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July 19, 2016

Michael Basayne
Chair, Napa County Planning Commission
Napa County Planning, Building and Environmental Services
1195 Third Street
Napa, CA 94559

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JUL 19 2016

Napa County Planning, Building
& Environmental Services

SUBJECT: NAPA VAULT STORAGE FACILITY
USE PERMIT P14-00296
TENTATIVE MAP P15-00298-TM

Dear Chair Basayne:

I am writing on behalf of my client, Storage Tech, LLC to request a continuance of the Napa Vault Storage Facility project currently scheduled for the July 20, 2016 Planning Commission meeting.

A late request has been made to amend the Project Revision Statement. We need additional time to evaluate this amendment.

Sincerely,



Beth Painter
Beth Painter
Balanced Planning

Cc: Erik Bedford
Cathy Roche
Wyntress Balcher

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Napa County Planning, Building
& Environmental Services

CITIZEN COMMENT

TO

NAPA VAULT USE PERMIT MODIFICATION #P14-00296 AND TENTATIVE PARCEL MAP #P15-00298

July 18, 2016

These comments are in response to the Public Notice published June 17, 2016 by the Napa County Planning, Building, & Environmental Services Department.

My name is David Moreland, and I am the managing member of the 12+/- acre lot adjacent to the east of the proposed Napa Vault project. I am a resident of Napa County, and we (1111 Soscol Ferry Self Storage LLC) have owned and operated the property since 2010. I did contact Erik Bedford, the applicant for this project, in 2014, to discuss his plans but he failed to respond to my request. Only by receipt of the Public Notice and by being notified by my employees that someone from the adjacent lot had been in our office looking for his Crow call decoy did we have any knowledge of the project's status.

BACKGROUND: During the six years that we have owned Napa Storage & RV, we have seen significant change in the Soscol Ferry Road area (aka Soscol Ferry Zone). In particular, the traffic count has increased dramatically. The rezoning and permitting of the nearby Costco/ housing development has been approved, and the pressure on development in the Napa Valley Business Park (formerly Airport Industrial Area) has been astounding. During this time, the Soscol Ferry Zone has not experienced significant updates to services and infrastructure commensurate with the surrounding Business Park areas. Even though we are in the Airport sphere of influence, we are not in the Airport Development District. As such, we have not had the infrastructure deemed necessary by the county installed by the developers as the area has been built out. All of the owners of Soscol Ferry Zone are on wells (except Villa Romano Restaurant), and are on septic systems that are getting very old.

MODIFICATION OR REPLACEMENT OF EXISTING PERMIT: This proposal represents a very major modification for the existing use permit and should require the Planning Commission to look at the potential outcomes of a significantly different use of this land. Does not dividing the land into 129 individual legal lots that are generally less than 0.03 acres not require a different approach to the permitting of this project? Does Napa County have a procedure and approach to subdivisions and requirements for a master plan? I have spoken to Planning, Danielle Goshert at Public Works and Rick Marshall, the County Surveyor to try to understand the condominium model, and have concluded that the legal format is apparently not the main issue, but the usage and traffic is. Once this subdivision is done, built and sold, the county has a different set of issues with enforcement, modification and general upgrading than is usual with the current land ownership in the Soscol Zone. One of the conditions of approval is monitoring and reporting water usage. Would this not be better managed if the property was brought into the water district? These "condominiums" are grossly misrepresented as "mini-storage" as they will contain many small businesses and uses generally not allowed in ministorage projects. This is a light industrial development in the generally accepted uses of Napa County.

IS THIS TRULY MINISTORAGE? The developer/owners present their project as storage condominiums in the application for modification of the use permit, but their marketing materials focus on the following:

- A “wondrous place – full of tools and work spaces”
- “American dreamers started in their garage: Hewlett-Packard, Microsoft and Apple”
- “Contractors, inventors and rock bands have their roots in garages”

The developers clearly agree that their project is not ministorage: (our) “niche rests somewhere between the inadequacies of ministorage and... larger commercial industrial warehouse space”. As such, it is inappropriate to depend on ministorage data such as traffic projections in this project.

HOW DOES THIS PROJECT AFFECT THE FUTURE OF THE SOSCOL FERRY ZONE? The difficulty of providing basic services to Soscol Zone has led to a poorly executed development area. There is a restaurant with its septic field across Devlin road on a neighbor’s land. A “strip” light industrial project with its field covered with road construction debris, adequate firefighting water not extended the final 400 feet, etc. Deeded restrictions requiring upgrades to landscaping and required hookups to Napa Valley Sanitation (NVS) when available exist. In fact, this existing permit requires Napa Vault to join the NVS district if requested by the County. (Deeded Agreement dated March 3, 1992) The county clearly envisioned upgrading this area to eliminate ground contamination from septic tanks, and improved “Napa” appearance to future development. The only economic potential to accomplish this is for the Napa Vault project to bring sewage treatment to its future owners. An HOA of 130 will never do this in the future, and the cost belongs in the initial development. The sewer extension project has been preliminarily engineered and the plans are at NVS (Andrew Damron). Why would the county treat this small zone differently, when the opportunity presents itself? This road is a common entrance to the Meritage Resort, and the traffic count to Costco and the new Costco related development will be substantial.

SEWAGE: The NVBPSP & EIR in VII. Public Facilities Element, projects the Soscol Ferry Zone into the NMWS Service Area (P118). It also declares this area to be “difficult to sewer – development should be limited to low-intensity industrial uses”. A lot has changed since that statement, including preliminary engineering drawings detailing a direct line from the NSD to the subject property and on to the rest of the properties on Soscol Ferry Road. It is economically realistic at this time as the developer and the adjoining parcels will cost share it. After this development is completed, the new OA will probably not be onboard to share the cost, and the infrastructure within the development to realize the full potential of value to the future owners will be non-existent. Is this low-intensity industrial use?

WATER SERVICE: the same document labels extending the water service from the corner of Demptos further to the west to the front of this project. (Figure 19, p 122). The applicant has provided me with a copy of denial from the City of Napa PW stating that the property “is not contiguous to our existing water main” and is not in the “RUL and SOI”. By completing the loop back to the existing extension at Meritage, water circulation, and fire protection is significantly enhanced. As the developer volunteered to pay for this extension, should we not revisit the political will to enhance fire and safety?

NVBSP & EIR (NVBSP) CONFLICTS: NVBSP section V. Land Use Element, 3.a., Lot Size and Coverage states that a lot in excess of 5 acres can only be subdivided into minimum 5 acre lots, and “under special circumstances, such as a comprehensive development plan with highly unified site, architectural, landscape, and signage design approaches, discretionary exceptions can be considered by the PC.” Where are these elements? This project utilizes a practice that allows 130 separate owners and a resultant development that does not appear to be in the spirit of the Plan.

BIKE PATH PROJECTIONS: Based on prior conversations with Philip Sales, the Director of the Vine Trail Coalition, I believe that the Vine Trail is projected to proceed along Devlin from the South of Suscol Creek and then along Soscol Ferry toward the west. Vine Trail has told me they are negotiating with Cal Trans to identify a navigable path thru the Devlin/Soscol Ferry intersection, as well with NSD to route the path to the west of Devlin thru the pending golf course area. They have also expressed interest in taking the bike traffic off of Devlin north of Suscol Creek and traversing along the creek bank, south of our lots, toward Napa Sanitation District. They have verbal approval from the first two lots, with this project and the 5 acre lot to the immediate west remaining. This should be reviewed prior to permitting this project. This is primarily a safety issue, as well as the aesthetics of the bike path. The bike path does not appear to be on the Graphics package.

AGREEMENT FOR ANNEXATION INTO NVD DISTRICT: The existing recorded agreement attached to the property, dated March 3rd, 1992, states: “Whereas, although said property presently receives sewer service by means of a septic system situated upon the premises, the parties acknowledge that this and other properties in the area are experiencing and will continue to experience an increasing need for public water supply and sewage disposal services;” As evidenced by the County and PC in this agreement, it is appropriate that the County require that this document remain in force, and require that the Napa Vault project join the district and connect with sewer. If need be, we will petition the NVD for including us into the district. As stated earlier in this document, there are other property owners that are required to join the NVD when available, and this appears to be the only time where extension of and annexation to the Sanitation District may be feasible due to the potential issues with creating consensus amongst the 130 members of the proposed HOA. The existing

TRAFFIC STUDY: The application states that this proposal has been approached as a “mini storage” facility with 30% RV/Boat, 40% Car Collection and 30% Dead storage. As a “mini storage” site located adjacent to the proposed site, we have a significant percentage of our larger units rented to local businesses and contractors. These businesses often access their storage for materials 4 to 5 trips per day. As we do not allow electricity and “setting up shop” in our units, the probability of a carpenter, or other service provider setting up shop at Napa Vault is very high and would result in even more trips. Napa is a unique county with very restrictive zoning. During the past 3 years, we have received many requests for large units with electricity for local contractors and businesses. This will be the predominate buyer of the Napa Vault project. In addition, I question if the Planning Department requested projected traffic on Soscol Ferry. With the advent of Costco and its’ accompanying developments, the traffic will easily exceed the 7000 daily trips, thus lowering the threshold to 20 trips. All of the land owners on Soscol Ferry acknowledge that our traffic count has increased dramatically over the past two years.

FIRE PROTECTION: Based upon our experience in ministorage, these units will attract small businesses. We have several tenants that would gladly relocate to Napa Vault as it would better serve their business needs. They would store material, visit several times a day to organize their crews, pick up materials and otherwise operate their businesses. As we do not provide electricity to our units, and as we do not allow our tenants to utilize their storage units as either offices or workspaces, they do not spend a great deal of time on site. At Napa Vault, they will utilize the units as advertised by the developer. Set up a machine shop as pictured in their web materials, startup a new company, etc. Since the units will be individually owned, there is no landlord present to monitor and enforce the restrictions inherent to ministorage. We constantly have to make sure that our tenants are utilizing their property correctly. I also question that if an owner is going to be working in these units (be it on their car, machine tools, or wood working) would it not require sprinklers. I believe that the lack of sprinklers is only applicable to space where only "dead storage" is utilized. We are adjacent to Demptos, which has NMWS fire protection, as well as adjacent to the proposed development. Perhaps, the NMWS would be more amenable if I requested fire protection and then Napa Vault followed on.

CONDITIONS OF APPROVAL: The proposed "B. Conditions of Approval" specify in 2.2 PERSONAL STORAGE USE, that the use shall be limited to the storage of personal storage items and shall not be used for "commercial automotive repair, commercial sales, or any industrial or manufacturing activities". My experience tells me that many, if not most, of these units will be used to support small business activity in Napa County, and as such the management of external appearance/storage, and the potential for working in units and other unacceptable use will be much greater. At our adjacent storage facility, we are constantly policing our tenants to ensure that they do not store combustibles or other unacceptable items. Should these conditions not be more stringent? And should we not have the opportunity to review and comment on CC&Rs prior to permitting this project?

REQUEST: That this Use Permit Modification be returned to Planning for review of the following:

- Traffic Study. Clarify use projections using existing "mini storage" and projections to 2020 to determine if a turn lane is not appropriate now.
- NVD. Request that Napa Vault enter into a Napa Valley Sanitation District, and that service be brought to Soscol Ferry road in order for balance of the Soscol Zone parcels may join in.
- Require that Napa Vault discuss options with Vine Trail and make available the option to relocate the bike trail away from the high traffic road to the south of the property. Vine Trail to assess its' interest in this option.
- Ensure that all actions that can be taken to ensure that the Soscol Zone has the ability to develop to the best standards and practices in Napa County in the future.
- Have applicant provide proposed CC&R to allow comment and County input into use of condominiums.
- Fire protection of units to meet anticipated use requirements. Revisit availability of fire protection from the Napa Water system.

COMMENT: Let us not repeat many of the mistakes of the past. The citizens of Napa County have missed opportunities in the past. We didn't keep the water from Lake Berryessa, we didn't buy the rail

right of way when we could. We inherit agreements that don't provide for the future with respect to shared wells/water. With a look to the future, we can not only improve upon the appearance and utility of the Soscol Ferry Zone, we can reduce the pollution of our ground water with septic systems near Soscol Creek, and ensure that ALL available land within the NVBPSP is developed to the best quality and best utility possible. To my knowledge, the NVBPSP has not allowed a project similar to this one anywhere. Land is precious in the Napa Valley, and we have decided time after time to limit our non-agricultural growth to a few specific areas. Don't let a hurried review allow us to close the door to an obvious infrastructure upgrade (as declared previously by the County) for the zone.

BENEFIT TO DEVELOPER/BUYERS: By utilizing the Napa Sanitation District, the developer would be able to extend Buildings K and J closer to the street. The buyers will not have an OA responsible for the maintenance and reporting on the water system and septic system. The sprinkler and fire protection will be more dependable as supplied from street fire system. The value of the units (both utilitarian and monetary) will be increased to the potential purchaser as water and sewer will be available, and a better development would exist.

/s/

David Moreland

Managing Member

1111 Soscol Ferry Self Storage LLC



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JUL 19 2016

Napa County Planning, Building,
& Environmental Services

July 19, 2016
Wyntress Balcher
Planning, Building, Environmental Services
1195 Third Street Suite 210
Napa, CA 94559

Chuck McMin
Board President

Philip Sales
Executive Director

NAPA VALLEY VINE TRAIL COALITION
BOARD MEMBER ORGANIZATIONS

LAND INTEREST GROUPS

- Napa Valley Vintners (co-founder)
- Napa Valley Grapegrowers (co-founder)
- Land Trust of Napa County (co-founder)
- Napa County Farm Bureau
- Winegrowers of Napa County

PUBLIC AGENCIES

- Napa County Transportation & Planning Agency (NCTPA)
- City of Vallejo/Solano County NCTPA/TAC Public Works Planners
- Active Transportation Advisory Committees of Napa County (ATAC)
- Napa County Regional Park & Open Space District
- California Department of Fish & Game
- Napa County Planning Commission
- Napa County Law Enforcement
- Napa County Sheriff's Department
- City of Napa Police Department
- California Highway Patrol
- Napa Valley College
- Caltrans District 4

ECONOMIC INTEREST GROUPS

- Visit Napa Valley
- Napa Valley Chambers of Commerce
- NV Hispanic Chamber of Commerce
- Calistoga Vitality Group
- Cycling Businesses of Napa Valley
- North Bay Realtors/Napa Group

ENVIRONMENTAL INTEREST GROUPS

- Sierra Club Napa Group
- Sustainable Napa County
- Friends of the Napa River

CULTURAL & COMMUNITY INTEREST GROUPS

- Napa County Bicycle Coalition
- Health, Wellness & Medical Coalition
- Youth Development/Safety Education
- Safe Routes to School Napa County
- Runners of Napa Valley
- Rotary Clubs of Napa Valley
- Arts Council Napa Valley

Ref: Napa Vault P14—00296/P15-00298, APN: 057-170-018

Dear Ms. Balcher and members of the Planning Commission:

I appreciate the opportunity to comment on the Napa Vault project. My apologies for the last minute comments but it is important for the Vine Trail project.

The Vine Trail Coalition is seeking to find an alignment along Devlin Road and Soscol Ferry Road which will be safe and scenic for trail users. The existing alignment for the Vine Trail would be along the south side of Soscol Ferry Road between Devlin Road and the Sanitation District property entrance. This is the 10' wide multi-use path recommended by County Public Works in its memo dated September 15, 2015.

As you are aware, Caltrans and the Napa Valley Transportation Authority are proposing a flyover interchange at Soscol Avenue and SR 29 which will create a major change in the intersection of Devlin Road and Soscol Ferry Road. This could make the bike path along Soscol Ferry Road less desirable as it would connect to a busy intersection at Devlin Road.

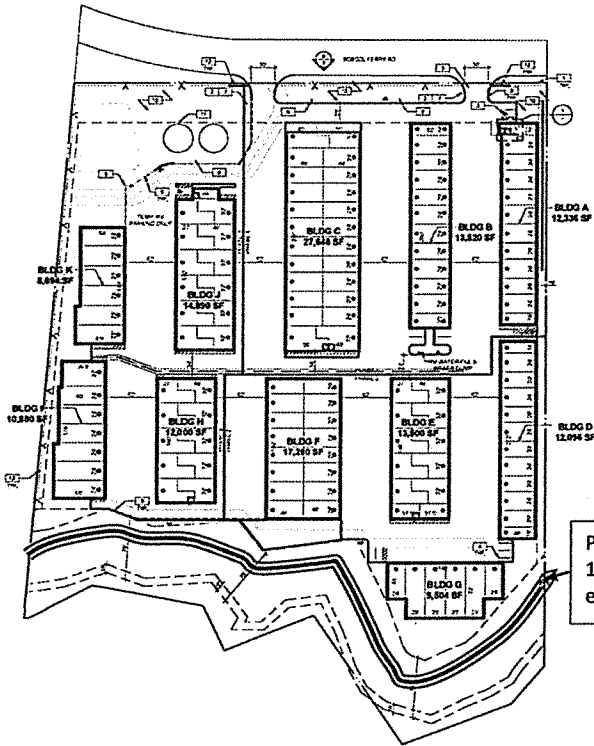
The Vine Trail Engineering Committee met with David Moreland, owner of Napa Storage adjacent to the Napa Vault project. He had suggested instead of constructing a 10' wide multi-use path in front of his property that the multi-use path be aligned behind his property along the north side of Soscol Creek within the 75' setback. This would work only if the adjacent property owners, Napa Vault would grant an easement for the trail on their property.

We are still evaluating other alternatives but we request that the proposed 75' creek setback include provision for a multi-use path at the back of the Napa Vault property per the attached sketch. 14' is the recommended width a 10' wide trail plus two 2' wide shoulders. This will keep this option open while we explore other alternatives.

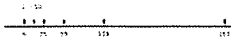
Sincerely

Philip Sales, Executive Director

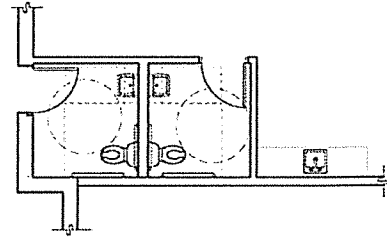
CAUTION: IF THIS SHEET IS NOT 24"x36" IT IS A REDUCED PRINT



Proposed
14' wide trail
easement



SITE PLAN
SCALE: 1/8" = 1'-0"



ENLARGED RR PLAN
SCALE: 1/4" = 1'-0"

SITE PLAN NOTES

- 1. SEE SHEET 20-22 FOR GENERAL NOTES
- 2. PROPERTY LINES, SEE DUAL SHOWN
- 3. UNACCEPTABLE SINGLE PARKING SPOTS
- 4. UNACCEPTABLE PARKING SPOTS WITH STROKES
- 5. PRIVATE PARKING SPOTS FOR CITY STORAGE
- 6. NOT ON CENTERLINE, SEE DUAL SHOWN
- 7. NOT ON CENTERLINE, SEE DUAL SHOWN
- 8. FACING DRIVE ADJUSTMENT
- 9. FACING DRIVE ADJUSTMENT
- 10. FACING DRIVE ADJUSTMENT
- 11. FIRE LINE SHALL BE PLACED AT THE EXTENT OF DEVELOPMENT TO BE PLACED ON SITE
- 12. PROTECT AND MAINTAIN ALL EXISTING CHANNELS
- 13. MAINTAIN EXISTING DRIVE ADJUSTMENT
- 14. MAINTAIN EXISTING DRIVE ADJUSTMENT

SITE LEGEND

- 1. UNACCEPTABLE PARKING SPOTS WITH STROKES
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WARE MALCOMB
LANDING DESIGN AND CONSTRUCTION SERVICES

NAPA VAULT
1055 SOSCOL FERRY ROAD
NAPA VALLEY, CALIFORNIA

SITE PLAN	DATE

PROJECT NO.	
DATE	

SHEET
A1.1

