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Revised October 30, 2024

Kari Svanstrom , Contract Planner  
Town of Yountville  
6550 Yount Street  
Yountville, CA 94599

*Sent via email to ksvanstrom@yville.com*

***RE: Proposed mixed use development project located at 2010 & 2012 Humboldt Street, Yountville, CA 94599  
APNs 036-054-022 & -023 ("Site")***

Dear Mrs. Svanstrom:

On behalf of Yountville Pacific, LLC ("Applicant"), please accept this letter and the revised Master Development Plan and supporting documentation in response to the direction and comments received at the June 11, 2024, Zoning Design Review Board ("ZDRB") meeting. The Project, as previously submitted on September 16, 2024, and supplemented October 30, 2024 described herein and the enclosed materials, is intended to supersede and replace the project described in the application originally submitted in March 2023, including its five related supplemental submittals in June 2023, December 2023, April 2024, May 2024, and September 5, 2024 (the "original project").

Summary of Project Modifications (as modified, "The Project")

The following modifications have been made to the original project in response to neighbor communications, Town Staff suggestions, and the ZDRB's comments and direction from June 11th, 2024, which the project as modified is referred to as "The Project":

- (1) Fence changed from an 8' precast concrete wall to a 6' good neighbor steel privacy fence;
- (2) Provided additional separation from the northern neighbors by moving the building two feet to the south to provide a 7 ½ - foot north side setback. In addition to providing more space between the northern neighbor's driveway, this configuration also provides a wider public passageway entrance from the public sidewalk to the parking at the rear of the Site.
- (3) Made significant architectural changes to improve the appearance of the building's massing by creating the appearance of a multi-building structure, which changes include:
  - (a) Reduced the size of both the first and the second floor area, for a 0.44 FAR versus the previous request of 0.50 FAR.

- (b) A five foot wide recess in the middle of the Jefferson Street elevation to give the appearance of two less than 30' wide buildings.
  - (c) Five foot second floor stepback along Humboldt Street.
  - (d) Juliet balconies that provide an approximate two-foot relief/bump out.
  - (e) Window box treatment that provides interest on the second floor.
  - (f) Reduced the overall height significantly, with multiple varying roof heights, ranging from 15 to 30 feet, providing a height variation of 15 feet.
  - (g) Installation of second floor window awnings.
  - (h) Reduced the area of the private residential open space above the porte-cochere by providing an additional five feet landscaping buffer, for a total of a 10 foot setback from the property line to the usable private open space.
- (4) Provided for additional privacy for the neighbors. Specifically the following:
- (a) Revised the window layouts on the northern and eastern elevation to take into consideration the neighbor's privacy by providing clerestory and obscure windows.
  - (b) Provided for additional landscape screening on the eastern elevation of the residential private open space courtyards.
  - (c) Reduced the size of the porte-cochere on the eastern edge to provide a 5' further setback to the eastern neighbor, for a total of 15' to the property line.
  - (d) Extended the boundary fence between this property and the driveway to the north and extended the sidewalk into the rear of the development rather than extending towards Jefferson Street.
- (5) Revised the Landscape Plan to include more landscaping and less hardscape on Jefferson & Humboldt Streets, to include drought-tolerant and seasonal-interest plantings, and to add more trees<sup>1</sup>.
- (a) The Project is proposing to replace the existing street trees that are in poor health with six (6) mature, 36" box Scarlet Oak trees, and to also plant three (3) mature 24" box Crape Myrtle trees along the eastern property line, and four (4) potted Olive trees.
- (6) Reduced the sizes of the two residential units from two-bedroom to one-bedroom units, and added an additional studio unit that will be deed-restricted for low-income housing, for a total of three units, with 33% of the total units provided as affordable housing.
- (7) Included more detail in the Master Development Plan of the architectural elements such as:
- (a) Signage
  - (b) Landscape plan and materials, and
  - (c) Building facade materials.

#### Overview of General Plan and Housing Element Policies and Project Consistency

As a result of extensive public outreach, the 2015 General Plan Update identifies the Site as a Change Area and as a critical connector for the north and south ends of Washington Street. The Site is on the primary pedestrian flow from the commercial core of Yountville, from the south end of town to the north. Because of this location, it was identified as a cornerstone for retail development. As a result, in 2015 the Town's General Plan redesignated the Site from a residential designation to a designation that allows commercial (Residential Scaled Commercial (RSC)). In addition to the redesignation, the General Plan includes a specific requirement for any development on the Site to include at least two residential units on the second floor. Specifically, the General Plan includes the following site-specific characteristics (Please refer to the attachment, General Plan consistency for more information on other Policies):

- *Encourage vibrant, pedestrian-oriented development with two apartments on a second story, to ensure there is no loss of housing sites*

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<sup>1</sup> It should be noted that the June 11, 2024 ZDRB Staff Report identified nine (9) trees to be removed, although all of the existing vegetation will be removed, only four (4) trees qualify as a "Protected Tree" under YMC Section 17.128, with a total combined diameter of 96" DBH. The proposed replacement trees in the Landscape Plan complies with the approved trees and the replanting ratios required of this section of the code.

- *The design should be oriented toward the corner, with parking behind*
- *The building shall be accessed from Humboldt Street*
- *The residential and commercial uses could share parking spaces*
- *An appropriate buffer to adjoining residential properties would be required to mitigate potential impacts, including light and noise*
- *The building would be required to be of a scale and design that complements the surrounding buildings and utilizes design features to break up the building mass, such as building modules, partial and/or setback upper stories, balconies, awnings, and a variety of roof forms*

The 2015 and the April 2024 Housing Element Updates includes the Site in its Land Inventory as Sites 4 and 5, and identifies each parcel having a maximum density of up to 8 units, for a maximum total residential density of 16 units (See Housing Element, Table E-2 Land Inventory). The 2024 Housing Element ultimately determined that the realistic capacity for the Site would be three market rate above-moderate income residential units.

The Project is consistent with the uses permitted under the RSC General Plan designation and Zoning, and is responsive to the above General Plan policies. The Project proposes an infill, mixed-use commercial and residential development with first floor street front, local-serving retail, and three second story, mixed-income residential units, providing a significant contribution towards the Town's Regional Housing Needs Allocation<sup>2</sup>. The local-serving retail tenant is a successful, woman-owned, high-end retail business owned & operated by a long-time Yountville resident.

#### Inclusionary Housing and Applicability of the Density Bonus Law

The Project would provide three residential units, exceeding the two units required by the Zoning Ordinance, but below the maximum density for the site of 16 units as described in the Housing Element of the General Plan. Although the Town's Inclusionary Housing Ordinance does not apply because the Project would include fewer than 5 residential units,<sup>3</sup> The Project would provide one of the three residential units, the studio, as affordable for rent to households earning 50-80% of the Napa County median income. The unit would be deed-restricted for 55 years. In doing so, the Project would provide 33% of the total units as affordable for rent to low-income households, qualifying it for three concessions<sup>4</sup> and unlimited development waivers<sup>5</sup> pursuant to the State Density Bonus Law ("SDBL")<sup>6</sup>.

#### Overview of SDBL Waivers and Concessions

Although the requests also would qualify for relief pursuant to the Town's Master Development Plan Deviation process set forth in YMC section 17.192.030.D,<sup>7</sup> the Project is requesting relief from the following standards as

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<sup>2</sup> 2023-2031 cycle, which requires 72 residential units, including 11 low-income, 12 moderate-income, and 30 market-rate units.

<sup>3</sup> See YMC § 17.160.020.

<sup>4</sup> A "concession" (also referred to as an "incentive") means a "reduction in site development standards or a modification of zoning code requirements or architectural design requirements that exceed the minimum building standards approved by the California Building Standards Commission . . . that results in identifiable and actual cost reductions, to provide for affordable housing costs . . . or for rents for the targeted units (here, the two low-income units) to be set as specified." (Gov. Code § 65915(k).)

<sup>5</sup> A project that meets the criteria for a density bonus project qualifies for an unlimited number of "waivers" from "any development standard that will have the effect of physically precluding the construction of [the] development . . . at the densities or with the concessions or incentives permitted by [Density Bonus Law]." (Gov. Code § 65915(e)(1).)

<sup>6</sup> Gov Code §§ 65915–65918.

<sup>7</sup> In the event the Town determined that the requested relief does not meet the requirements for a waiver or concession, the applicant would alternatively request that the relief be approved as a "Deviation" as part of the Master Development Approval process pursuant to Yountville Municipal Code (YMC) Section 17.192.030(D).

waivers under state law (SDBL): (1) Increase of 0.04 mixed use FAR from the required 0.40 to allow 0.44 FAR and (2) floor area for the second floor equal to 45% of the total floor area, rather than the maximum 40% provided by the Town's Code. Although relief similarly could be granted as a Deviation through the Town's process, the applicant is also requesting the following relief as either a waiver or as a concession under the SDBL: A reduction of 5 feet on the Jefferson Street setback to allow a 10-foot setback rather than the required 15-foot setback.

#### Requested Waivers from Maximum FAR and Maximum Floor Area for Second Floor

As indicated above, the General Plan and zoning anticipate development of a mixed-use project on the Site with residential units on the second floor, with at least 2 residential units, but up to 16 residential units. The Project proposes to include 3 residential units, each of a modest size: a 1,049 square foot one-bedroom unit, a 1,073 square foot one-bedroom unit, and a 315 square foot affordable studio unit, two garages of 291.75 square foot for a total of approximately 2,437 square feet of residential uses and 583.5 square feet of enclosed first floor garages. The residential units would be located above an approximately 2,408 square foot retail space.

In order to allow for development of the project as designed,<sup>8</sup> relief from the maximum FAR of 0.40 to allow for a total FAR of 0.44 is required. Without this waiver, the Project would be required to eliminate one of the residential units, meaning that the FAR standard would physically preclude development of the Project at the proposed residential density. Therefore, this relief qualifies as a waiver under the SDBL.

Similarly, the Project is requesting relief from the requirement that no more than 40% of the floor area of a structure shall be located on the top story. This would require a reduction of the residential square footage of approximately 542 square feet. This reduction in floor area on the second floor would require elimination of a residential unit, thus physically precluding development of the Project at the proposed residential density. Therefore, this relief also qualifies as a waiver under the SDBL.

#### Requested Waiver or Concession to Reduce the Front Setback

We note that the Master Development Plan request for the original project analyzed the Humboldt frontage as the "front". This application proposes that Jefferson Street be treated as the "front" of the Site, with the parking area currently shown on the conceptual renderings being located at the rear of the Site. This is consistent with the General Plan's requirement that the front of the building face toward Washington Street, and the requirement that the parking be located in the rear. This is also consistent with the definition of "front yard" in the Yountville Zoning Ordinance (YMC 17.236.010), which provides that the front yard of a corner lot is the yard adjacent to the shorter street frontage. The Site is a corner lot, and following merger of the two existing lots into a single lot (which merger is anticipated by the Town's Housing Element and would be made a condition of approval), the shorter street frontage will be the Jefferson Street frontage. Therefore, the Concession requests relief from the front setback requirement as measured from Jefferson Street. The requested relief to reduce the front setback is necessary to accommodate the proposed 2,408 square feet of retail space to be located on the ground floor, while also having sufficient lot area to provide the 14 parking spaces and the landscaped area required by the Town's Code. If the site area is further squeezed by the required 15-foot front setback, the Project would be required to reduce the already modest building footprint, reducing the size of the retail space, and also requiring removal of at least one of the second floor residential units.

If the retail space were required to be reduced, the store would hold less inventory, generating less revenue. This loss in revenue would jeopardize the economic viability of the Project as proposed because the retail revenues are needed to subsidize the cost of providing the low-income affordable unit. As such, the requested relief would

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<sup>8</sup> With respect to waivers pursuant to the SDBL, courts have clarified that "a city may not apply any development standard that would physically preclude construction of that project *as designed*, even if the building includes 'amenities' beyond the bare minimum of building components."

provide identifiable and actual cost savings to the Project which will directly allow for the Project to provide affordable housing, meeting the criteria for a concession.<sup>9</sup>

Alternatively, because a reduced building footprint to allow for a 15-foot front setback would drastically reduce the Project footprint by 375 square feet, it also would reduce the size of the second floor residential space. This would require the Project to remove the ancillary flower shop and at least one of the three proposed residential units. As such, because relief from the setback standard is necessary to allow for the proposed residential density and meet the emergency vehicle and parking standards, this relief also meets the criteria for a waiver under the SDBL.

In summary, the applicant has made significant modifications to the Project's architecture to respond to the ZDRB's comments and direction. Additionally, we sought insights and feedback directly from our future neighbors. Please refer to the attached Zoning Compliance, to support the consistency of this proposal. We look forward to continuing to work with the Town to bring this mixed-use retail and residential project to a prominent corner of the Town's commercial district.

Respectfully,

*Kirsty Shelton*

Kirsty L. Shelton

Enclosures:

Attachment One: Zoning Compliance

Attachment Two: Revised Master Development Plan proposal, dated October 30, 2024

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<sup>9</sup> the Town may require the Applicant to provide "reasonable documentation" to establish eligibility for the requested concession. (See Gov. Code § 65915(a).) However, the Town cannot require the Applicant to provide pro forma or other financial documentation to prove that the requested concession is required in order to make the housing development economically feasible. (Schreiber v. City of Los Angeles (2021) 69 Cal.App.5th 549, 555–556.)



Previously submitted on September 16, 2024, revised October 30, 2024

## ZONING COMPLIANCE FOR THE HUMBOLDT JEFFERSON MIXED USE PROJECT

### Residential-Scaled Commercial (RSC) (YMC 17.56)

The Site is zoned Residential-Scaled Commercial (RSC). The RSC district is intended to reinforce Washington Street as the main commercial street in Yountville, and to encourage an appropriate transition to adjacent residential neighborhoods.

Per YMC section 17.56.020 (A), all new uses listed in YMC Section 17.56.030 shall require a use permit (per YMC Chapter 17.200) and new development proposals shall require a Master Development Plan (per YMC Chapter 17.192). Additionally, design review is required (per YMC Chapter 17.188) and all commercial operations shall be subject to YMC Chapter 17.144 (Impact on Adjacent Use) YMC section 17.56.020 (B) states that development shall be of an intensity and scale which preserves and enhances Yountville's small-town character and integrates well with the surrounding neighborhood and natural setting. Commercial uses on the east side of Washington Street should be less intense than those on the west side of the street. YMC section 17.56.020 (C) states buildings shall be residential in scale, and generally street-oriented with pedestrian entrances from the street. Building height, massing and size shall be compatible with residential development, and comply with the design standards established in YMC Chapter 17.72. YMC section 17.56.020 (D) states that parking shall be accommodated in ways which limit visibility and prominence, typically in small lots screened from public view (per YMC Chapter 17.116) (Off-Street parking and Loading), and YMC Chapter 17.136 (Walls, Fences and Landscape Screening). YMC section 17.56.020 (E) states development shall contribute to a well-integrated mix of uses that create an attractive, vibrant, and walkable Washington Street experience. YMC section 17.56.020 (F) requires development shall maintain an appropriate balance between the needs of residents, visitors, and businesses to assure a livable community for residents.

### Site-Specific Conditions (YMC § 17.56.030)

Development Standard	YMC Requirement	Proposed
<i>Lot size</i>	<i>Min. 10,000SF</i>	<i>10,846 SF (+/- 0.25 acres) when the two lots are merged – if approved, the project would be conditioned to merge the lots.</i>  <b>COMPLIES.</b>
<i>Min. two 2<sup>nd</sup> story residential rental units as part of any development proposal</i>	<i>Min. two 2<sup>nd</sup> story residential rental units as part of any development proposal</i>	<i>Three 2<sup>nd</sup> story residential units proposed.</i>  <b>COMPLIES.</b>
<i>Mixed Use Development</i>	<i>Requires a Use Permit</i>	<i>Use Permit details included as part of the Master Development Plan.</i>  <b>COMPLIES.</b>

## General Development Standards (YMC § 17.56.060)

Development Standard	YMC Requirement	Proposed
<p>Max Floor Area Ratio (FAR)</p> <p>FAR -Calculation defined as: The floor area of a development shall be calculated using the sum of the gross areas of the enclosed floors of a building or buildings measured from the centerline of the exterior wall or bottom plate or from the centerline of party walls separating such buildings. Interior portions of buildings with a minimum of 100 square feet of open area and 16 feet or more of clear open area from the floor to the ceiling shall be regarded as an assumed second floor that shall be included as floor area for the purpose of calculating FAR.</p>	<p>0.25</p> <p><i>Additional 0.15 FAR bonus for housing uses &amp; professional office use (17.178)</i></p> <p><i>There shall be only one additional FAR bonus of 0.15 and it may include a combination of uses listed.</i></p> <p><b>TOTAL ALLOWED FAR = 0.40</b></p>	<p><b>COMMERCIAL: 2,413 SF/10,846 SF Lot = 0.22 FAR</b></p> <p><b>FIRST FLOOR:</b>  2413 SF commercial floor area  + 583.3 SF residential garages  - 400 SF FAR exemption for garages in rear  = 2,596 SF/10,486 SF = <b>0.247 FAR</b></p> <p><b>SECOND FLOOR RESIDENTIAL FAR (NIC FIRST FLOOR GARAGES):</b>  UNIT A - 1049 SF  UNIT B - 1073 SF  UNIT C - 315 SF  2,437 SF  2,437 SF/10,846 SF LOT = <b>0.22 FAR</b></p> <p><b>SECOND FLOOR:</b>  2,437 SF + 299 SF vaulted floor area = 2,736 SF  2,736 SF/10,846SF = <b>0.252 FAR</b></p> <p><b>TOTAL FAR = 0.499</b></p> <p><b>The residential/second floor FAR does not comply.</b></p> <p><b>The Project is requesting a Development Waiver/Concession under the California State Density Bonus Law (SDBL, Government Code Section 65915) in lieu of a deviation through the Master Development Plan process (Section 17.192.030.D). See Summary of SDBL document for more information.</b></p>
Min. Setbacks		



Front	15'	10' (Jefferson <sup>1</sup> )  <i>The Front Setback does not comply.</i>  <i>The Project is requesting relief from the setback as a Development Waiver/Concession under the SDBL in lieu of a Deviation through the Master Development Plan process. See Summary of SDBL document for more information.</i>
Sides	Determined by MDP	7'7" (west side to the Jefferson neighbors ) 7'8" (north side to Humboldt Street)
Rear	Determined by MDP	41' to the primary building; 5' to the architectural element/roof deck.
Height  Vertical distance measured from the average level of the highest and lowest point of that portion of the lot covered by the building to the highest point of the roof, ridge, or parapet wall of the building.	Two stories maximum Max – 22' to plate and 30 feet to peak	Two Stories 22' to plate height with 4' parapet for mechanical equipment  26' max  30' at peak of gable of the front entry architectural element  <b>COMPLIES</b>
Top Story Floor Area Limit (no more than 40% of the floor area shall be on the top story)	40% 40% of 4,998SF = 1,999 SF	First floor - 2,996 SF Second Floor - 2,436 SF TOTAL = 5,433 SF 40% of 5,433 SF = 2,173.2 SF <b>PROPOSED = 2,436/5,433 = 44.8%</b>  <i>The Top story floor area does not comply (45 % versus the required 40%). Please note, this does not include the second floor outdoor courtyards, this only includes enclosed floor area.</i>  <i>The Project is requesting a Development Waiver/Concession under the California State Density Bonus Law (SDBL, Government Code Section 65915) in lieu of a</i>

<sup>1</sup> Consistent with the definition of “front yard” and “setback” in the Yountville Zoning Ordinance (YMC 17.236.010), the front yard of a corner lot is the yard adjacent to the shorter street frontage. The Site is a corner lot, and following merger of the two existing lots into a single lot (which merger is anticipated by the Town’s Housing Element and will be required as a condition of approval), the shorter street frontage will be the Jefferson Street frontage (100.56 feet compared to 107.66 feet). Therefore, the second development waiver or concession requested above requests relief from the front setback requirement as measured from Jefferson Street.

		<b>deviation through the Master Development Plan process (Section 17.192.030.D). See Summary of SDBL document for more information.</b>
<p>Minimum Open Space</p> <p>Open Space - means any front, side and rear yards or setbacks, courts, landscaping, usable open space, are not covered by buildings, parking or refuse service area provided to meet the requirements of title 17.</p>	<p>Lots 10,000 – 20,000 SF – 15% of gross area</p> <p>15% of 10,992 SF = 1,648 SF</p>	<p>Unit A: Private Open Space: 432 SF Unit B Private Open Space: 432 SF Unit C: Private Open Space: 495 SF TOTAL second floor Private Open Space = 1,359 SF</p> <p>Total ground level public open space (landscaped areas within the setbacks) = 2,998 SF - or 27%</p> <p><b>TOTAL OPEN SPACE: 4,357 SF</b></p> <p><b>COMPLIES</b></p>
<p>Parking (17.116)</p> <p>Retail - 1 space per 250 SF Residential – 4 spaces (one covered and one screened)</p>	<p>As required by Chapter 17.116, Off-Street Parking and Loading</p> <p>Retail/Commercial: one space per 250 SF of use</p> <p>Residential Uses: (triplex): Four spaces – consisting of one covered and one screened for each unit</p> <p>Parking for affordable housing units can be uncovered, but screened.</p>	<p>Parking Required: 2,413 SF of retail requires 10 parking spaces</p> <p>Three residential units require four parking spaces (2 covered and 2 screened),</p> <p><b>TOTAL PARKING REQUIRED:</b> 2 covered and 12 screened, for a total of 14</p> <p><b>PARKING PROVIDED:</b> 2 EV residential garaged 2 covered 2 EV for public 1 EV accessible for public <u>5 screened</u> TOTAL 14</p> <p><b>COMPLIES &amp; EXCEEDS THE EV &amp; COVERED REQUIREMENTS</b></p>
<p>Bicycle Parking (17.116.020 I) Bicycle storage space shall be provided in all parking areas of 10 or more spaces.</p>	<p>Retail = min of 5% of the required vehicle spaces.</p> <p>Residential (multi-family) – min. of 10% of the required vehicle spaces.</p>	<p>One custom rack provides 4 bike spaces and in addition provides ebike charging and onsite covered storage provided.</p> <p><b>COMPLIES &amp; EXCEEDS THE REQUIREMENTS (only one is required)</b></p>
Signage		See Master Development Plan - proposing custom brass raised lettering on the front facade.

## **Nonresidential & Mixed-Use Design Standards (YMC 17.72)**

The following non-residential and mixed-use design standards apply to new or modified non-residential and mixed-use structures and auxiliary structures. The non-residential and mixed-use design standards are subjective design criteria which are mandatory for commercial projects unless waived through design review approval to allow alternative design approaches deemed appropriate for the unique conditions of the subject site and its surroundings.

### **Zoning District Design Intent (YMC 17.72.020)**

A. Residential-Scaled Commercial buildings are intended to provide an appropriate transition between commercial and residential areas. Typically, these buildings are similar in size to single-family houses and other residential buildings. The design standards outlined below intend to encourage the development of multiple, small, pedestrian-oriented buildings that combine to form publicly accessible courtyards and passageways, with parking at the rear of the Site.

The Project proposes to construct a building with a 2,413 square foot first floor commercial area that appears to provide the appearance of three buildings that are no more than 30 feet wide along Jefferson Street, and the Humboldt elevation appears as a second business with a 20' wide frontage. The buildings are oriented to pedestrians with reduced street setbacks to encourage street activation with large picture windows and well-designed landscape features. There is an accessible passageway on the north end of the building providing at least a 7 ½ foot buffer between the structure and the property line. Parking is proposed at the rear of the Site, consistent with conceptual designs reflected in the General Plan. There is a transition area between the residential neighborhood and the commercial building by 41 feet on the east and 7 ½ feet on the north. It should be noted that there is an existing driveway along the property boundary with the Site; therefore, the residences to the proposed new building are located almost 40 feet away. This building design provides an adequate transition to the residences.

### **Design Standards (YMC § 17.72.030)**

The following are design standards (applicable to Residential-Scaled Commercial zoning) which all non-residential projects are required to conform with, *unless waived* by design review approval as regulated by Chapter 17.188 of this title.

#### **A. Building Scale and Massing.**

1. Use massing techniques that mitigate heavy or bulky forms, such as modulating building mass, partial upper stories, setbacks for upper story volume, and varying roof forms.

The design includes a modulating building with no more than 30-foot wide sections, and with varying roof heights between 12' and 30', reduced second story area, second story stepback of 3' on the south elevation, and Juliet balconies that project out about 2 feet.

2. Break up the massing of buildings and the scale of long façades to fit the rhythm of the surrounding block.

The surrounding block includes similar stucco and custom wood clad buildings close to the front setbacks, the longest facade is less than 30 feet, which is consistent with the intention of smaller scale buildings.

3. Avoid placement of structures or dense landscaping which obstructs public view corridors as defined in the General Plan.

There are no public view corridors present at this location.

4. In the Residential-Scaled Commercial District, proposed development should consist of multiple small buildings rather than one large building. If total proposed building square footage exceeds 5,000 square feet, consideration and preference shall be given to multiple buildings. Building size and location should consider existing trees or similar site conditions which are considered important to the Town's character.

Although it is one retail establishment the architecture presents itself as three separate buildings, each with 500 SF on the first floor and 500 SF on the second floor, even though this isn't required as the overall square footage is less than 5,000 SF.

5. N/A
6. N/A
7. Blank walls (facades without doors or windows) shall be less than 30 feet in length if visible from adjacent street(s).

There are no blank walls.

**B. Street Frontage**

1. Buildings should be pedestrian oriented, creating an attractive and active sidewalk and street frontage.

The building entrance is sited on the corner to encourage pedestrian flow from the southern end of Washington Street. As proposed The Project includes an attractive sidewalk and landscape

2. Create or reinforce a well-defined rhythm of intervals of built and open spaces. Pedestrian passageways between buildings should generally be at least 12 feet in width.

There is a 5 foot wide sidewalk that encourages pedestrian activity that connects to a 7 foot wide passageway on the northern edge of the building.

3. Where possible, provide open spaces adjacent to the sidewalk and design public frontages to support direct engagement with the street to encourage pedestrian activity and informal community gathering.

This project is unique in that there is a public park across the street and the primary intent for this location is to encourage pedestrian activity to the retail store therefore the Project is seeking reduced setbacks to encourage retail street activation.

4. Support adjacent sidewalks and public spaces with active ground floor uses and amenities such as seating and public art.

Active ground floor uses include local serving retail, public art bicycle rack and connection to the pedestrian passageway.

5. Create a human-scale environment at street level with architectural detailing that adds variety and rhythm to the facade.

The street level design is very inviting with custom wood clad and large picture windows leading into local serving retail. There is variety in that it appears as two different retail establishments.

6. Give prominence to pedestrian entrances over vehicle access.

The primary entrance is off the corner entrance of Humboldt/Washington/Jefferson Street, patrons arriving by vehicles will have to walk around the building and enter as pedestrians. The vehicle parking spaces are shielded

from public view.

7. Create focal points and integrated public spaces at prominent corner sites.

The focal point on this corner will be the entrance to the retail establishment as a means for pedestrians to be encouraged to walk northerly on Washington Street.

8. Ground floor façades shall be articulated, with a variety of measures to create a streetscape of interest, such as indentations in plane, change of materials in a complementary manner, façade modulation, and façade elements like transparency, building entries and other architectural details that engage the pedestrian.

The ground floor has much interest such as a 5' wide and 3' deep indentation for a focused espalier Magnolia tree, change of materials that frame the picture windows, and custom salvaged entry door materials.

#### **C. Exterior Building Materials & Colors**

1. Buildings shall have consistent materials, details, and architectural theme on all sides of the buildings. Materials that appear faux or veneer-like should be avoided, and joints, or raw edges of materials shall be concealed to create an appearance of authenticity.

There are no faux materials, the architectural theme includes consistent materials on all sides.

#### **D. Parking & Driveways**

1. Locate at-grade parking and vehicular access away from active pedestrian areas wherever possible and screen at-grade parking from public view. Limit the amount of Washington Street frontage that can be used for parking or vehicular access.

Parking is located at the rear of the building, screened by landscaping, and not visible from Washington Street.

2. In larger developments, parking should be provided in smaller lots, rather than one large lot.

Not applicable. The proposed Project is approximately 5,000 sq. ft. in size.

3. Provide bicycle parking near access points and active areas to maximize visibility and convenience.

Bicycle parking is provided by a dedicated public art piece at a visible location and will include a connection to charge e-bikes.

4. Consider measures that maximize the amount of onsite and off-site parking, including valet, tandem, parking structures and other creative solutions provided they take into account neighborhood context, view corridors, setbacks, screening and massing.

The Project as designed meets the parking requirements. 14 spaces are required and 14 spaces will be provided.

5. Access drives to off-street parking shall be designed and constructed to provide adequate safety for pedestrians and drivers. In no case shall car movements result in blocking of the street right-of-way. The number of access drives shall be limited to the minimum that will accommodate anticipated traffic.

Parking lot access meets the standards.

6. To minimize the amount of paved area, the sharing of driveways and access to parking lots is encouraged. An easement providing for shared use shall be recorded.

The parking meets the standards, the retail and residential parking will be shared to allow additional retail related parking when the residential uses aren't being used and vice versa after business hours.

7. Where practical, on-site paving for vehicles should be of a permeable material.

Paving for the parking and vehicular access is non permeable; however, there is adequate on-site detention for stormwater.

8. Lighting for parking areas shall be designed to confine emitted light to the parking areas, and the light source shall not be visible from adjacent properties. Average illumination at the ground shall be no more than one foot candle, except where an increase in lighting level is recommended by a lighting consultant or qualified professional as necessary for safety.

Proposed lighting is the minimum necessary and includes small bollard type focused pedestrian light fixtures which are downlit, there are no street lights proposed that would emit on adjacent properties.

#### **E. Open Space**

1. Use landscape design to connect a network of open spaces appropriate to the project context. This open space network could include the streetscape and building frontages, spaces between buildings, or a series of planted areas and hardscape intended for outdoor use and pedestrian circulation.

The landscape plan brings the connection of the existing sidewalks into the rear of the building and around to the other street which is appropriate for the location.

2. Encourage interaction between the building's interior uses and exterior public space, including plazas, seating areas and other hardscape areas to support public activities appropriate to the site context and building use.

The primary intention for this location is to encourage pedestrian interaction from the central core of Washington Street to the retail component of this building.

3. Choose plantings that complement the proportions and scale of the building, offer color and interest throughout the year, and are water efficient.

The planting plan consists of local, drought tolerant and easy to maintain vegetation that compliments the building's architecture.

4. Locate deciduous trees to complement passive solar strategies, providing shade in summer and allowing sun in the winter.

Proposed trees include (6) 36" box Scarlet Oak street trees, (6) 15 gallon Crape Myrtle parking lot trees, and assorted dwarf Olive trees for accent trees in pots.

5. Use public art as required by Chapter 17.148 of this title to enhance buildings and publicly accessible spaces.

The Project includes a dedication for public art, a tree with ravens that also works as a bike rack.

#### **F. Utilities & Auxiliary Structures**

1. Locate utility areas away from public areas and adjacent sensitive uses.

The team has met with Yountville Public Works and representatives from PG&E and placed

the utility areas as far from public areas as possible to comply with standards.

2. Integrate utilities and service functions into the architectural design. Screen rooftop equipment from view and group roof penetrations to the extent feasible.

HVAC equipment is proposed to be located on the rooftop away from neighbors and is screened from the public view.

3. Utilities and refuse storage areas are not permitted in any setback area or front yard.

Commercial refuse storage area is proposed in the rear of the building, outside of any setback. Residential refuse storage is included in the parking courtyard, outside of any setback.

4. All new electrical, telephone, CATV and similar service wires or cables shall be installed underground. Risers on poles or buildings are permitted.

All utilities are proposed to be installed underground.

5. Electrical vaults and meter boxes must be screened from view and discreetly located. Fire pipes and extinguishers must be easily identified, but discreetly located.

The above transformer is proposed to be screened with landscaping.

6. Refuse storage areas shall be screened from public and adjacent properties view or located within a building. All refuse storage areas shall be maintained to minimize odor and other impacts.

The refuse storage area is proposed to be located in the rear at the parking lot.

7. Trash and recycling areas shall be fully enclosed structures with solid roofs and shall conform with all mandated water quality requirements and building codes, including accessibility requirements for persons with disabilities. Chain link fencing and gates with wood or plastic slats shall not be used for trash and other utility enclosures.

Trash and recycling area is fully enclosed with a roofed structure.

8. All exterior mechanical and electrical equipment shall be screened by landscaping or fencing or incorporated into the design of buildings so as not to be visible from the street. Equipment to be screened includes, but is not limited to, all roof-mounted equipment, air conditioners, heaters, cable equipment, telephone entry boxes, irrigation control valves, electrical transformers, pull boxes, and all ducting for air conditioning, heating, and blower systems.

Most of the required equipment will be located on the roof and screened from public view. Public utilities will be screened with landscaping.

9. Reduced pressure backflow prevention devices are required for connection to the Town's water system, and are required to be above ground, but shall be screened from adjacent public street(s) by landscaping or fencing while allowing access for annual testing.

The Project will have a backflow prevention device to Town's specifications and it will be screened with landscaping.

### **Regulations For Impact On Adjacent Uses (YMC 17.144)**

Because the project is located in the RSC Zone adjacent to existing or planned residential areas, it must comply with the following "Impact Category I" standards (YMC § 17.144.020):

1. Noise.
  - a. Impact category I. All noise generating operations shall be buffered so that they do not exceed noise levels identified in chapter 8.04 of this code.

Noise generating equipment are located on the rooftop, the construction specifications will prove that they comply with the standards. Furthermore, they are placed more than 40' from any adjacent residences.
2. Light impact.
  - a. Impact category I. No bright or flashing light shall be visible in a residential district a lighted sign shall be subject to section 17.132.090 and end chapter 17.152, Signs, of this Title.

All lighting is downlit and complies with the Dark Sky initiative. Specifications will be provided with construction documentation.
3. Traffic circulation and parking.
  - a. Impact category I. New development must demonstrate that it will not substantially increase truck traffic on residential streets. Trucks over 210 shall not be permitted on local residential streets; customer and employee parking and truck loading area shall be provided in accordance with chapter 17.116, off-street parking and loading of this title.

A traffic study has been provided which demonstrated the number of vehicles will not have a substantial impact on the local streets. The Project will comply with the municipal code standards.
4. Vibration.
  - a. Impact Category I. No perceptible vibrations shall be permitted off the development site.

There are no perceptible vibrations proposed.
5. Flammable material.
  - a. Impact category I. No operations involving the use or storage of flammable materials or fuses shall be permitted adjacent to any residential area.

There are no flammable materials proposed.
6. Airborne emissions.
  - a. Impact category one. No use shall exceed the maximum permissible emission standards established by the San Francisco Bay Area Air Quality Management District.

The use will not exceed the maximum permissible emission standards established by BAAQMD. Please see findings set forth in the Town's staff report, dated June 11, 2024.
7. Water Quality.
  - a. Impact Category I. The town shall evaluate liquid waste to be disposed into its sewer system and report upon the town's capacity to provide treatment industries not connecting to the municipal sewer system are subject to water quality standards administered by the San Francisco Bay Regional Water Quality Control Board.

The wastewater is limited to domestic purposes.
8. Building Size & Architectural Design.



- a. Impact Category I. All building design inside layouts shall be approved by the Zoning and Design Review Board or Town Council.

### **Commercial & Mixed-Use Development Incentives (17.178)**

The Town Council may grant certain development incentives for specified commercial or mixed- use developments. However, floor area ratio (FAR) bonuses shall not exceed a maximum of 0.15 (YMC § 17.178.050).

The Project's residential FAR is 0.22, 0.07 over the required FAR which includes a deed restricted affordable unit and therefore is requesting a development waiver pursuant to the California State Density Bonus law.

### **Design of Parking Facilities (YMC 17.116)**

#### **§ 17.116.070 Landscaping of parking facilities.**

A. Within parking areas, there shall be one tree provided for every six parking spaces.

The proposed landscape plan includes 3 trees for within the parking areas for 14 parking spaces.

B. Trees shall be planted in tree wells of at least four feet wide by four feet long by four feet deep and adequately protected from car movements.

Trees are proposed at the front end of the car and provide a 5' buffer to the fence.

C. All landscaping and trees shall be provided with an irrigation system that is maintained in working order. (Ord. 21-501 § 9)

The applicant will include an irrigation plan with the building permit submission.

#### **§ 17.116.080 Lighting of parking facilities.**

A. Lighting for parking areas shall be designed as regulated by Chapter 17.132 of this title, to confine emitted light to parking areas, and with the light source not visible from outside the area. Glare or shine from lighting shall not create a nuisance for adjacent dwelling units.

Parking lighting is proposed to be downlit and the minimum necessary for safety.

B. Average illumination at the ground shall be no more than one foot candle, except where an increase in lighting level is recommended by a lighting consultant or qualified professional as necessary for safety. (Ord. 21-501 § 9)

Parking lighting is proposed to be downlit and the minimum necessary for safety.

The applicant believes the ZDRB and the Council can make the following findings:

## **Required Findings for a Master Development Plan (YMC 17.192)**

A Master Development Plan is required for all new or expanded commercial development or for any subdivision or development of five or more parcels or residential dwelling units. The project requires a Preliminary and Final Master Development Plan.

Pursuant to YMC 17.192.030 D, *deviations* may be approved as part of a preliminary or final Master Development Plan to diverge from the following standards: minimum yards and setbacks; maximum heights of buildings, walls and fences; minimum and maximum lot size; maximum floor area ratio; minimum number of parking spaces, location, and design; design standards related to the relation of buildings to streets; minimum open space; and signage. The project would require deviations from the standards for setbacks, FAR, including top story floor area requirement, and parking.

To approve a Preliminary and Final Master Plan, the Board and or Council must make required findings (YMC 17.192.060):

- A. The proposed development, and each increment of a phased project, creates an environment of sustained desirability and stability.
- B. The land uses and design of the proposed development are consistent with the intent of the General Plan, Title 17, and any other applicable plans or policies adopted by the Town Council, or those in the process of being prepared and adopted, and
- C. Findings can be made as required by Sections 17.188.060 (Design Review Findings) and 17.200.060 (Use Permit Findings) of the YMC.

## **Required Findings for a Use Permit (YMC 17.200)**

Pursuant to YMC 17.200.060, the responsible reviewing authority may approve the application and authorize a use permit if from all the facts presented all the following findings can be made:

- A. The proposed *use*, at the intensity represented and at the proposed location, will provide a use that is compatible with the neighborhood and community.
- B. The proposed *use* will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity.
- C. The proposed *use* would not conflict with the Town's goal of achieving economic sustainability with a mix of varied commercial services.
- D. The proposed *use* will not impair accessibility or traffic patterns for persons and vehicles based on the type and volume of anticipated traffic, will provide safe and adequate ingress and egress, and will furnish adequate off-street parking and loading for both customers and employees to the extent deemed feasible by the decision-making body.
- E. The proposed *use* provides sufficient safeguards to prevent noxious or offensive emissions such as glare, dust and odors, or levels of noise which may exceed the Town's noise regulations.
- F. The proposed *use* does not require excessive amounts of water or generate excessive amounts of waste.
- G. The existing or proposed utility, police and fire services are adequate to serve the proposed *use*.

- H. The proposed use will comply with all applicable provisions of Title 17 and will be consistent with the policies and standards of the General Plan.

### **Required Findings for Design Review (YMC 17.188)**

The reviewing authority may approve the application for design review if the facts presented establish all the following findings:

- A. The proposed development or physical improvement is appropriate for the site with regard to the siting and scale of buildings, pedestrian and vehicular access and circulation, and relationship of structures and open spaces to the streetscape.
- B. The location of structures preserves significant trees, natural features and identified public view corridors;
- C. The project will be compatible with neighboring properties and developments with regard to setbacks, building heights, and massing;
- D. The project will not be detrimental to neighboring properties and developments with regard to the location of parking facilities, siting of trash enclosures, placement of mechanical equipment, and privacy considerations;
- E. The project presents an attractive design, utilizing high-quality building finishes and materials, and design techniques to mitigate potentially bulky building forms, such as modulating varied rooflines, partial upper stories, setbacks for upper story volume and/or a variety of roof forms;
- F. Proposed landscaping provides sufficient visual relief, complements the buildings and structures on the site, and provides an inviting environment for the enjoyment of occupants and the public;
- G. The existing or proposed infrastructure and utility capacity are adequate for the proposed development; and
- H. The proposed project will comply with all applicable provisions of Title 17 and will be consistent with the policies and standards of the General Plan.