

Design Review comments on PLN2019-00229

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Bryan and Ruemel,

I have comments to the Coastside Design Review Committee on the proposed new home construction on my street at 112 Orval Ave, Moss Beach. The case no. is PLN2019-00229. I live at the other end of Orval, at 185 Orval Ave.

I have concerns about the size and height of the design.

- The scale of the design does not seem to fit the neighborhood. In the preplanning meeting, the owner said the size would be under 2,500 sq. ft. The submitted design is 2,763 sq. ft., plus a 474 sq. ft. garage. I don't know what the planner discussed about the size at that time. But, it must have come up for the owner to mention the smaller number. Was that an assurance from the owner? Why did the size increase 10% between then and now?
- Also, the preplanning meeting had concerns about the daylight plane. I can't see where those concerns have been remediated. The Elevations sheet drawings do not indicate the daylight plane. I don't understand the use of the term "option" referenced in 6300.2.9 Daylight Plane or Façade Articulation. I hope that does not relieve the designer of providing daylight openings by adding dormers and gables, like this design does, to what otherwise would be a non-conforming design.
- The Notice of Design Review says the height is 28 ft. So does the Title Sheet. It is not. The largest section of roof is almost 30 ft. high. There are notes on the Elevations sheet about some rule allowing the roof peak to exceed 28 ft. I did not see any words like that in the "S-17" District Zoning Regulations. Section 6300.2.6 Building Height says for slopes up to 30%, the limit is 28 feet. The proposed site is about 5% slope. The roof is too high.
- The house has 5 bedrooms—three of them suites—and four full baths. Yet, there is only a 2-car garage and no provision for off-street parking spaces. That does not seem like enough parking to accommodate the intended occupancy. I hope the suites are not intended for short-term Airbnb rentals.
- I am firmly against any proposal to open Orval Ave at Beach Way. The project file says Orval Ave is officially supposed to be a through street. They can't find any record of the closure. Reference is made in plan%20check%20comments%20Orval%20Ave..docx to evidence in an attached Appendix "A" with an official survey map. I can't tell which document this is. I found the 6-RSM-PG069B-MARINE%20VIEW%20BEACH.TIF map. But, I know that is not accurate, because the 6 lots immediately across from the proposed project were realigned into 4 parcels by John Conway. My neighbors have told me of a County hearing years ago having to do with a proposal to reopen Orval Ave and Cypress Ave. This was before I moved here, which was in December 1992. The decision was made at that time to leave both streets closed. Surely there must be some record of this hearing. If serious

consideration is being given to reopening Orval Ave, the residents should all be informed and invited to a public meeting on the topic, as was done before.

- The proposal to replace the barrier at the end of Orval Ave with a locked fire gate seems like a good solution to me. The gate should be very sturdy (more than shown in the plan drawings) and have large reflective red signage that will be clearly visible to traffic coming from the Distillery Restaurant at night and when it is foggy. There should be signage prohibiting any parking that could block the operation of the gate. I think it should be the County's obligation to maintain it, not the applicant's. We should get something for our taxes. (The last time the roads were slurried, Orval Ave was not. Work stopped at the corner of Park Way and Orval Ave. What gives?) But, I want to be sure this process doesn't lead to discarding the locked gate part of the project proposal and opening up Orval Ave.

Respectfully,

Larry Baker

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