



Kelly Hickler &lt;khickler@denovoplanning.com&gt;

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**10 unit Bodega monstrosity "sardinecan"**

1 message

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**Bob** <[REDACTED]>  
To: planningtemp@cityofsebastopol.org

Mon, Oct 11, 2021 at 3:35 PM

Greeting This project is obviously over-cald for its neighborhood. Jamming so many occupants and all their vehicles, guests, housemates, pets, boats, etc. in such a peaceful, already crowded neighborhood (with very limited street parking already) will clearly serve to bring a great magnitude of chaos and devalue to the area. Can't such extreme, indifferent gluttony find a more appropriate location? Because the developer wants it, does that mean he/she automatically gets it?

Please disapprove this awful scheme.

Sincerely, Robert Beauchamp

[REDACTED] Golden Ridge Av, Ca, 95472  
[REDACTED]

## Traffic Concerns

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As many of you may be aware, Golden Ridge Avenue is already a major thoroughfare due to its high density. We estimate there are at least 100 units of multifamily dwellings on Golden Ridge, including Sebastopol Gardens which exits on Swartz Avenue. When you factor in 1.5 cars per family or a total of 150 cars, you can already see that Golden Ridge Avenue, Swartz Avenue and Washington Avenue have become major back roads to avoid traffic on Bodega Avenue (Route 12). This multi dwelling area is already congested and noisy and does not need any more units.

## Evacuation Routes

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We have already experienced the panic of evacuating during a fire a few years ago and the panic that ensued trying to get out to Bodega Avenue (Route 12) and Route 116. It is our understanding that there is another proposed 75 unit multi dwelling to be built on Bodega Avenue. It is also our understanding that vehicles will only be able to turn right towards Nelson Way, Virginia Avenue and Golden Ridge Avenue. Again, if we apply the logic that there are 75 units or approximately 1.5 vehicles per household we get an additional vehicles 100+ cars. You can already get a sense of the panic that would ensue with everybody trying to scramble to get out of the area and all of our beautiful quiet side streets will turn into a major thoroughfare not only for evacuation but to avoid all of the traffic that will only get worse on Bodega Avenue (Route 12). This is something that we must consider as it is potentially a life and death situation.

Sent from my iPhone

**From:** Marcel DeGross <[REDACTED]>  
**Sent:** Thursday, October 21, 2021 12:54 PM  
**To:** Kari Svanstrom <[ksvanstrom@cityofsebastopol.org](mailto:ksvanstrom@cityofsebastopol.org)>  
**Cc:** Candace Nagle <[REDACTED]>  
**Subject:** Re: Huntley Square Development

Kari- the public forum is quite limited, for us - the public - via the Zoom method. The last time we did it via Zoom, we the public, people living closest to this proposed site, were given 3 minutes each to address our concerns, while the commission rambled on for 2 hours about the glorification of this project, as well as approving a variance that brings the Huntley project even closer to the residents off the west side of the Bodega Bay HOA.

My real question to these commissioners would be, does it matter what we the public have to say?

No need to reply on that issue. I think I know the answer.

The commissioners can visit the site anytime as far as I'm concerned, but please correct if I'm wrong here, as you note in paragraph 4 below, they already have permission via the application process?

It would be more appreciated if the commissioners actually looked at this site from the point of living next to an established development i.e, from the public perspective. What it would like to have 73 vehicles a day driving up our driveway/easement, delivery trucks, Amazon, Grub Hub, Fed Ex, UPS, US Mail, etc.? Not to mention the possibility of a fire and the ability of all volunteer Fire Dept. to its' job for the safety of all concerned.

De Gross/Haslett Residents

Thank you for the opportunity to review and comment on the Huntley Square Project's Initial Study/Mitigated Negative Declaration. This project is of concern to me and my family as owners of the townhouse at 128 Golden Ridge Avenue. Our townhouse is along the eastern boundary of the project.

Looking at the ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED categories, I have comments relative to Aesthetics, Cultural Resources, Noise, and Transportation.

**AESTHETICS.** For (c.) "Would the project substantially degrade the existing visual character or quality of the site and its surroundings?" The Initial Study checks the box for Less Than Significant with Mitigation Incorporated and the only mitigation is AES-1: "Construction fencing shall be placed along the periphery of the project site to screen construction activity from view." Further mitigation could also include a consistent permanent fence around the project.

In this impact category are factors to consider including the scale of development originally considered for the site and surrounding areas. The .39-acre plot has had several earlier proposals that were for 2-4 homes. This project proposes 10 units and parking for 10 units.

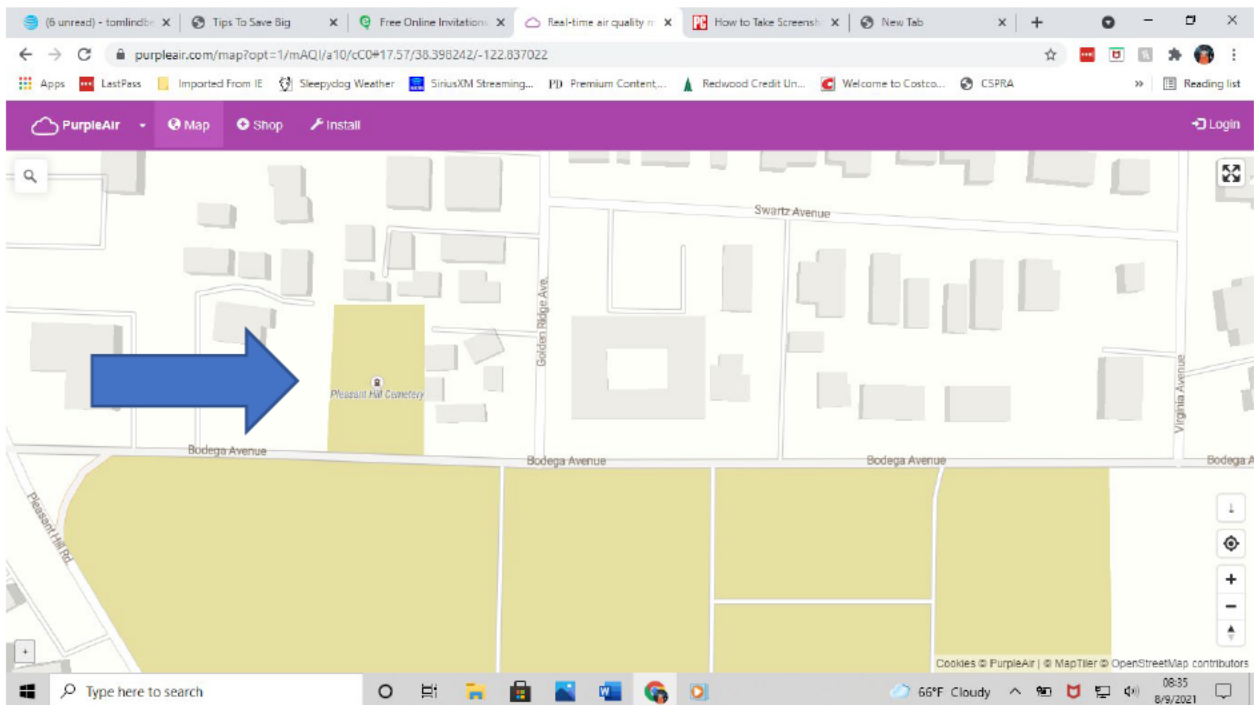
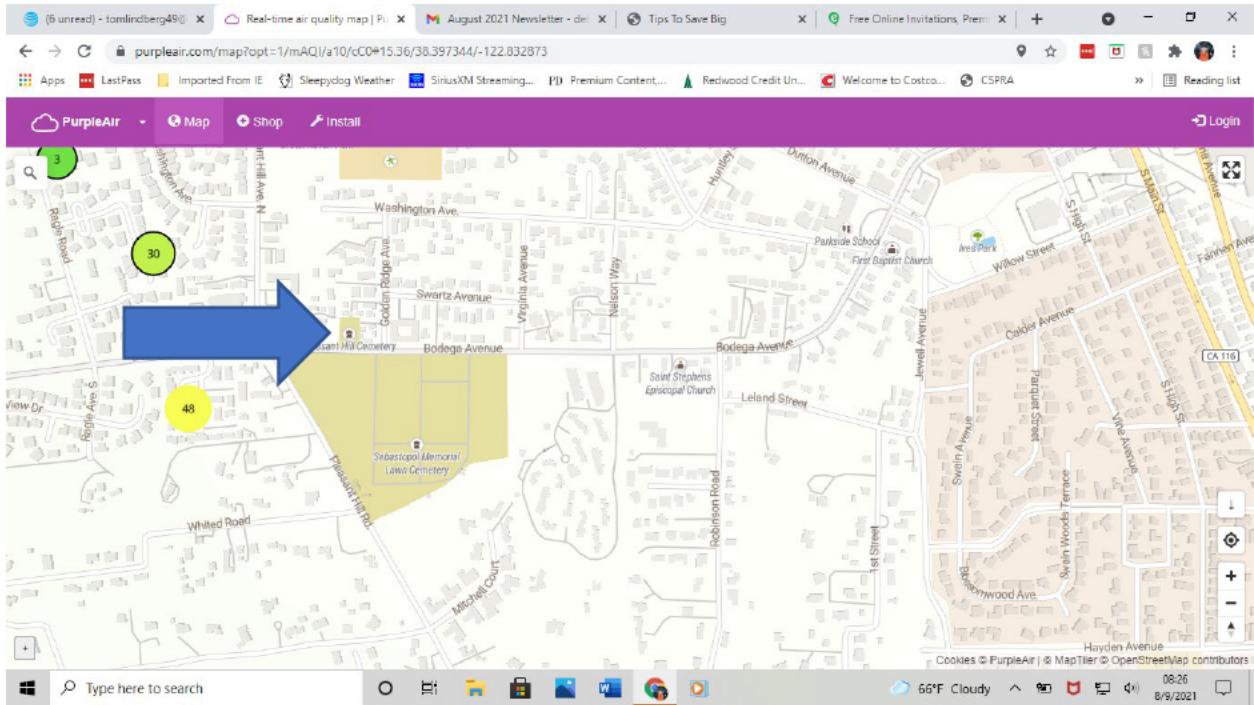
Another aspect of Aesthetics as an environmental impact category is the issue of shade and shadow as it pertains to the blockage of direct sunlight and how it affects adjacent properties. Along the eastern border of the project will be five ganged-together units ranging as high as 24 feet. The set-back sought in the request for zoning change puts this row of attached units 8 feet from the fences of the existing townhomes in the Bodega Flats townhouses. Additionally, the Planned Community proposed standard for a non-residential accessory building height is 15 feet with a 1-foot setback from the existing 7-foot fences of the three Bodega Flats along the eastern border.

These monolithic structures will clearly block all afternoon sun for the existing adjacent townhouses in addition to all sunsets. Another loss will be the westerly breezes from the Pacific Ocean that we depend on for air circulation. The planned bank of mini-townhouses will loom over the existing yards and townhouses and block both sun and air. In addition to the 24-foot structure 8 feet from the existing 7-foot fences, there appear from the rendering to be balcony/porches that will almost look directly down into the existing yards.

In view of the above, I believe the designation should be "Potentially Significant Impact" and more mitigation required.

**CULTURAL RESOURCES.** This was an informative and exhaustive look at the site and was appreciated by those who have been in the area for many decades. When I looked at all the maps considered by the author, I wondered about maps I have been seeing recently that title the plot of land at 7950 Bodega Avenue as "Pleasant Hill Cemetery". None of the study maps reference this, and it is odd that it is showing up on

maps used by the Bay Area Air Quality Management District, and the SF Chronicle California Fire Map & Tracker, and PurpleAir to name a few:



Perhaps this should be explored as the designation had to come from some source.

**NOISE.** The Initial Study asks (c.), “Would the project result in a substantial permanent increase in ambient noise levels in the project above levels existing without the project” and the response is “Less than Significant Impact”. This misses the mark and should be a Potentially Significant Impact or at the least a Less Than Significant Impact with Mitigation Incorporated.

Noise is typically objectionable because it is disturbing or annoying. Depending on the magnitude, frequency, and duration of noise generation, noise can affect health and quality of life. Sensitivity to noise increases during the evening and at night.

With the access to the Huntley Square project coming off Golden Ridge Avenue, all traffic passes within feet of two of the existing townhouses. As the Traffic Study shows, an average of 73 trips will be made daily compared to very few at present. The Initial Study acknowledges that there is no turn-around in the proposed parking area. This means that the current residents will not only have Huntley Square cars and trucks passing outside their windows, but every Sanitation truck, UPS, FedEx, and any number of delivery trucks and vans will be backing down through the existing parking area with back-up buzzers and alarms the entire time until they back onto Golden Ridge Avenue. It would be disingenuous to say that this has Less Than Significant Impact to not only the Bodega Flats residents, but also the adjacent neighbors to the north along the driveway.

Perhaps some mitigation can be proposed to further soundproof the affected Bodega Flats units and a sound wall to dampen noise for the residents on the north side of the driveway.

**TRANSPORTATION.** The Traffic Study for the Huntley Square Project states that the proposed project would be expected to generate an average of 73 trips per day, including five trips during a.m. peak hour and six trips during the p.m. peak hour.

The Initial Study asks (d.) “Would the project result in Substantially increase hazards due to a design feature...?” and the response is Less Than Significant Impact. This should have a higher level of impact. At present the driveway has 6 carport parking spaces on the south side and 5 parking spaces on the north side. The intersection of the driveway to Golden Ridge Ave is narrow and curves to the south. It is essentially one lane at the intersection. With 73 new daily trips from the project and the current Bodega Flats residences backing out or turning into their stalls or spaces, it is clear there are safety concerns from the large traffic increase on the narrow driveway. It could be anticipated that bottlenecks will occur at the intersection of the driveway and Golden Ridge Avenue, especially with trucks backing down the driveway.

Thank you. I look forward to following the development of this project.

Thomas Lindberg



Kelly Hickler <khickler@denovoplanning.com>

**Huntley Square IS/MND (project ID: 2020-005 APN: 004-50-024)**

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**Heather C. Sides** <[redacted]>

Wed, Oct 27, 2021 at 6:36 PM

To: ksvanstrom@cityofsebastopol.org, planningtemp@cityofsebastopol.org

Good Evening,

I still have concerns about the Tree Protection Plan for my Coastal Live Oak (tree #780), particularly in regard to grading, excavating and the "concrete retaining wall with drilled pier foundation" along my tree/fence line with Lot 10 of the proposed project. I read the consulting arborist report from Urban Forestry Associates, INC and left Mr Ben Anderson a message I just need a couple of things clarified in his assessment. Better understanding the topic of my question would likely ease my concerns regarding this project.

As it stands now, I do not believe the Tree Protection Plan is sufficient to protect my Coastal Live Oak, a heritage tree for the city of Sebastopol.

Always, I am looking forward to having my question answered and concerns addressed.

Sincerely,

Heather Sides  
[redacted]





Kelly Hickler &lt;khickler@denovoplanning.com&gt;

**FW: Huntley Square 7950 Bodega Ave Sebastopol, CA 95472**

2 months ago

**Kari Svanstrom** <ksvanstrom@cityofsebastopol.org>

Wed, Nov 3, 2021 at 9:29 AM

To: Beth Farley [REDACTED] Bob Massaro [REDACTED]

Cc: Kelly Hickler khickler@denovoplanning.com

Kari Svanstrom

Planning Director

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**From:** Ben Anderson <ben@urbanforestryassociates.com>  
**Sent:** Tuesday, November 02, 2021 2:04 PM  
**To:** Heather C Side [REDACTED]  
**Cc:** Kari Svanstrom <ksvanstrom@cityofsebastopol.org>  
**Subject:** Re: Huntley Square 7950 Bodega Ave Sebastopol, CA 95472

Hi Heather,

Sorry for the wait. I'm cc'ing Kari on this email.

In a perfect world for the tree, there would be no excavation under the canopy and that is often cited as a good goal. In practice, it is rarely possible to give a tree that much space. When there is excavation in the root system of a tree, there are two concerns: the health, and the stability of the tree. One can be compromised without compromising the other, or they both can be compromised. In terms of health, coast live oak is very tolerant of root damage in my experience. To keep the tree stable, we don't want to make a linear cut through the root system within a distance equal to three times the diameter of the trunk away from the tree base. It appears from the plans that we have this distance. I also have never seen cut beyond about 9 or ten feet compromise the stability of a tree of any size.

A helpful thing to consider is that they can successfully move large trees like yours by digging out a root ball no more than ten feet all the way around the tree. We are nowhere near that level of impact. The recommended arborist supervision is just to keep a set of concerned eyes present when machinery is near the tree. "When the cat's away" sort of thing.

The biggest caveat is that the tree will need to be otherwise cared for. You should provide deep irrigation over the root system once a month during the dry season to help it recover from the impact of the root damage and consider treating it annually for sudden oak death. Does that answer your question?

Ben Anderson

ISA Board Certified Master Arborist WE 10160B

Registered Consulting Arborist #686

Urban Forestry Associates, Inc

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On Wed, Oct 27, 2021 at 5:31 PM Heather C. Sides [REDACTED] wrote:

Good Evening Mr. Anderson,

I had the opportunity to read your conclusions of your review of the Huntley Square project.

I own tree #780 in the plans. I understand that the retaining wall construction should have minimal impact to the Coastal Live Oak root system. Thank you for including that information. I was hoping to better understand the sentence "This excavation should still require arborist oversight within 15 feet of the tree base." Should I be worried about 9 feet or 15 feet?

Also, I was maybe confused about how to best protect the tree. I understand it needs to be pruned to 18 feet for clearance and that's fine. In my years of research on the topic (this project has indeed dragged on), I read that the root system should be protected out to the area underneath the branch overhang. I am concerned that the construction on the west side of the tree will involve excavating in the RPA and could destabilize the tree, creating liability for me. I did not see this mentioned in your review and am wondering your thoughts. It's my understanding that the closest construction activity will be the retaining wall and the proposed unit closest to my tree, in the southeast corner of the project. If you can help me understand this a bit, that would be great. I really just want to protect that tree. I'm ok with the construction as long as it's not to the detriment of the tree.

Any help understanding this would be great.

Sincerely,

Heather Sides

[REDACTED] 8

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**Kari Svanstrom** <[ksvanstrom@cityofsebastopol.org](mailto:ksvanstrom@cityofsebastopol.org)>  
To: Kelly Hickler <[khickler@denovoplanning.com](mailto:khickler@denovoplanning.com)>

Thu, Nov 4, 2021 at 12:12 PM

[Quoted text hidden]