the eastern boundary concentrating the building envelope to less than the entire 0.72-acre site. Although the proposed density is on the lower end of the acceptable density range, it is consistent with the density range of this designation. Staff believes the proposal is consistent with the General Plan and is supported by the following General Plan goals and policies:

Housing Element Policy H1.1 encourages the efficient use of land, and Housing Element Policy H1.4 encourages approval of well-designed projects in the mid- to high-range of the General Plan density. The 14-unit townhouse development, which is at the lower end of the allowable density range, makes efficient use of the area that can be developed outside of the easements. Also, the site layout has been required to be configured so that the private driveway provides the appropriate fire truck turn around movements. Given these limitations, the achieved density makes the most efficient use of the underutilized (for residential development) land, consistent with Policy H1.1.

Land Use Element Policy LU-4.5 encourages projects to be compatible with the surrounding neighborhood. The area has a variety of lot sizes, and the proposed lots are compatible in size with those in the neighborhood. The proposed multi-family use is compatible with the existing multi-family development (townhomes) that border the site on the north, east and south, consistent with this policy. Staff believes the proposed multi-family use, lot coverage, building forms and density are consistent with nearby multi-family development. It should be noted the properties across Foster Road to the west are zoned for single family uses and have therefore developed at lower densities with single family residences. The lower density of this project, on a site that could hypothetically support up to 21 units, provides a more compatible transition from the higher density development east of the site to the lower density development to the west.

B. ZONING

The project site is within the RM, Multi-Family Residential District which provides opportunities for a mix of attached residential development patterns including multi-family apartments, single family attached and detached units. The RM Zoning District implements the MFR-126 General Plan Land Use Designation. Townhouse/condominium developments and attached single family homes are a permitted use within the RM District.

While a multifamily rental project of this size would typically only require Planning Commission's approval unless appealed, the proposed project involves a subdivision to create condominiums that could be sold to individual owners. Under the Subdivision Map Act, a Tentative Subdivision Map is required for a subdivision creating 5 or more condominiums. Therefore, the Tentative Subdivision Map which subdivides the project into 14 townhouse condominiums with a common area requires final review and approval by the City Council. As summarized in Table 1, the proposed development complies with the RM property development standards:

TABLE 1 – RM PROPERTY DEVELOPMENT SUMMARY TABLE

Development Standard	RM Standard	Project
Minimum Lot Size	5,000 square feet	31,362 square feet
Lot Coverage (excluding street)	50% maximum; 15,681 square feet	29%; 9,078 square feet
Front Setback	20 feet minimum	20 feet
Side Yards (both sides)	5 feet; 1 st story 10 feet; 2 nd story 15 feet; 3 rd story	15 ft. (north) 20 ft. (south) 15 ft. (north) 20 ft. (south) 15 ft. (north) 20 ft. (south)
Rear Yard	15 feet; 1 st & 2 nd story 20 feet; 3 rd story	20 feet 20 feet
Building Height	35 feet	35 feet
Usable Outdoor area per unit	200 square feet minimum	200 square feet per unit

To determine compliance with the RM development standards for this multi-family project, the setbacks are applied to the entire site as though all units comprise one large unit, with the front yard being the lot frontage on Foster Road, side yards on adjacent properties to the north and south and the rear yard to the east. The project meets or exceeds all development standards for the RM district.

C. CONDOMINIUM PROJECT REQUIREMENTS

Section 17.52.090 of the Zoning Ordinance sets forth the following requirements for residential condominium projects:

1. A homeowner's association or other similar property owner's organization shall be established to maintain all open space and other improvements which are in common ownership.

A condition is included requiring the establishment of a homeowner's association.

2. All commonly owned open space areas shall be landscaped in accord with a landscaping plan approved by the architectural review commission. The landscaping shall generally be planned and developed in accord with the city's standards for landscaping, adopted by resolution.

A preliminary landscape plan was submitted with the application, and staff believes the preliminary plan provides an acceptable array of drought tolerant plantings. Conditions of approval require the submittal and approval of a final detailed landscaping and irrigation plan prior to issuance of a building permit.

3. On-site parking shall be provided in accord with the parking and loading requirements contained in Chapter 17.54.

Parking for the townhome units has been provided consistent with the provisions of Chapter 17.54 with the exception of on-site guest parking. The Applicant is requesting a Use Permit to allow for modified parking requirements. Should the Use Permit be granted, the project would be consistent with requirements of Chapter 17.54. See the following Use Permit discussion.

4. Each unit shall have its own gas and electric meter. Access to meters and heaters shall not require entry through another unit. A water shutoff valve shall be provided for each unit or for each plumbing fixture.

The conditions of approval require that each unit have its own gas and electric meter. The meters will not require entry through another unit. Water shutoff valves will be required for each unit.

5. There shall be provided a minimum covered storage area of sixty cubic feet (minimum height of six feet eight inches and a depth or width of not less than two feet) for each dwelling unit with two or fewer bedrooms for storage of bicycles, patio furniture, garden tools, etc. An additional twenty cubic feet of storage with the same minimum dimensions shall be provided for each bedroom in excess of two.

All units meet the storage requirement with a large and small storage area within the ground floor. Conditions of approval require the applicant to clearly demonstrate compliance with the storage standards in the building plan submittal.

6. Each unit shall have a laundry area for a washer and dryer.

As shown on the floor plans, each unit has a space for a washer and dryer on the third floor.

7. All boats and travel trailers shall be stored only within areas specifically designated for such storage on the approved plans. The boat and trailer storage area shall be screened and landscaped in accord with the provisions of Chapter 17.52.

It is not the intent of the applicant to provide for boat or RV storage. Similarly, the CC&R's will be required to include restrictions on use of garages, driveways and common area for storage.

8. Project identification signs shall comply with the provisions of Title 15.

Project identification signage has not been proposed at this point. Any such signage would be subject to further discretionary review and approval.

9. The project shall contain a directory sign indicating the location and house number of units which do not front on public streets.

Conditions of approval require the installation of an appropriate directory sign.

10. There shall be no single building containing more than one residential unit with a length greater than one hundred fifty feet unless the architectural review commission finds that the design of the building mitigates any adverse effect of such length.

None of the buildings within the development exceed 150 feet in length.

11. All utilities shall be installed underground.

Conditions of approval require that all new utilities are to be placed underground.

D. USE PERMIT FOR MODIFIED PARKING STANDARDS

The Zoning Ordinance sets forth the following parking requirements for residential condominium developments:

TABLE 2 – SUMAMRY OF PARKING REQUIREMENTS

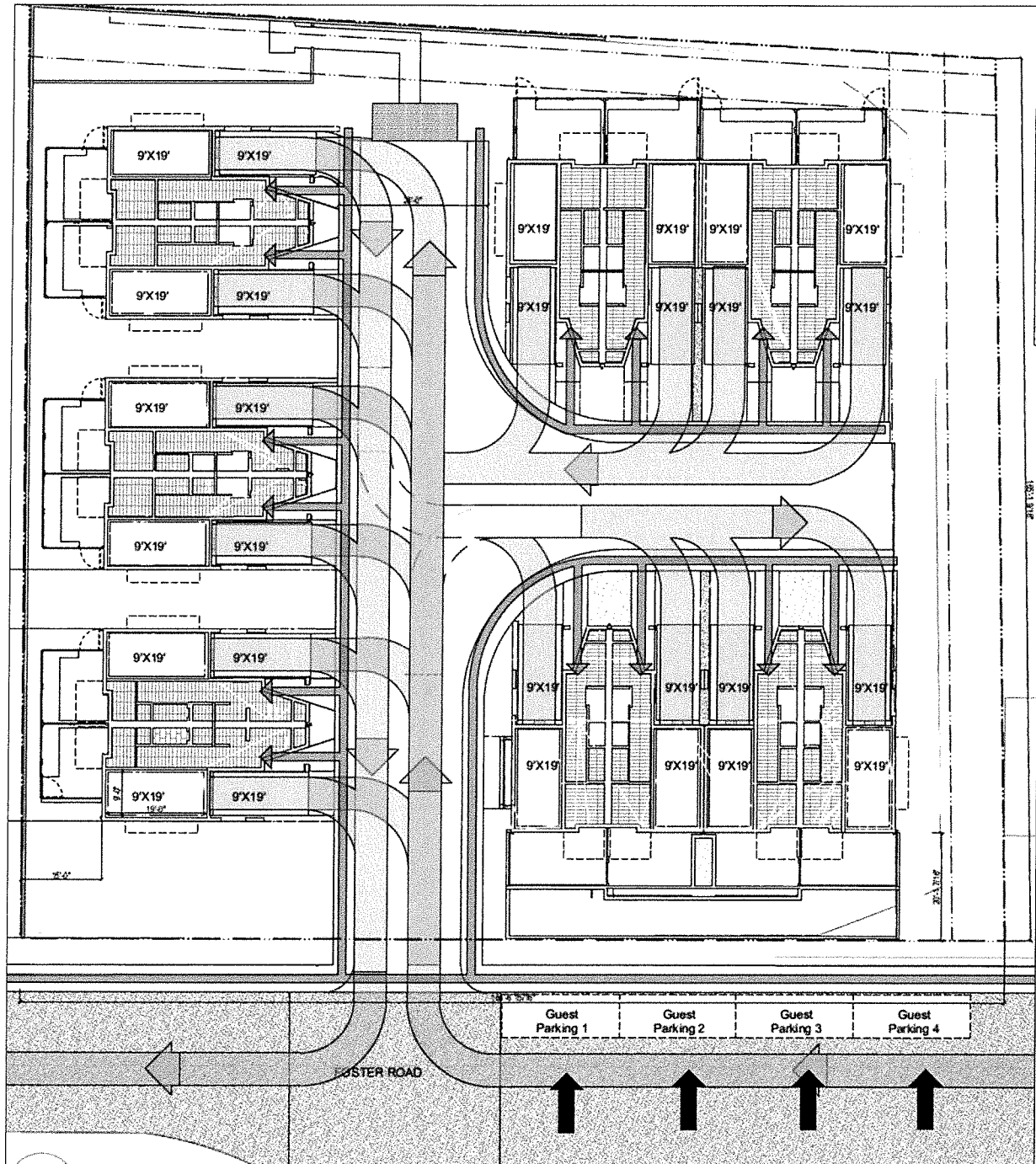
Per Unit Parking Requirements for Residential Condominiums	
1.5 spaces for studio or 1 bedroom units; plus 0.5 space for each bedroom in excess of 1. At least 1 space shall be in a garage. Guest parking is required at 1 space per 4 units.	

# of bedrooms	# of each	Required Parking Spaces
2 bedroom	14	28
Plus 1 guest space per 4 units; 14 / 4		3.5 (4)
Total required:		32
Total provided:		28

The Zoning Ordinance requires one parking space per unit in a garage for condominium projects. Each unit has a one car garage and parking space in front of the garage on a driveway. However, the site layout does not account for the 4 guest parking spaces that are required. Per NMC Section 17.54.040.B. the parking standards may be modified with a Use Permit in order to provide adequate and well designed parking which is fair, equitable, logical, and consistent with the intent of Chapter 17.54.

The applicant requests approval of a Use Permit to modify the on-site guest parking and allow the guest parking to be located on Foster Road in front of the townhome development. Given that only four guest parking spaces are required, which can be accommodated along the project frontage, the proposal appears reasonable. This is similar to single family homes which require one guest parking space on the street.

FIGURE 2 – MODIFIED GUEST PARKING PLAN



D. TOWNHOUSE DESIGN REVIEW

One of the basic purposes of the Residential Design Guidelines is to provide direction for multi-family housing that fits with and strengthens existing neighborhoods. The Guidelines address the design principles for multi-family homes under the categories of (1) Site Planning, (2) Scale and Transition, (3) Common Areas, (4) Architectural Design, and (5) Materials and Color. The following discussion addresses compatibility of the project under these categories as applicable to the project.

Site Planning: The Guidelines call for orientation of homes toward streets, with direct access from streets and common space. Entry drives to multifamily housing developments should be designed to create a positive identity for the project. Landscape and site design should frame and distinguish entry drives.

The project proposes one entry into the project from Foster Road with all garages oriented toward the interior of the project. The landscape design visible from the public street includes low fences with residential landscaping that emulates typical front yards with a “row house” effect. Site entry includes various trees and shrubs.

Parking should be unobtrusive and not disrupt the quality of common spaces and pedestrian environments of multifamily development. Parking should be distributed throughout the site in discrete courts and garages.

The design of the development places all parking spaces in one car garages or in the driveway leading to the garage. The garages and parking are oriented toward the interior of the development. However, the project does not provide the four on-site guest parking required by the parking standards. The Applicant proposes to locate the guest spaces on Foster Road in front of the project site. The proposed guest parking would be displayed prominently in front of the development while incorporation of on-site guest parking would make the parking less visible. Early on, staff recommended the Applicant incorporate guest parking on the project site, but the Applicant elected to file a Use Permit for flexibility on guest parking location due to site constraints including accommodation of the alternate fire truck turn around (hammer-head) while meeting the density range.

Services for multifamily development should not be visible from public areas. Trash bins, utility meters, transformers, and other service elements should be enclosed or otherwise concealed from view.

The communal trash bin is located on the eastern side of the development where it is farthest away from the entrance and also where it can be serviced by the local refuse collection company. Conditions require certain utilities to be landscaped and screened.

Scale and Transition: Projects should be designed to integrate with adjacent development, including stepping down the mass of taller multi-family developments.

The project site is surrounded by multi-family development on the north, south and east, with a single family neighborhood across Foster Road to the west. The Redwood Gardens townhouse development adjacent to the north contains a mix of two and three

story units which are comparable in scale to the proposed townhomes. The Golden Gate Village townhomes adjacent to the east and south contain clusters of two story townhomes which also provide a similar scale. Although the homes across Foster Road contain a mix of one and two story single family homes which are smaller in scale, the project site's topography slopes down from Foster Road which reduces the perceived height of the three story townhomes.

Common Areas: New multi-family projects should provide common spaces that are physically defined and socially integrated into the site plan as gathering places.

The 14 unit development does not have sufficient area for the creation of formal common area gathering space. However, the southern portion of the site contains a 20-foot wide water utility easement which would be fully landscaped with perennial grasses and small shrubs to provide an attractive open space area. Also, each unit also has a 160 to 211 square foot fenced in patio, including a 40 square foot balcony on the second level off the living room.

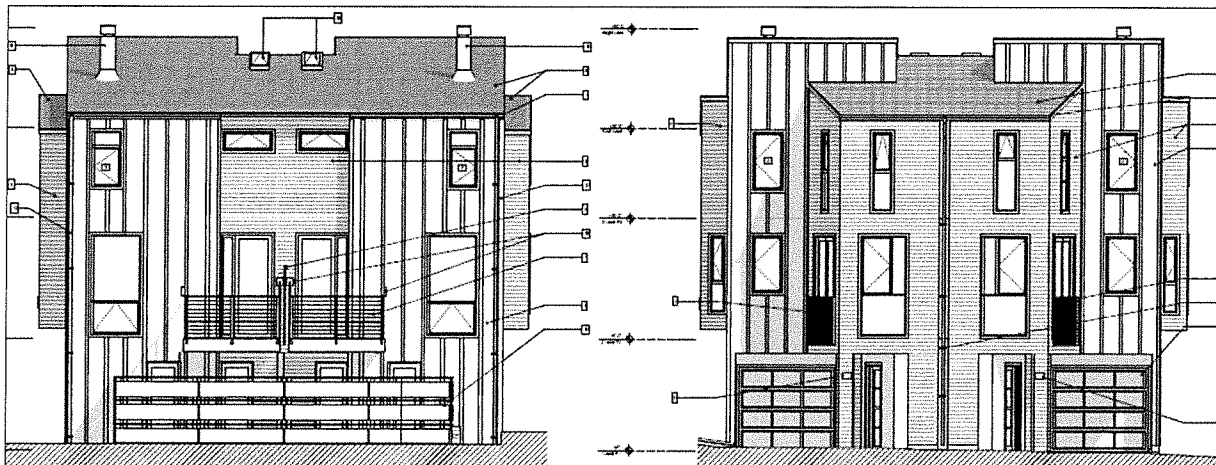
Architectural Design: Based on the principles of the Residential Design Guidelines, the proposed development should respond to the following architectural design guidelines:

New multi-family projects should fit into the surrounding neighborhood by transitioning in scale, and reflect local architectural traditions, and respond to Napa's climate.

The following is the Architect's statement regarding the architectural style of the project:

"The project has been designed to be scale-responsive to adjacent developments. The site slopes away from Foster Road, with an overall grade change of 13 feet. The site is surrounded on 3 sides by 2-story condominiums (built mid-1970's) and single-family homes across Foster Road. The proposed architecture adopts a simple building mass informed by wine country agricultural structures and finishes mixing rural and agricultural aesthetics. The townhouse buildings are joined in both pairs and 4-unit structures. The differing scale of these buildings reflect the adjacent structures while the sloping site allows the buildings to illustrate a lower profile from Foster Road."

FIGURE 3 – FRONT AND REAR ELEVATION



Architectural styles and features found in traditional Napa neighborhoods or in historic structures on or around the site should be reflected in the design of new housing.

The exterior treatments of the townhouse buildings are proposed to relate to the styles and features of existing structures within the immediate neighborhood but with a slightly modern flair. The relatively rectangular form of the cluster buildings appears traditional but combining the shed roof with an opposing slope from front to back and including a mixture of board and batten siding with horizontal fiber cement siding results in a design that has a more modern aesthetic.

Multi-family projects should utilize a unifying theme and a common vocabulary of forms and architectural elements.

The five buildings all utilize the same architectural design and materials. The multi-family development contains a unifying architectural theme throughout.

FIGURE 4 – TOWNHOME FACADES



Facades should have 3-dimensional elements, such as chimneys, balconies, bay windows or dormers, to break up large wall and roof surfaces. Every facade should possess an overall design concept that is well composed and articulated and of consistent quality.

The elevations include three-dimensional elements that break up the wall surfaces. The walls and roof lines are broken up with the use of a variety of materials, including board and batten siding at the primary wall surfaces with cementitious horizontal siding at the architectural protrusions and recesses. The architectural style is applied to all four sides of the buildings. The modern design integrates traditional materials including wire mesh and cable rail balcony rails and varied fenestration.

c. Painted surfaces should use colors that reinforce architectural concepts.

The proposed paint scheme incorporates earth-tone colors which logically match the materials they would be applied to. The base color is an off-white with light gray accents and architectural bronze windows. Each unit has a warm toned color painted at the entry door.

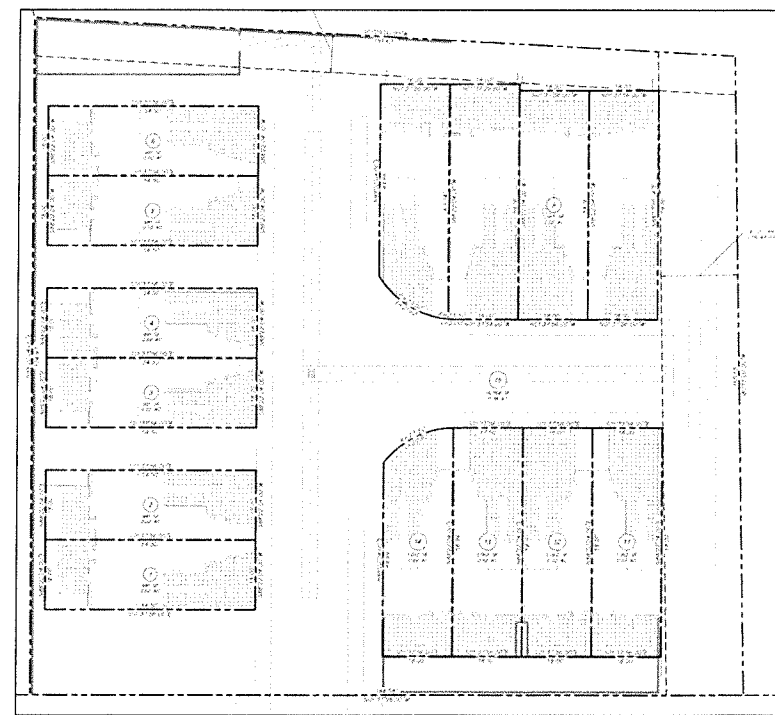
E. TENTATIVE SUBDIVISION MAP DESIGN REVIEW

The Foster Road Tentative Map for Condominium Purposes consists of one parcel with fourteen (14) airspace condominiums surrounded by a common area that includes shared access that will take access from a new private street. There are three design principles that are evaluated through the Design Review Permit process, two of which are focused on home design. The Design Review analysis for the townhomes is located in section IV.B. This Design Review analysis is for the Tentative Subdivision Map. Staff analyzed the following principle applicable to site design:

1. *Site Planning: New multi-family housing should be an integral part of the neighborhood and community creating and enhancing pedestrian friendly streets and places.*

As discussed above in Section IV of this report, the general design of the Tentative Subdivision Map is affected by a water utility easement and a storm drain easement, Staff believes that the condominium subdivision design is appropriate for the property and townhouse units. The design of the Tentative Subdivision Map incorporates several design elements consistent with the City development standards such as a private street serving the condominium units while providing sufficient fire truck turn around movements and the creation of permanent open space around the units.

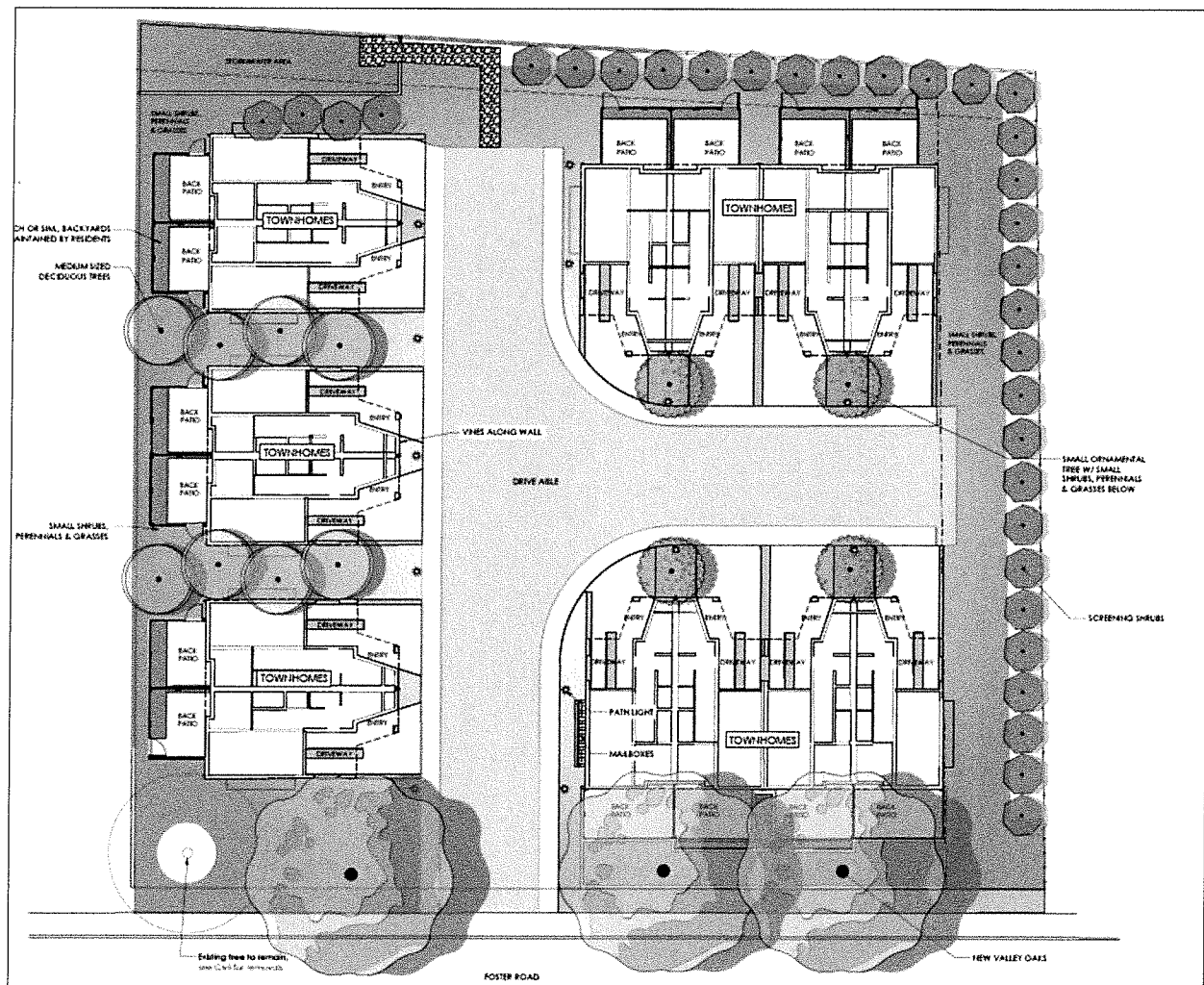
FIGURE 5 – CONDOMINIUM MAP



Trees

The Arborist report identified 11 trees on the project site, 4-four coast live oaks, 5-five windmill palms, 1-one Italian stone pine and 1-one Hollywood juniper. The 4-four coast live oaks meet the City's criteria for "protected native trees." The project requires the removal of all of the site's trees for the construction of the development with the exception of one of the coast live oaks at the north east corner of the site. However, the City's Tree Preservation Ordinance only applies to development on sites that are one-acre or greater. Therefore, none of the trees are protected and do not require replacement or payment of an in lieu fee consistent with the Tree Preservation Ordinance. However, the preliminary landscape plan proposes the planning of 3, 36 inch box valley oaks, 8 trees of mixed variety (tulip tree, princeton sentry ginkgo, franz fontaine hornbeam), 4 small ornamental trees (cinnamon girl maple, autumn brilliance serviceberry, Chinese fringe tree, and milky way kousa dogwood), 33 shrubs and multiple vines and shrubs.

FIGURE 6 – LANDSCAPE PLAN



V. ENVIRONMENTAL REVIEW

Staff recommends that the Planning Commission determine that the project is exempt from the requirements of the California Environmental Quality Act (CEQA) in accordance with Section 15332 (Categorical Exemptions: Class 32) of the CEQA Guidelines, which exempts in-fill development projects that are consistent with the General Plan and Zoning Ordinance; that occur within City limits and are on sites no more than 5 acres in size; that are on sites with no value as habitat for endangered, rare or threatened species; that would not result in any significant effects relating to traffic, noise, air quality, or water quality; and that can be adequately served by existing utilities, and that the exceptions to categorical exemptions identified in Section 15300.2 of the CEQA Guidelines are inapplicable because the land is in an urbanized area with no environmentally sensitive habitats or species of concern on the property, there has been no successive effort to intensify land uses in the area, and no unusual circumstances exist that would pose a reasonable possibility of having a significant effect on the environment. Based on this analysis, no significant environmental effects would result from this project and the exemption is appropriate.

VI. REQUIRED FINDINGS

The Planning Commission's approval of this project is subject to the required findings in NMC Section 17.62.080 relating to Design Review Permits, NMC Section 17.60.070 relating to Use Permits and NMC 16.20.070 relating to Tentative Maps. These findings are provided in the draft resolution attached to this report. These findings relate to consistency of the project with the General Plan, zoning, design guidelines and subdivision ordinances. Staff believes that the proposed project complies with these findings and the attached Resolution (see Attachment 1) contains the basis for this recommendation.

VII. PUBLIC NOTICE

Notice that this application was received was provided by the City on August 13, 2018, and notice of the scheduled public hearing was provided on January 4, 2019, by US Postal Service to all property owners within a 500-foot radius of the subject property. Notice of the public hearing was also published in the Napa Valley Register on January 4, 2019 and provided to people previously requesting notice on the matter at the same time notice was provided to the newspaper for publication. The Applicant was also provided a copy of this report and the associated attachments in advance of the public hearing on the project.

VIII. STAFF RECOMMENDATION

Staff recommends that the Planning Commission forward a recommendation to the City Council: (1) determining that the project is exempt from CEQA pursuant to Section 15332 of the CEQA Guidelines; and (2) approving a Design Review Permit, Use Permit and Tentative Subdivision Map for condominium purposes based on a determination that the application is consistent with the City's General Plan, Subdivision Ordinance, Zoning Ordinance, and other applicable City requirements and policies.

IX. ALTERNATIVES TO RECOMMENDATION

1. Continue the application with direction for project modifications and allow the Applicant an opportunity to prepare a revised proposal.
2. Recommend that the application be denied by the City Council.

X. REQUIRED ACTIONS

Final action by the Planning Commission to forward a recommendation to the City Council to adopt:

1. A resolution determining that the project is exempt from CEQA and approving a Design Review Permit for 14 townhomes and for a Tentative Subdivision Map for condominium purposes, a Use Permit authorizing a modification to the parking standards and a Tentative Subdivision Map for condominium purposes to subdivide a 0.72-acre project site at 1124 Foster Road into 14 townhouse condominiums.

XI. DOCUMENTS ATTACHED

1. Draft Resolution approving a Design Review Permit, Use Permit and Tentative Map
2. Project Description and Plans

From: Paul Kelley
To: Baring, Patricia; Morris, Erin; Allen, Michael
Subject: Fwd: concerns regarding proposed development on Foster Road
Date: Thursday, January 17, 2019 7:01:02 PM
Attachments: Safety and Aesthetic Concerns Regarding the Proposed Foster Road Townhomes.pdf

Sent from my iPhone

Begin forwarded message:

From: Eve Ryser <everyser@gmail.com>
Date: January 17, 2019 at 3:38:04 PM PST
To: paul@paulkelleyarchitecture.com
Subject: concerns regarding proposed development on Foster Road

Dear Mr. Kelley,

My husband and I live on Foster Road, and would like to share with you the concerns that we and our neighbors share regarding the proposed townhouse development at 1124 Foster Road. We will be in attendance at this evening's meeting, but wanted to also share with you this document for your information and review.

We hope you will take these concerns seriously, and hold off on approving this proposed development until our questions and concerns are addressed.

Thank you for your time and consideration.

Respectfully,
Eve Ryser

Safety and Aesthetic Concerns Regarding the Proposed Foster Road Townhomes

Zoning:

- We understand that this parcel has been zoned for 14-21 units, and that the proposed plans strive to meet that minimum density requirement. The many safety and aesthetic issues we have with this design are due to this minimum density zoning requirement.
- These zoning designations were made well before the most recent earthquakes and devastating wildfires. Safety considerations have changed significantly since that time.
- We respectfully request that the planning commission take all current information into account when deciding about this project.
- This may require an amendment to the zoning for this parcel, and we request that you be open to considering making that change to allow for accommodations of these safety and aesthetic concerns.

Aesthetics:

- The project is stated to “sit just under the allowed height limit of 35 feet” however, due to the grade of the hill as it slopes downward, these units will be significantly taller than the two story condos to the south. To be blunt, they will stick out like a sore thumb and negatively impact the aesthetic of this neighborhood.
- It is not consistent with the aesthetics of the surrounding neighborhood to cram five three story buildings into a small lot that currently holds one small building
- Foster Road is one of the gateways/access roads to our beautiful valley. It is at the very limit of the city, so aesthetics should be an important consideration in planning the use of this parcel
- With only two exceptions the entirety of this road is populated with single family residences, the most of which are occupied by

homeowners themselves. Foster Road is not Soscol Road, and should not be developed in the same way.

- Foster Road has an open, rural beauty enjoyed by countless city residents who walk, bike, and walk their dogs on this road.
- The two condo developments on either side of this parcel are very different from the high density project that has been proposed:
 - Two back units of the Golden Gate condos are visible from the street. They are two stories only, and do not disrupt the viewshed from street level; they are set back from the road.
 - The Redwood Gardens development is set on a much lower grade, significantly below street level; the buildings are three stories, like those proposed in this plan, but are vastly different in terms of aesthetics. They're spaced out, with ample space between and around them, and the development has a parklike feel. There are private roads between and around the buildings, there are open grassy areas, there is a swimming pool open area, there are ample redwood trees that both balance out the structures and mitigate its visibility from the street.

Traffic safety:

- Locals use Foster road constantly as a back way to access Old Sonoma Road and Highway 121 at Stanley Lane. Foster Road is already quite unsafe, with cars, trucks and motorcycles speeding well beyond the legal speed limit at all hours. Adding 28 residents' cars (or potentially even more!) who are entering and exiting this road from one sloped point of entry/egress will make this road less safe. It is difficult to see far enough down the road in either direction to safely pull out, especially if the vehicles coming down the road are doing so at a high rate of speed, which is a common occurrence.
- This will put many drivers, as well as pedestrians, at risk, and is very likely to result in accidents.
- This section of Foster Road has very dense pedestrian traffic.

- Many people from the neighborhood walk “the loop” of Foster Road to Golden Gate Road, often with one or more dogs.
 - Every week day morning and afternoon, Snow school begins and ends its school day, the road and sidewalks are very busy with parents and young children.
 - Increasing the traffic here by such a significant number of drivers will be an unreasonable additional danger to those pedestrians, many of whom are young children, who are certainly not known for being the most attentive and careful of pedestrians.
- How will the garbage, recycling and yard waste trucks manage to collect from this development? Will the 42 barrels be located within the development, or will they be lined up on the sidewalk, impacting pedestrian traffic on a weekly basis?

Parking:

- There are only two visitor parking spaces in this plan for 14 households. This is far from adequate for this number of households.
- Parking is already very congested due to the school drop off and pick up.
- Parking is already difficult in this section of Foster Road, especially during peak traffic hours of school drop off and pick up.
- Cars already line every residential street in the neighborhood, and the recent Snow school construction has taken away two street parking spots
- It is a distinct possibility that in these rental units, two parking spaces per unit will not be adequate to provide parking for the residents. Given the woefully inadequate guest parking-- two spots for 14 households-- this will certainly flow over onto Foster Road and make parking even more congested.
- Has a traffic/parking impact study been done?

Adequate access and turn around:

- City standards require that three story structures have adequate access for a ladder truck, in order to reach all areas of the building. The proposal asks for a waiver of the requirement for adequate access and turn around for emergency vehicles.
- These requirements are in place for a reason!! Waiving them puts the residents in the development, as well as surrounding structures, at risk.
- Will there be a designated fire hydrant or hydrants for this complex, as well as sprinkler systems? If so, in the event of a fire, how will this affect water pressure and ability to effectively fight a fire? Would the fire department's capacity to respond be compromised?
- How will water pressure be impacted generally for neighboring residences? Has this been studied?
- In the event of a wildfire or earthquake, both of which, sadly, are very possible occurrences at this location, could insufficient access and difficulty for emergency vehicles to turn around prove unsafe, even deadly?
- I ask you to imagine the bottleneck at the single, narrow point of access/egress in the event of an emergency evacuation. The results could be catastrophic.

Earthquake Safety:

- We do not know enough about how the earthquake fault lines fall in our valley; the map of Napa's faults is at the beginning stages of development, as we all learned during the meetings and discussions about the Napa Oaks project. The fault line map is essentially blank, and as we well know, that is not because there are no faults in the valley.
- What we DO know is this: The fault line recently revealed in the ____ earthquake runs parallel to or perhaps even across Foster Road. After the major earthquake in 2014, a neighbor hiked up the hill behind his house just across from this parcel of land and found evidence, just a few hundred yards from this proposed development, that the fault line might run North/South across the hill, directly across from this parcel of land.

- Snow school has moved the majority of its campus away from the road in its new construction plan, and it's our understanding that this was due to concerns about proximity to the fault line. Do you have access to the geologist's reports that prompted the city to make this choice?
- If this is the case, how does a project of this density make sense in this particular spot? How does it make sense to cram five buildings and fourteen households into a this small of a parcel of land?
- Has a seismic study been completed for this parcel of land? If so, are the results conclusive that it is safe to develop it with a high density project?

Need for housing:

- There are many "in fill" projects currently underway, in areas where a project of this height and density match the surrounding structures much better.
- There are currently more than 500 apartments being constructed in the Fairfield Residential project behind the Gasser building. This will be a significant step in meeting housing needs.
- The Register Square development has a similar height and density as what is proposed here, but it matches the density and height of surrounding structures, and this proposed development does not. It is being constructed in the dense heart of downtown, this is being proposed for the rural edge of the city limit.
- We ask that the commissioners please balance the need for housing with the need to keep the aesthetic of our beautiful valley in mind as we develop and infill.

1/17/19**Baring, Patricia**

From: Allen, Michael
Sent: Thursday, January 17, 2019 11:54 AM
To: Baring, Patricia
Subject: FW: Foster Road Townhomes letter to PC
Attachments: Letter to City PC re Foster Road Townhomes.docx

Late communication for Foster Road Townhomes tonight.

Michael Allen
Senior Planner, Planning Division

From: Eve Kahn [REDACTED]
Sent: Thursday, January 17, 2019 11:42 AM
To: Allen, Michael <mallen@cityofnapa.org>
Cc: Morris, Erin <emorris@cityofnapa.org>
Subject: Foster Road Townhomes letter to PC

Please distribute the attached letter to the commissioners.

Confirm receipt.

Many thanks, Eve



January 17, 2019

Planning Commission
City of Napa
955 School Street
Napa, CA 94559

RE: Agenda Item #7B: Foster Road Townhomes

Dear Commissioners:

I am pleased to see that the KVON facility will become townhomes for sale. With close proximity to the Snow Elementary School, Highway 29, Highway 121, and neighborhood shopping centers, these units will easily be integrated into the Foster Road neighborhood.

In reviewing the staff report, I appreciate the thought put into the orientation, building materials and design, and unit amenities. With a parcel that sits 13' below street grade, the three-story units will feel more like two-story units that surround this parcel.

I have two concerns: The first is the expected cost of these units. I see nothing that clarifies if any will be affordable to the 'missing middle' or workforce in our community. Please clarify the intent.

And secondly, I am concerned about the on-street guest parking. The staff report, top of page 6 states: "the CC&R's will be required to include restrictions on use of garages..." Let's be real. How many owners (or renters) will be using their garages for cars? Does the applicant expect or require an on-site HOA manager to enforce this?

I visited the site this morning. All the parking spots in front of KVON were full and those across the street as well. I honestly can't tell how many cars/trucks belonged to construction workers at adjacent Snow School. But if most/all of the units have two vehicles and a garage full of stuff – that means lots of cars will have to park on the street. Add to that the guest parking – and you have an overcrowded street full of cars.

I live near the Brown's Valley School and know the traffic and parking patterns during morning and afternoons. How will the Snow School parents safely drop off and pick up their students? I don't see any recognition in the staff report.

As reference, I drive past 1st street every day and see how the on-street parking has increased dramatically. The affordable homes next to the storage facility had similar parking rules yet many, many cars park on 1st street day and night. Far in excess of the predictions in that staff report.

Thanks and regards,
Eve Kahn, Chair of Get a Grip on Growth

Baring, Patricia**Subject:** Foster Road Townhome Condominium Project

-----Original Message-----

From: Bruce and Carol Barge [REDACTED]

Sent: Thursday, January 17, 2019 12:12 PM

To: Allen, Michael <mallen@cityofnapa.org>; Gordon Huether <gh@gordonhuether.com>

Subject: Foster Road Townhome Condominium Project

Hello Gentlemen,

I wanted to send a few thoughts to you about the Foster Road project that is in process. I perused the Staff Report once it was available on the website. I believe the Planning Commission has it on tonight's agenda. I won't be able to attend so am emailing you both instead. I live about a mile away from the current KVON site. Overall, I'm really happy with the project! Let me bullet point the pieces of the project I find especially appealing:

*Individually owned. Given that there are Gateway rentals on the backside of this project, it's a nice alternative to have units available for owners.

*Lower Density. Fits nicely within the surrounding neighborhood given its lower density of 14 units, which are a nice size, by the way *Backyards and a deck for each unit *Garages underneath each unit *Although 3 story, given the 13 foot drop from the street, will appear more like 2-story buildings

Items for concern:

Drainage: Given that I live along the hillside, there is tremendous runoff during the rainy season - we are dealing with this now. Drainage would be of utmost concern, given the "bowl" the project will sit in. Obviously KVON is there and has been there for years. Nonetheless, that would be a concern.

Guest On-street parking. I believe the project is slated for 4 parking spaces along Foster Road. I recently drove past the site mid afternoon and there must have been an event at Snow School. There were cars lining Foster Road around the project site. I would imagine when school is in session, it might be difficult to devote spaces for guests visiting the project.

Anyway, just wanted to share these thoughts with you. I'm looking forward to these much-needed units for sale in our neighborhood.

Thanks and stay dry!

Carol

Bruce and Carol Barge

[REDACTED]



PLANNING COMMISSION

MEETING MINUTES EXCERPTS

January 17, 2019

FOSTER ROAD TOWNHOMES – 1124 FOSTER ROAD (File No. PL18-0105) Design Review Permit, Use Permit and Tentative Subdivision Map applications for a 14-unit townhouse development consisting of three duplex buildings (6 units) and two quadplex buildings (8 units). Each unit contains two bedrooms and two parking spaces per unit. Project approvals include: 1) Design Review Permit for the Tentative Subdivision (Condominium) Map and the multi-family homes, 2) Use Permit to authorize on-street guest parking, 3) Tentative Subdivision Map to divide the property into 14 townhouse lots with shared access areas. The project site is located on the east side of Foster Road, approximately 850 feet south of Imola Avenue; within the (MFR-126) Multi-Family Residential General Plan Designation and the (RM) Multi-Family Residential Zoning District. (APN 043-430-040)

Commissioners provided disclosures.

Senior Planner Michael Allen presented the Staff Report and provided a recommendation.

The Commission had the following questions and comments for Staff:

- Is the plan to build up the site in order to address drainage?
- Clarification was requested regarding common areas.
- Clarification was requested regarding air space and land ownership.
- Clarification was requested regarding density bonus and parking
- Clarification was requested regarding on-site and street parking.

Mr. Allen responded:

- The site will not be built up.
- The drainage has been addressed in the resolution.
- Air space will be commonly owned within this parcel. Homeowners will own a fraction of the parcel.

Vice-Chair Myers invited the Applicant to speak.

Jeff Prose, on behalf of the Applicant, briefed the Commission on background relating to the application and offered to answer Commissioner questions.

The Commission had the following questions and comments for the Applicant:

- The way the units are stacked is innovative.
- Clarification was requested regarding the use of landscape areas for parking.
- How quickly is the Applicant looking to start construction?
- Is there a tenant still on-site?
- Clarification was requested regarding parking space requirements to meet the Americans with Disabilities Act (ADA).
- Clarification was requested regarding landscaping.

- What is the dimension of the back storage room on the first floor?

Mr. Prose responded to Commissioner questions:

- The Municipal Code has requirements regarding parking within the setbacks.
- If approved, construction is likely to start late spring or early summer of 2019.

Mr. Allen clarified that ADA parking is not required for single-family residential projects.

Vice-Chair Myers opened the item for Public Hearing.

Linda Kinder, 1063 Foster Road, spoke of her concerns regarding parking, traffic congestion and fire safety.

Daniel Kinder, 1063 Foster Road, spoke of his concerns regarding earthquake safety and traffic due to construction.

David Prouty, 1045 Foster Road, spoke of his concern regarding the lack of a traffic study, despite that it was deemed unnecessary for this site.

Eve Ryser, 1045 Foster Road, spoke of her concern regarding density, parking, aesthetics and safety.

Kimberly Kinsel, 362 Jefferson Street, spoke in support of the application as the design is minimalist and well thought out.

After receiving no further comments, the Public Hearing was closed.

Vice-Chair Myers invited the Applicant to present rebuttal and respond to questions.

Mr. Prose provided clarified that the Applicant hasn't requested a fire access waiver from the fire department and has worked closely with Staff to ensure the project is compliant with City codes.

Commissioners offered the following comments and questions from Staff:

- Clarification was requested regarding a fire access waiver.
- Will the design of the garbage enclosure match the design of the condominiums?
- Are there visibility issues with parking?
- How is the water drained from the site?
- Clarification was requested regarding the number of units for a similar type of project.
- Clarification was requested regarding the location of the fault lines.

Mr. Allen responded:

- The request was to allow a hammerhead, but the Applicant made adjustments to meet all fire access requirements.
- The property is not within fault zones identified in the Alquist-Priolo report.
- There will not be multiple trash bins.
- Clarification was provided regarding the visibility triangle.

Senior Civil Engineer Tim Wood responded to engineering questions:

- Driveway will be a four percent slope.
- Clarification was provided regarding water drainage.

Commissioners discussed and began deliberation. Commissioners offered the following final comments and questions:

- It was recommended that the Applicant look for alternatives to provide required parking on-site.
- Housing is the community's primary concern until it reaches a specific neighborhood.
- It is difficult to make a decision when there isn't enough parking with minimum density. How would we find parking with maximum density?
- Clarification was requested regarding replacing some landscaping between homes to provide additional parking spaces.
- Is there possibility to provide two additional parking spaces on the impervious concrete near the drainage area?
- What would Covenants, Conditions and Restrictions CC&Rs address regarding parking in the garage versus using it as storage?
- Who would enforce CC&Rs?

Mr. Allen provided the following clarifications:

- There is possibility to replace landscaping between homes to provide additional parking.
- CC&Rs, which are required to be reviewed and approved by the City Attorney, will have a clause that requires the owner to use the garage as parking and not storage.
- CC&R enforcement is likely to be handled by the future homeowners.

Mr. Wood provided clarification regarding the possibility to add two parking spaces in the drainage area, explaining there have been exceptions made in collaboration with the Water – Utilities Division.

Commissioner Huether and Murray moved and seconded to adopt a resolution approving a Design Review Permit, Use Permit and Tentative Subdivision Map for the Foster Road Townhomes and determining that the action is exempt from the requirements of CEQA with the condition to provide two additional parking spaces on-site.

Motion carried:

AYES:	Murray, Huether, Kelley, Myers
NOES:	
ABSTAIN:	
ABSENT:	Painter
RECUSED:	