

From: Michelle Nichols
Sent: Wednesday, October 21, 2020 10:01 AM
To: Alan Montes
Subject: New apartment complex proposed on Bodega Avenue

Hello Alan,

We recently heard about the new development being proposed on Bodega Avenue. If I understand correctly, this apartment complex would consist of 84 apartments and 162 parking spaces.

My husband and I, as well as both of our extended families, are life-long residents, voters, volunteers, teachers, administrators, business owners, and taxpayers of Sebastopol, and we are very opposed to this project.

The traffic is already horrendous on Bodega Avenue, especially during peak times (mornings, afternoons, and throughout the weekends.) And, it is getting worse -- the peak times are running together. We now have to strategically plan when we will head to town, and I can tell you the traffic situation has made me want to minimize my shopping in Sebastopol, as it is now easier to head to Rohnert Park or north Santa Rosa to shop as it is less of a hassle to visit the variety of stores I used to visit in Sebastopol due to the traffic (not to mention parking is difficult to find -- which this complex will only exacerbate.) I would prefer to continue to shop in Sebastopol and support our local business owners (like my mom), and will continue to do so unless traffic gets worse.

We are also concerned because we do not have a hospital in Sebastopol, and the nearest hospitals are in Santa Rosa. I would hate to see traffic be a deterrent to someone getting speedy and life-saving medical care. This is a huge concern of ours, as we have many family members who live in Sebastopol who are senior citizens. I have witnessed first hand emergency vehicles having a hard time getting through Bodega Avenue when they needed to respond.

Finally, I do not wish to see the loss of so many trees and open space where the complex is proposed. We live in Sebastopol for the rural atmosphere, and we are not in favor of more cheap housing. This does not lend to the appeal of our small town, nor does the increased population. There have already been several new housing complexes built in Sebastopol recently -- we do not need any more. We pay a premium price for our homes, and high property tax to ensure our town is kept quaint.

We implore you to not build this apartment complex. There are several already along Bodega Avenue. Not to mention, there are more instances of crime in these areas.

In closing, we do not support this project and hope this does not go through. We are valuable members of our community, who contribute to the betterment of our area in many ways. We hope you listen to our pleas.

Thank you.

The Nichols and Schmitz Families, longtime (generations) Sebastopol residents

From: Janis Dolnick <jdolnick@sonic.net>
Sent: Tuesday, October 20, 2020 2:58 PM
To: Alan Montes
Subject: *Proofread* Comments on the Woodmark Development Project

Dear Alan,

On Saturday I sent to you what I thought had been proofread thoroughly. I would ask that you replace it with this copy. Thanks.

Janis Dolnick
jdolnick@sonic.net

Dear Mr. Montes and the Sebastopol Design Review Board:

I am writing prior to the Zoom meeting of [October 21](#) with the following issues regarding the Woodmark Apartments Development proposed for Bodega Avenue, immediately next to and west of the HOA in which I live.

I spoke with and have written to Mr. Montes about my strong objections regarding *this development* in *this* location. I have gone back and reviewed the December 18, 2019 minutes which contain the articulate, incisive questions and comments by both the Board and the public, as well as the entirely substandard responses by the architect and developer.

After using a magnifying glass to look at pages A1.1-A1.6, I am even more resolute in my opposition to this project. Here are some of my main points of opposition, most of which will be echoed, I am sure, by others who will be impacted:

1. There is only one entrance to this 84-unit complex. It is immediately adjacent to and west of the only entrance to my 27-unit HOA complex. Given the past 3 years of fires and one evacuation in 2019, **this arrangement is inadequate and dangerous.** Given the certainty of

future fires and possible evacuations, it would put all those living within both of the complexes **at risk** due to the density of the proposed development and the number of cars for which they are making space.

2. Bodega Avenue is already congested under normal circumstances and will get worse even without the proposed development. I stay off of it when going east. It will be nearly impossible to get into or out of our HOA with this monstrosity next door. The highly inaccurate and distorted statistics provided at the 2019 meeting(s) significantly under-anticipate the impact of the added *minimum* of 152 cars. Although there are 84 units, Page A1.1 indicates that there will be “152 total spaces” provided. I will assume that each unit will have more than 1 car. Where will those extra cars park? But let’s just go with 152. **This is completely untenable.** My 27-unit complex has 27 garages and 27 outside parking spaces, one per unit.

If there is any traffic study to be done it must NOT be done by anyone the developer chooses. But it must be paid for by them. Do I sound cynical? Maybe, but I am open-eyed to what the bias and distortion will be. An **independent entity** must be chosen **by the City** to monitor traffic going in *both* directions at peak times a) during the weekends *in the summer* (especially between 10 and 1, and again between 3 and 6) and b) during peak weekday hours (which, due to Covid, will distort the pre-Covid patterns we all know) of people going to and returning from work - NOT in the middle of a weekday, at dawn, or [at 8 pm](#).

My experience, and that of my neighbors, is that when one stream of traffic in one direction abates, the stream of

traffic coming from the other direction is already coming to Robinson Road and our property's exit directly opposite on the north, preventing departure/exiting for often several minutes waiting for a break in both directions of traffic.

Those extra 150 cars will congest the rest of Sebastopol, not just Bodega Ave.

3. I have looked at the amount of pavement and concrete being laid down, which, according to Page A1.1 is 46% of the development. Add to that the rain-runoff from rooftops - another 23%, as per the building footprints. In other words, where there had been permeable land absorbing the rainwater, **69% will be covered with asphalt, concrete and building/roofing runoff.**
4. I know that at those long-ago meetings, someone referenced the acreage of this project in relationship to its density (a *minimum* of 216 people as per the "unit mix summaries" of Phases I and II, if only 1, 2 or 3 people occupy 1 bedroom, 2 bedroom and 3 bedroom apartments respectively). Please revisit and compare the density and acreage of the proposed outsized monstrosity with a) the density and acreage of the Bears Meadow HOA and b) the acreage and density of Burbank Heights. This development would be better suited elsewhere.
5. The renderings that look like photos on Page A1.6 are what people might now call "Deep Fakes." They are highly deceptive and idealized images of what this development *might* like 15-30 years from now with mature landscaping. A1.7 manages to keep out of the image our HOA immediately to the right/east of the Woodmark apartments.

What will actually occur will be more years than I want to imagine of major construction going on next door, decimating the orchard and, as I recall, trying to flatten a hillside.

6. About the trees: the grading to make flat and pave a sloped hillside would - as the city arborist noted and if my memory is accurate – harm the roots of neighboring oak trees, killing them. This flies in the face of what we know about needing our trees, not just for their aesthetics but for their absorption of carbon, more important than ever. Unless a tree is sick, it should not be removed.
7. I believe there was some question about the funding of this project, and the developers receiving funding dedicated to farmworker housing. Again, as memory serves, it seemed like this was a somewhat deceptive and sketchy way to get funding for their project by dipping into a fund for farmworker housing and plopping it directly into a town where farmworkers, if they actually were able to afford to live in this project, would be commuting extensively to get to the areas where they would work. See item #2 and also dive deep into what may be deceptive shenanigans. There are so many low-income people who need affordable housing. The financing is driving the “farmworker-only” project. What is the math for “affordable” housing in this project? What does an average farmworker make? What will be the rent on these apartments?

In addition, we have learned of the vulnerability of our Latinx neighbors to Covid, in part because low wage employment requires densely packed apartments and

houses to afford shelter. Again, what is the math regarding tenants to units?

8. And last but certainly not least: has there been any assessment on the impact to the buildings in my HOA directly on the east side of the boundary to this projected development? I live at the east end of a 5-unit building whose west end is just feet from the fenceline of what is now orchard. How will my building be impacted? How will the building that run parallel along the fenceline (9 units) be impacted?

I have a neighbor whose words a year ago still resonate, and I paraphrase: **this project is all about profit, not human concern.**

I have no doubt that the property next to our HOA will be developed, much as I would like it to stay undeveloped. Given that, if a development will be built on this property, **consider a much smaller footprint**, similar to Bears Meadow. Perhaps 25-30 units, taking into account the slope of the site, preserving neighboring trees and as many on-site trees as possible, and with much more open space and less asphalt. This project deserves more land on which to build. Not this parcel. Not here.

I appreciate the sober attention that was and will be given by the Board. I remember being so impressed by the Board's values being articulated vis-à-vis ecosystem preservation, the size and demographics of Sebastopol, and traffic infrastructure impacts if this project were to be approved.

Do not approve it

Respectfully submitted,

Janis Dolnick

[7720-14 Bodega Ave.](#)

jdolnick@sonic.net

October 20, 2020

To: Alan Montes, Associate Planner, Sebastopol Planning Department
From: Charles and Marcia Lavine
Re: Preliminary Review of Woodmark Apartments.

Dear Alan and Members of the Design Review Board,

Although several accommodations have been made by the developer, Pacific West Communities of Eagle Idaho, to try to repair the problems of their initial proposal, some serious ones still remain and as a result their proposal is still unacceptable. They are the following:

Protecting neighbor's trees. Their attempt to insure the safety of the trees along their north property line is inadequate. The construction of the retaining walls will still cause life threatening issues to us personally and to the heritage oaks along the line by cutting into their roots. To compound this inaccuracies on the Davis Demolition map are exceedingly disturbing. (See Davis Demo.pdf). Most notably the locations of the oaks along the north property line. None of them are on the developer's property as shown. They also show tree protection fencing at drip line. For these oaks that will not suffice as they have been recently pruned, reducing the drip line extent on some by more than 20'. The correct protection distance should be at least 1' for every inch of trunk diameter. (See Tree root extent.pdf).

Traffic. (See Rush Hour Routes.pdf). If this proposal is to proceed there is an urgent need for a much better traffic study that includes the impact of traffic in the residential areas that neighbor the development. This should also include the contribution of the project traffic to the huge snarl during an ordered evacuation when people leave with not only all their cars but campers and boats too.

As every driver residing west of downtown knows, there are numerous ways to circumvent the delays that the downtown traffic lights create. It will be only a matter of days before the potential Woodmark residents begin to discover them also.

At morning rush hour, drivers wishing to travel east will most likely find eastbound traffic backed up to their driveway and, if they are able to enter the traffic stream, the result will be a lengthy time to even get through town. Their solution would be to head west and then turn right on to Nelson to Washington to Huntley and on pursuing the routes shown in green on the attached map. They may even resort, as some of us do, to go past Analy High School and go east on one of the more northern routes. Similar 'escape routes' are shown in magenta for those wishing to travel north and red for those wishing to go south on CA116.

All of these routes place excessive traffic pressure in the residential areas of western Sebastopol, around schools, parks, etc. Residents in this area are seeing their streets turned into 'ring roads' for drivers just wishing to get through town. This is not acceptable and not safe for children, pedestrians, seniors and pets.

An even more serious concern is the traffic jam caused by wildfire evacuation orders. Two years ago it took us over three hours to get from our house on Washington to the edge of Sebastopol via CA116. Fires move faster than that!

Highest Density. This project attempts to build one of the highest density multi-family housing developments in the area. It far exceeds others currently on Bodega Avenue and it shows in the aesthetics of the Bodega Avenue elevations. If populated, using reasonable occupancy estimates, it will be inhabited by more than 350 people. In reality it could be significantly higher.

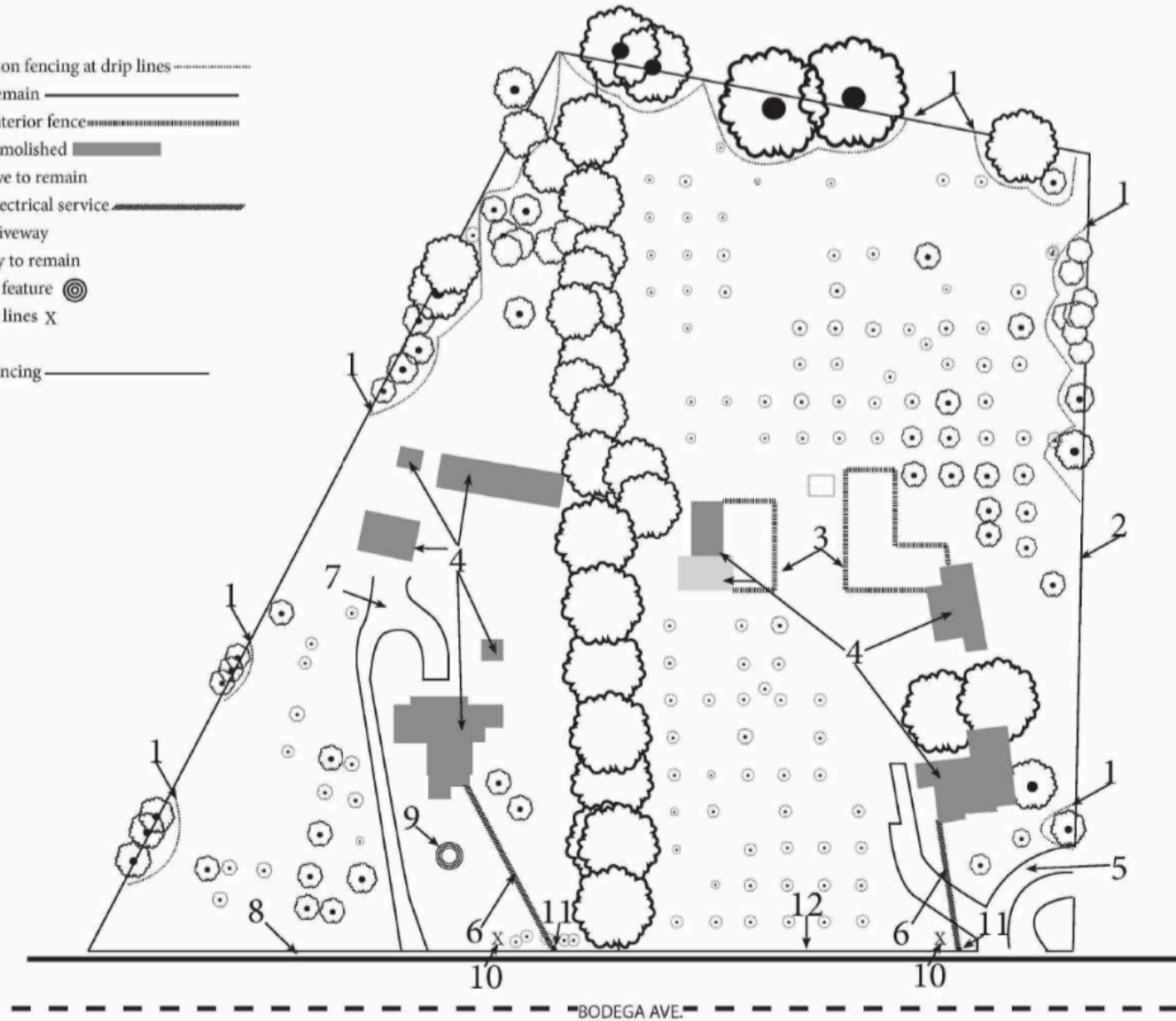
Summary: We are not opposed to affordable housing, even in our own back yard. We are opposed to this project, however. It is trying to push too much into the available space by asking for smaller setbacks from neighboring properties and pushing excavation too close to heritage oak trees. And creating too great an impact on the already problematic traffic situation in the city and its neighborhoods. **We urge that the proposal be rejected by the Design Review Board and the City.**

Best Wishes,

Charles and Marcia Lavine

Demolition Key

1. Install tree protection fencing at drip lines -----
2. Existing fence to remain -----
3. Remove existing interior fence -----
4. Structures to be demolished [shaded rectangle]
5. Existing gravel drive to remain [dashed line]
6. Remove existing electrical service [line with cross-ticks]
7. Remove asphalt driveway [solid line]
8. Pedestrian pathway to remain [dotted line]
9. Remove landscape feature [circle with concentric rings]
10. Cap existing sewer lines X
11. Utility pole [solid black dot]
12. Remove existing fencing [line with cross-ticks]



Davis
DEMOLITION INC.



ADDRESS:
BODEGA AVE
SEBASTOPOL CA 95

OWNER:
LAUREN ALEXANDER

APN:

1" = 15'

RETAINING
WALL, RE: CIVIL

16" B.O.
184.10
24" B.O.
180.80
30" B.O. DOUBLE
181.33
4'-1"

1
A1.8

45" B.O.
176.43
48" B.O.
172.94
48" B.O.

6' H DOG EARED
CEDAR FENCE,
RE: 6/A1.2

Actual

(3) SPACES
@ 9'-0" = 24'-0"

(5) SPACES @
8'-0" = 40'-0"

3-STORY BLDG B

RAMP

PERGOLA WITH
PICNIC TABLES
AND BBQ RE:
2/A1.2

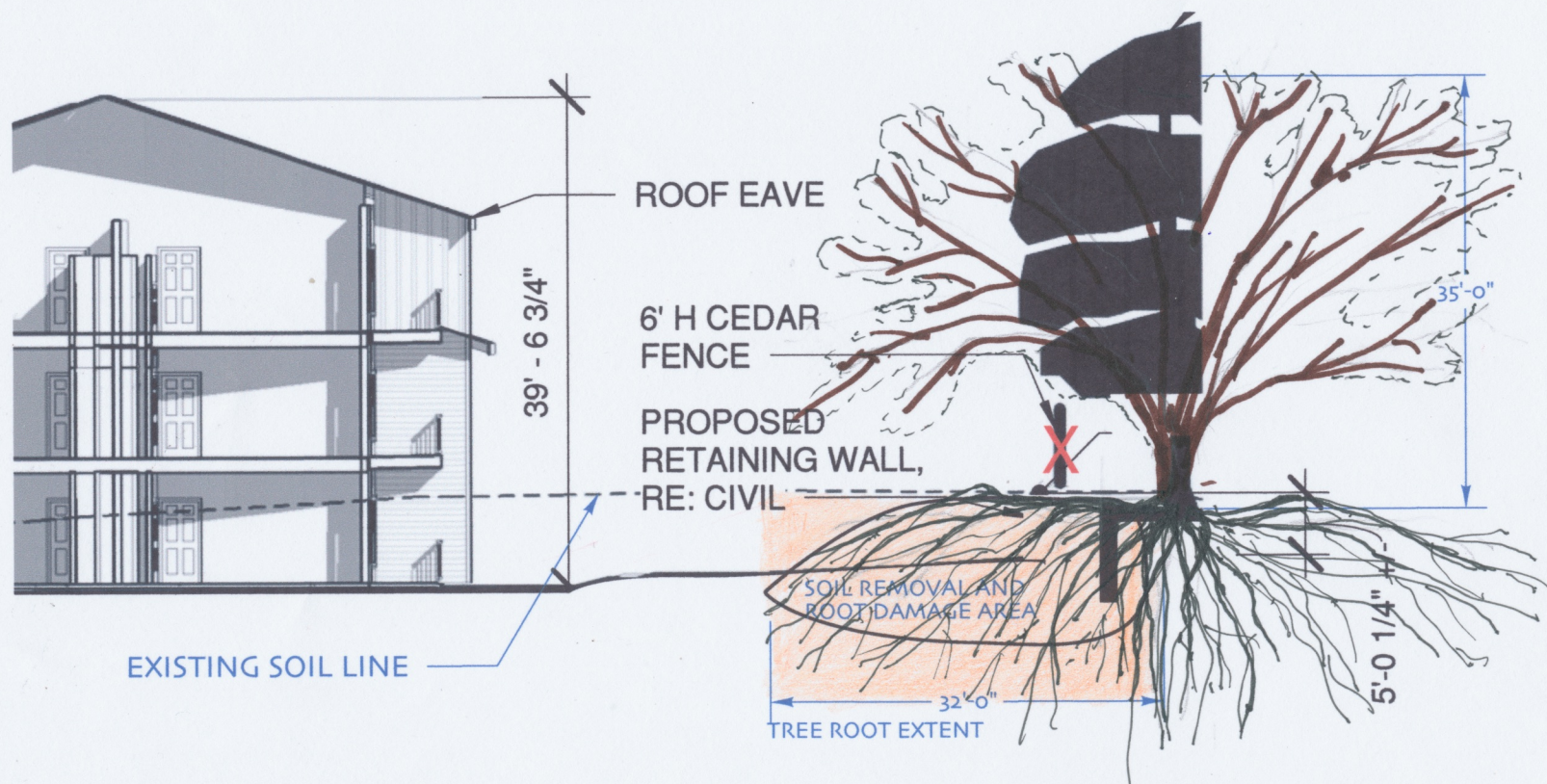
(3) SPACES @
9'-0" = 27'-0"

(6) SPACES @ 8'-0" = 48'-0"

PHASE II

EXTRACTED FROM PACIFIC PROPERTIES
DRAWING A 1.8

TREE NUMBERS 53 & 54 B.O.



EXTRACTED FROM PACIFIC PROPERTIES
DRAWING A 1.8

TREE NUMBER 57
B.O. 52" DIAMETER

