

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PLEASANTON APPROVING THE APPLICATION OF PONDEROSA HOMES, CAROL LEHMAN, AND WILLIAM SELWAY FOR A MAJOR MODIFICATION TO AN APPROVED PLANNED UNIT DEVELOPMENT TO INCREASE THE NUMBER OF LOTS ON AN APPROXIMATELY 19.47-ACRE SITE LOCATED AT 3157 TRENERY DRIVE AND 2313 MARTIN AVENUE FROM 27 LOTS TO 31 LOTS; CONSTRUCT 29 NEW ONE-STORY HOMES FROM THE PREVIOUS COMBINATION OF 25 ONE- AND TWO-STORY HOMES, CHANGE THE HOUSE DESIGNS AND SIZES, RETAIN TWO EXISTING HOMES AND RELATED ON- AND OFF-SITE MODIFICATIONS; AS FILED UNDER CASE PUD-50-01M.

WHEREAS, Ponderosa Homes, Carol Lehman, and William Selway have applied for a major modification of an approved Planned Unit Development (PUD) on an approximately 19.47-acre site at 3157 Trenery Drive and 2313 Martin Avenue to increase the density from 27 lots to 31 lots and for development plan approval to construct 29 new one-story homes from the previous combination of 25 one- and two-story homes, change the house designs and sizes, retain two existing homes and related on- and off-site modifications; and

WHEREAS, zoning for the property is PUD – LDR (Planned Unit Development – Low Density Residential) District; and

WHEREAS, at its meeting of November 15, 2011 the City Council received information in the staff report, testimony from members of the public, and the Planning Commission's September 14, 2011 recommendation for approval of the Negative Declaration and the PUD major modification application; and

WHEREAS, based on the Initial Environmental Study and pursuant to Resolution No. 11- _____, the City Council adopted the Negative Declaration for the proposed project pursuant to the requirements of the California Environmental Quality Act (CEQA); and

WHEREAS, after a review of the materials and consideration of the testimony presented at the public hearing, the City Council determined that the proposed PUD major modification is appropriate for the site; and

WHEREAS, as set forth in the report presented to the City Council on November 15, 2011, the City Council finds that the PUD major modification is consistent with the General Plan and purposes of the PUD ordinance.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Approves case PUD-50-01M, the application by Ponderosa Homes, Carol Lehman, and William Selway for a Planned Unit Development major modification of an approved Planned Unit Development (PUD) to modify the approved development plan to allow 31 lots on an approximately 19.47-acre site (3157 Trenery Drive and 2313 Martin Avenue), construct 29 new one-story homes, to change the house designs and sizes, retain two existing homes and for related on- and off-site modifications subject to the conditions shown on Exhibit A, attached here and incorporated herein by reference.

SECTION 2. A summary of this ordinance shall be published once within fifteen (15) days after its adoption in the "Valley Times", a newspaper of general circulation published in the City of Pleasanton, and the complete ordinance shall be posted for fifteen (15) days in the City Clerk's office within fifteen (15) days after its adoption.

SECTION 3. This ordinance shall be effective thirty (30) days after its passage and adoption.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Pleasanton on November 15, 2011, and adopted at a regular meeting of the City Council of the City of Pleasanton on December 6, 2011, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Jennifer Hosterman, Mayor

ATTEST:

Karen Diaz, City Clerk

APPROVED AS TO FORM:

Jonathan P. Lowell, City Attorney

EXHIBIT A CONDITIONS OF APPROVAL

**Case PUD-50-01M
3157 Trenergy Drive and 2313 Martin Avenue**

SPECIAL CONDITIONS OF APPROVAL Planning

1. Prior to issuance of building permits for the project, a final subdivision map shall be approved by the City and recorded.
2. Lots 1 and 3 of the PUD Development Plan shall be subject to the permitted and conditional uses and site development standards of the R-1-20,000 (One-Family Residential) District as described in the Pleasanton Municipal Code.
3. Lots 2 and 4 through 31 of the PUD Development Plan shall be subject to the following uses and site development standards:
 - a. The permitted and conditional uses of the R-1 (One Family Residential) District as described under Chapter 18.32 of the Pleasanton Municipal Code.
 - b. Development Standards for Primary Structures: The following building setback and height standards shall apply to the primary structures and additions to primary structures including second units on these lots:
 - Frontyard Building Setback – 25-feet except for Lot 10, Lot 11, Lot 21, and Lot 22 stated below.
 - Street Sideyard Building Setback – 30-feet for Lot 10, Lot 11, Lot 21, and Lot 22; 20 feet for Lot 15 and for Lot 17.
 - Interior Sideyard Building Setback – 15-feet, except for Lot 4 and for Lot 28 which shall be 55 feet as shown on the PUD development plan.
 - Rearyard Building Setback – 50-feet for Lot 15 through Lot 21, 55-feet for Lot 4 through Lot 10, Lot 30, and Lot 31, and 60-feet for Lot 22 through Lot 27. The rear yard setback for Lot 28 will be 43 feet and for Lot 29 will be 46 feet as shown on the PUD development plan.
 - Maximum Height – 26-feet and limited to single-story homes.
 - Maximum Floor Area Ratio (FAR) – 25% or 5,000 square feet, exclusive of garage area, whichever is less. The floor area for enclosed accessory structures will be included in the floor area ratio.
 - c. Development Standards for Open Accessory Structures, e.g., Swimming Pools and Spas including, Arbors, Trellises, Open Patios, etc.
 - Rearyard Setback – 10-feet
 - Interior Sideyard – 15-feet for the structure, 5-feet for the swimming pool/spa equipment
 - Street Sideyard for Corner Lots – 30-feet for Lot 10, Lot 11, Lot 21, and Lot 22 from the Cameron Avenue property line and 20-feet for all other lots
 - Maximum height – One-Story and 15-feet

- d. Development Standards for Enclosed Accessory Structures including Second Units:
- Rearyard Setback – 20-feet
 - Interior Sideyard – 15-feet
 - Street Sideyard for Corner Lots – 30-feet for Lot 10, Lot 11, Lot 21, and Lot 22 from the Cameron Avenue property line and 20-feet for all other lots
 - Separation from main structure – 10-feet
 - Maximum height – One-Story and 15-feet. (Chimneys attached only to a habitable structure, such as a cabana or second unit, may be taller than 15 feet with the approval of the Director of Community Development. Freestanding chimneys or a chimney attached to a non-habitable structure, such as a gazebo, shall conform to the 15-foot height standard.
- (Note: The floor area for enclosed accessory structures shall be included in the sites' floor area ratios.)
- e. Architectural projections and bay/oriel windows shall conform to the definitions and standards described under Section 18.84.120 of the Pleasanton Municipal Code, except Lot 10, Lot 11, Lot 21, and Lot 22 that shall be 30 feet from the Cameron Avenue property line.
- f. All building heights shall be measured from the lowest to the highest points of the structure. Projections above the maximum building height for primary and accessory structures may be allowed provided that they conform to the definitions and development standards of Section 18.84.150 of the Pleasanton Municipal Code.
- g. The distribution of models for Lot 2, Lot 4 through Lot 9, Lot 12 through Lot 20, and Lot 23 through 31 are at the discretion of Ponderosa Homes based on customer preference, except for Lot 10, which shall have the Plan 1 model, and Lot 11, Lot 21, and Lot 22, which shall have the Plan 3 model.
- h. On Lot 2, the project developer may install the semi-circular driveway sufficient to accommodate guest driveway parking as generally shown on Exhibit B.
4. The project developer may install a seven-foot tall masonry wall or the enhanced wood fence shown on Exhibit B on the west (abutting the Palmer Drive properties), north (abutting the Trenery Drive properties), and east (abutting the Martin Avenue/Diablo Court, and Leuthauser property) project boundaries of the overall development covered by this approval, and may install a seven-foot tall masonry wall or enhanced wood fence "returns" at Lot 10 and Lot 21 facing Cameron Avenue between the house and perimeter boundary. The project developer shall submit a comprehensive fencing plan in conformance to Exhibit A with the masonry wall designs with the tentative map application for review and approval by the Planning Commission.
5. Fences between six-feet and eight-feet in height proposed to be constructed after building occupancy shall be subject to the review and approval by the Director of Community Development according to the standards of the Pleasanton Municipal Code.
6. The project developer shall modify the Santa Rita Road/Mohr Avenue intersection's signal prior to the occupancy of the first home covered by this approval. The signal modification shall be completed to the satisfaction of the City's Traffic Engineer.

7. The project developer shall be responsible for paying a pro-rata share of the undergrounding costs for the overhead utility lines on Martin Avenue traversing the Selway property. The amount shall be determined by the City Engineer prior to the City Council's approval of the final subdivision map and shall be paid to the City with recordation of the final map.
8. The project developer shall revise the project covered by this approval as follows:
 - a. The typical street section A-A shall be revised as follows:
 - There shall be a subdrain located under the spill curb to protect the street from excess water migrating from the bioretention swale.
 - The bioretention swales shall be irrigated and shall be maintained by the HOA or Maintenance Association.
 - The driveway culverts in the bioretention swale shall be maintained by the HOA or Maintenance Association.
 - The project developer's engineer shall demonstrate to the satisfaction of the City Engineer that storm water treatment and hydromodification can be accommodated within the bioretention swale.
 - b. The typical street section B-B shall be revised as follows:
 - The rolled curb shall match the existing curb on Cameron Avenue.
 - There shall be an eight-foot wide Public Service Easements (PSE) located on development side of the street.
 - The north side of the street shall be posted for no parking.
 - There shall be subdrain located under the curb and gutter per City standards.
 - c. The typical street section C-C and D-D shall be revised as follows:
 - The rolled curb shall match the existing curb on Cameron Avenue.
 - There shall be an 8 foot wide Public Service Easements (PSE) on development side of the street.
 - The north side of the street shall be posted for no parking.
 - There shall be subdrain located under the curb and gutter on both sides of the street per City standards
 - d. The typical street section E-E shall be revised as follows:
 - The rolled curb shall match the existing curb on Cameron Avenue.
 - The street shall be posted for no parking.
 - There shall be subdrain located under the curb and gutter per City standards
 - e. The existing Storm Drain system on Cameron Drive between Equestrian Drive and Courtney Avenue shall be abandoned and the storm drain pipe and appurtenances removed.
 - f. The existing water main on Cameron Avenue between Courtney Avenue and the westerly project boundary shall be abandoned and a new water main installed. The existing water services shall be abandoned and new services installed. The existing meter and meter boxes shall be relocated behind the realigned curb per City Standards. The existing fire hydrant shall also be relocated to the new main.

- g. The existing streetlights on Cameron Avenue shall be relocated to a location behind the new street curb per City Standards.
- h. The project developer shall submit detailed landscape and irrigation plans as part of the improvement plans for Street A and Cameron Avenue. These plans shall include, where applicable, a street tree planting plan and landscape plans for the bio-retention swales and right-of-way landscape areas. The irrigation plan shall provide for automatic controls.
- i. The project developer shall extend a water lateral to the existing Selway and Lehman homes and the homes shall be connected to the City water system for domestic use unless otherwise approved by the City Engineer. The existing wells on these properties may be used for irrigation purposes if a backflow device is installed on the new water service to City Standards. The extension of the water lines to these properties shall be shown on the tentative subdivision map to the satisfaction of the City Engineer.
- j. The project developer shall install a sewer lateral to the Lehman property on Treney Drive. The exact location of the lateral shall be determined after the location of the septic tank on the Lehman property is determined. The location of septic tank and leach field on the Lehman property and the extension of the sewer main shall be shown on the tentative subdivision map to the satisfaction of the City Engineer. The existing septic system on the Lehman property may remain if determined to function adequately by the Alameda County Health Department. If, however, the existing septic tank and leach field are determined to be failing, the septic system shall be abandoned per Alameda County Health Department regulations and Lehman home shall then be connected to the City's sewer system.
- k. The project developer shall prepare all necessary documents to the satisfaction of the City Engineer for the City to quitclaim the surplus street right-of-way behind the proposed back-of-curb on the south side of Cameron Avenue. The City will retain a Public Service Easements (PSE) over the area to be quitclaimed for utility purposes. The surplus street right-of-way will be offered to the Dillon, Lawer, Sussman, Grimes, and Herb properties for incorporation into their properties.
- l. The project developer shall extend the existing sanitary sewer main in Martin Avenue northerly from Diablo Court to the Selway property and shall stub a lateral to the Selway property, unless otherwise required by the City Engineer. The exact location of the lateral shall be determined after the location of the septic tank on the Selway property is determined. The location of septic tank and leach field on the Selway property and the extension of the sewer main shall be shown on the tentative subdivision map to the satisfaction of the City Engineer. The existing septic system on the Selway property may remain if determined to function adequately by the Alameda County Health Department. If, however, the existing septic tank and leach field are determined to be failing, the septic system shall be abandoned per Alameda County Health Department regulations and the Selway's home shall then be connected to the City's sewer system.

These revisions and changes shall be shown on the tentative subdivision map, grading plan, and utility plan to the satisfaction of the Director of Community Development and the City Engineer for review and approval by the Planning Commission.

9. With the building permit application for the homes covered by this approval, the project developer shall submit a noise analysis to the Director of Community Development by a licensed acoustical consultant detailing the building measures – for example, STC window ratings and wall construction details – required to achieve an interior noise level of 50 dBA Lmax in bedrooms and 55 dBA Lmax in other rooms for aircraft noise. The measures detailed in the acoustical analysis shall be shown on the building permit plans to the satisfaction of the Director of Community Development and the Chief Building Official before the issuance of the first building permit.
10. The project developer shall submit to the Director of Community Development with the tentative subdivision map application, a mitigation plan that will address the suppression of airborne dust and vermin abatement during project grading and site improvements. The mitigation plan is subject to review and approval by the Planning Commission at its public hearing.
11. The project developer shall offer the homeowners of 2033 Palmer Drive (946-4573-149), 2017 Palmer Drive (946-4573-148), 2081 Palmer Drive (946-4573-152), 2101 Palmer Drive (946-4573-153), 2119 Palmer Drive (946-4573-154-02), 2049 Palmer Drive (946-4573-150), and 2065 Palmer Drive (946-4573-151) the 10-foot wide strip of land to their rear yards shown along the west side of the project site.

In the event that the homeowners accept the 10-foot strip, this area shall be zoned PUD – MDR, matching the zoning of the Palmer Drive properties, and shall be incorporated into the zoning regulations of the Palmer Drive sites. The project developer shall process lot line adjustments to add this strip of land to each lot resulting in a single parcel.

The land transfer must be entirely agreed to by these owners or their successors prior to the City Council's approval of the final subdivision map, thereby providing a continuous property line between their properties and the proposed development. Otherwise, this property will remain with the Ponderosa Lots 4 through 10.

12. The project developer shall offer the homeowners of 3711 Trenery Drive (946-4574-003) and 3737 Trenery Drive (946-4574-004), the 10-foot wide strip of land to their rear yards shown along the north side of the project site, and to the homeowner of 3747 Trenery Drive (946-4574-004), the transition area from 10 feet to the existing property shown on the PUD development plan. The project developer shall process lot line adjustments to add this area of land to each lot. The land transfer must be entirely agreed to by these owners or their successors prior to the City Council's approval of the final subdivision map. Otherwise, this property will remain with the Ponderosa Lot 28 and 29.
13. The applicant shall work with staff before the building permit to wrap the material variation and design detailing on the front building elevations to the rear and side building elevations. This change shall be shown on the building permit plan set to the satisfaction of the Director of Community Development before issuance of a building permit.
14. The project developer may incorporate minor perimeter boundary adjustments along the north and east project boundaries generally consistent with Exhibit B in the tentative subdivision map, grading plan, and utility plan with the concurrence of said adjoining property owner(s) and subject to the approval of the Director of Community Development, provided that the adjustments are intended to improve the setbacks of the

existing accessory structure and trees on said properties or to accommodate the new perimeter wall/fence alignment.

15. The project developer shall survey the heights of the structures to verify their general conformance to the approved building height as shown on Exhibit B. Said verification shall be performed by a licensed land surveyor or civil engineer, and shall be completed and provided to the Department of Community Development before the first framing or structural inspection of each building on each lot by the Building Division.
16. Trellis-covered arbors and/or patio cover, attached to the main house or detached, up to a height of 15-feet supporting photovoltaic panels shall be exempt from the City's Administrative Design Review procedures. Design review at the Planning Division staff level and building/electrical permits will still be required.
17. Unless otherwise approved by the Director of Community Development, the precast soundwall shall match the design shown on the PUD development plan. The soundwall color shall be submitted for review and approval by the Director of Community Development with the subdivision improvement plans.
18. The site development standards for accessory structures shall be modified:
 - a. To indicate that setbacks for covered patios, trellises, sheds, etc. shall be measured from the farthest architectural projection.
 - b. To indicate that decks and patios shall not interfere with the rear or side yard drainage installed by the developer.

Said modifications shall be incorporated into a final site development standard document which shall be subject to the review and approval by the Director of Community Development prior to issuance of a building permit.

19. The project developer shall provide all initial home buyers with copies of the project conditions of approval and the site development standards.
20. The recorded deed of sale for all lots covered by this PUD Development Plan approval shall include separately recorded disclosure statements or restrictive covenants indicating the following:
 - a. A clause stating the existence of the Zone 7 lake located on the east side of Martin Avenue is a reclaimed Kaiser quarry pit.
 - b. A clause indicating the close proximity of the Livermore Municipal Airport; the possible impacts to homes due to aircraft overflights; a warning that the noise generated from the Livermore Airport is a mix of business jet and small aircraft operations; that the Livermore Airport operates 24 hours per day, 365 days per year; and that the Livermore Airport has proposed an expansion of the airport.

Wording for these disclosures and covenants shall be written in simple/plain language, shall be submitted to the City Attorney for review and approval before City Council approval of the first final subdivision map for this development, and shall be recorded over the project site by separate instrument.

21. The project developer shall give notice to any prospective buyers of Lot 2 that Trenerly Drive is a private street and is maintained by the individual property owners. The wording for this disclosure shall be written in simple/plain language, shall be submitted to the City Attorney for review and approval before City Council approval of the first final subdivision map for this development, and shall be recorded over Lot 2 by separate instrument.
22. The project developer shall provide automatic opening sectional roll-up garage doors on the garages of the houses covered by this approval. Unless otherwise approved by the Director of Community Development, the door design and material shall conform to the PUD development plan.
23. The project developer shall retain Tree #275, the 32-inch diameter English Walnut tree located on Lot 25, Tree #335, a 10-inch diameter coast live oak on the adjoining Larsen property, Tree #336, a 24-inch diameter Aleppo pine on the Larsen property, and Tree #337, a 25-inch diameter Aleppo pine on the Larsen property. Prior to issuance of a grading or building permit, the project developer shall install a temporary six foot tall chain-link fence (or other fence type acceptable to the Director of Community Development) generally along the existing tree drip lines, as shown on the plans. The fencing shall remain in place until the final landscape inspection by the Community Development Department. Removal of such fencing prior to that time may result in a "stop work order." Said revisions shall be subject to the review and approval by the Director of Community Development prior to issuance of a building permit.
24. The project developer shall contribute \$1,900 to the City's Urban Forestry fund for the removal of Tree #201, a 35-inch diameter Monterey pine and Tree #312, an 18-inch diameter Mexican fan palm before issuance of a grading permit. No contribution is required for the removal of the walnut trees.
25. A final landscape plan and irrigation plan shall be submitted to and approved by Director of Community Development as part of the improvement plans prior to issuance of an on-site permit. Said landscape plan shall be consistent with the approved landscape plan plus any conditions of approval, and shall be detailed in terms of species, location, size, quantities, and spacing. Plant species shall be of a drought tolerant nature with an irrigation system that maximizes water conservation throughout the development (e.g., drip system).
26. The project developer shall comply with the State of California's Model Water Efficient Landscape Ordinance. A licensed landscape architect shall verify the project's compliance with the ordinance: 1) prior to the issuance of a building permit; and 2) prior to final inspection. The verification shall be provided to the Planning Division.
27. Unless otherwise shown on the approved landscape plan, all trees used in landscaping be a minimum of fifteen (15) gallons in size and all shrubs a minimum of five (5) gallons.
28. Before each house final, all front yard landscaping shall be installed, reviewed, and approved by the Planning Division.
29. All exterior lighting including landscape lighting shall be directed downward and designed or shielded so as to not shine onto neighboring properties. The project/building developer shall submit a final lighting plan, and include drawings and/or

manufacturer's specification sheets showing the size and types of light fixtures proposed for the exterior of the buildings.

30. If written permission is not provided from the adjacent property owners to allow the project's retaining walls to be located on the shared property lines between the project site and the adjacent properties, then the retaining walls and footings shall be located entirely on the project site.
31. Prior to the first framing or structural inspection for each home, the project developer shall provide to the Director of Community Development a building height certification performed by a licensed land surveyor or civil engineer. Said certification shall allow for the installation of finished roof materials.
32. Prior to receiving a foundation inspection for each structure, the project developer shall submit a pad elevation certification prepared by a licensed land surveyor or registered civil engineer to the Chief Building Official and Director of Community Development, certifying that the pad elevations and building locations (setbacks) are pursuant to the approved plans.
33. Details of any permanent project identification signage shall be submitted for the review and approval by the Director of Community Development with the subdivision improvement plans.
34. Only gas fireplaces, pellet fueled wood heaters, or EPA certified wood-burning appliances may be installed inside or outside of the homes.
35. The project developer shall comply with the following requirements for making all residences covered by this approval photovoltaic-ready and solar water heating ready:
 - a. The roof trusses shall be engineered to handle the additional load of a typical photovoltaic system;
 - b. Electrical conduit and cable pull strings shall be installed from the roof/attic area to the buildings' main electrical panels;
 - c. An area shall be provided near the electrical panel for the installation of an "inverter" required to convert the direct current output from the photovoltaic panels to alternating current;
 - d. Plumbing shall be installed for solar-water heating; and,
 - e. Space shall be provided for a solar-water-heating tank.

These measures shall be shown on the building permit plan set submitted to the Director of Community Development for review and approval before issuance of the first building permit.

36. All demolition and construction activities, inspections, plan checking, material delivery, staff assignment or coordination, etc., shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. No construction shall be allowed on State or Federal Holidays. The Director of Community Development may allow earlier "start times" or later "stop times" for specific construction activities (e.g., concrete pouring) if it can be demonstrated to the satisfaction of the Director of Community Development that that the

expanded construction hours are necessary (e.g., the concrete foundations need to be poured early due to weather conditions). All construction equipment must meet Department of Motor Vehicles (DMV) noise standards and shall be equipped with muffling devices. Prior to construction, the hours of construction shall be posted on site.

37. The electrical plans for the homes shall provide telecommunications infrastructure consistent with state-of-the-art methods (e.g., cabling for DSL, broadband, or wireless service, wiring for total room access, etc.) in effect at the time that building permit(s) are issued. The plan shall be part of the building permit plan set.
38. The State of California's Green Building Standards Code, "CALGreen," shall apply, if applicable.
39. Water conservation devices shall be installed as part of the project. The water conservation devices shall be stated on the plans submitted for the issuance of a building permit.
40. The project shall comply with the current City/Pleasanton Garbage Service recycling and composting programs.
41. A final subdivision map shall be required to re-subdivide the properties into 31 lots. With the final map, the project developer shall record Conditions, Covenants and Restrictions (CC&R's) at the time of recordation of the final map which shall create a homeowners association (HOA) or maintenance association for the development. The HOA or maintenance association shall be responsible for the maintenance of all stormwater treatment measures and the Cameron Avenue landscaping between the sidewalk and street curb. The buildings, driveways, landscape, and lot-specific drainage shall be the responsibility of the individual lot owner. The CC&R's shall be subject to the review and approval of the City Attorney prior to recordation of the final map. The City shall be granted the rights and remedies of the association, but not the obligation, to enforce the maintenance responsibilities of the association.
42. The project developer shall provide to the buyers of the houses covered by this approval, photovoltaic systems as an option. With the building permit plan set, the project developer shall show the installations for each of the buildings covered by this approval to the satisfaction of the Director of Community Development before issuance of a building permit.
43. The project developer shall implement the following Best Management Practices with the design and construction of the homes on Lot 2 and Lots 4 through 31:
 - a. Incorporate as feasible resource efficient landscaping, energy efficient hot water distribution systems, high efficiency toilets and other low flow plumbing fixtures, high efficiency heating/cooling systems, pre-plumbing for solar water heating, install conduit for photovoltaic systems, etc.
 - b. Incorporate energy efficient appliances and systems that meet Energy Star standards,
 - c. Incorporate "heat island" treatments that include cool roofs, cool pavements, and/or strategically placed shade trees.

These Best Management Practices shall be shown on the building permit plans to the satisfaction of the Director of Community Development.

44. The Director of Community Development shall review the appropriateness of red curbs and parking on Cameron Avenue with the Tentative Subdivision Map subject to the review and approval by the Planning Commission.
45. The applicant shall construct only the Plan 3D model shown below on Lot 11.



PLAN 3D-FRENCH COTTAGE

46. Thirty days before grading begins, the project developer shall have the site surveyed by a licensed biological consultant for the presence of burrowing owls, nesting raptors, Canadian geese, and other protected species. The biological consultant shall submit its written finding to the Director of Community Development before grading begins. If, however, these species are present, the project developer shall not begin grading and shall submit a mitigation plan to the Director of Community Development for implementation before grading begins.

SPECIAL CONDITIONS OF APPROVAL **Fire**

47. The dwelling units covered by this approval shall be equipped with an automatic fire sprinkler system. Plans and specifications for the automatic fire sprinkler system shall be submitted to the Building and Safety Division for review and approval prior to installation. The fire alarm system, including water flow and valve tamper, shall have plans and specifications submitted to Fire Prevention for review and approval prior to installation. All required inspections and witnessing of tests shall be completed prior to final inspection and occupancy of the dwelling units.

STANDARD CONDITIONS OF APPROVAL **Community Development Department**

48. The project developer shall obtain a Building Permit from the Building Department for the structures covered by this approval and any other applicable City permits for the project prior to the commencement of any construction.
49. The project developer shall submit a refundable cash bond for hazard and erosion control. The amount of this bond will be determined by the Director of Community Development. The cash bond will be retained by the City until all the permanent

landscaping is installed for the development, including individual lots, unless otherwise approved by the department.

50. The project developer shall submit a written dust control plan or procedure as part of the improvement plans.
51. The permit plan check package will be accepted for submittal only after the ordinance approving the PUD development plan becomes effective, unless the project developer submits a signed statement acknowledging that the plan check fees may be forfeited in the event that the ordinance is overturned or that the design is significantly changed. In no case will a permit be issued prior to the effective date of the ordinance.
52. The project developer shall pay any and all fees to which the property may be subject prior to issuance of permits. The type and amount of the fees shall be those in effect at the time the permit is issued.
53. If any prehistoric or historic artifacts, or other indication of cultural resources are found once the project construction is underway, all work must stop within 20 meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find prior to resuming groundbreaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of Appendix K of the State CEQA Guidelines. In the event of discovery or recognition of any human remains in any on-site location, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County coroner has determined, in accordance with any law concerning investigation of the circumstances, the manner and cause of death and has made recommendations concerning treatment and dispositions of the human remains to the person responsible for the excavation, or to his/her authorized representative. A similar note shall appear on the improvement plans.
54. All existing wells on the site shall be removed or sealed, filled and abandoned pursuant to Alameda County Ordinance 73-68, except Lot and Lot 3, prior to the start of grading operations. Wells shall be destroyed in accordance with the procedures outlined on the permit obtained from Zone 7. Zone 7 may request the developer/subdivider to retain specific wells for monitoring the ground water. The developer/subdivider shall notify the City of Zone 7's desire to retain any well and make provisions to save the well. Additionally, the developer/subdivider may request special approval for temporary use of an existing well for construction water or a more permanent use such as non potable outdoor landscaping. The developer/subdivider shall make such request in writing to the City Engineer.

STANDARD CONDITIONS OF APPROVAL Planning

55. The proposed development shall be in substantial conformance to Exhibit B, dated "Received, October 14, 2011 and August 26, 2011" including Site Development Plan, Preliminary Grading and Utility Plan, Landscape Plans, Building Floor Plans and Elevations, and Color Samples", on file with the Planning Division, except as modified by these conditions. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development.

56. The PUD development plan modification approval shall lapse two years from the effective date of this ordinance unless a tentative or parcel map, as applicable, is approved. If a tentative or parcel map is approved, the PUD development plan modification approval shall lapse when the tentative map or parcel map approval expires. If a final map is recorded before the tentative map or parcel map expires, then the PUD development plan modification approval shall not lapse.
57. To the extent permitted by law, the project developer shall defend (with counsel reasonably acceptable to the City), indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents from and against any claim (including claims for attorney's fees), action, or proceeding brought by a third party against the indemnified parties and the project developer to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorneys fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.
58. The project developer shall work with the Pleasanton Unified School District (PUSD) to develop a program to off-set this project's long-term effect on school facility needs in Pleasanton in addition to the school impact fees required by State law. This program shall be designed to fund school facilities necessary to offset this project's reasonably related effect on the long-term need for expanded school facilities. The method and manner for the provision of these funds and/or facilities shall be approved by the PUSD and in place prior to issuance of building permit. Written proof of compliance with this condition shall be provided by the project developer to the City, on a form generated by the PUSD, prior to building permit issuance. In no event shall construction commence unless the above method and manner for the provision of these funds and/or facilities has been agreed to by the project developer and PUSD.
59. Prior to building permit submittal, a list of the green building measures used in the design of the units covered by this approval shall be provided to the Planning Division for the review and approval by the Director of Community Development.
- The green building measures shall be shown on one of the first two pages of the plans submitted for issuance of a building permit. **Each point identified shall have a notation indicating the sheet the point can be found, and each sheet shall note where the point is located.** All proposed green building measures shall be shown throughout the plan set, as appropriate, as determined by the Director of Community Development.
- A special inspection by the Planning Division shall be coordinated with regards to landscaping, irrigation, and exterior materials. All of the green building measures indicated on the approved checklist shall be inspected and approved by either the City of Pleasanton, a third party rater, or the project developer shall provide written verification by the project engineer, architect, landscape architect, or designer.
60. All conditions of approval shall be attached to all permit plan sets submitted for review and approval, whether stapled to the plans or located on a separate plan sheet.
61. Planning Division approval is required before any changes are implemented in site design, grading, house design, house colors or materials, green building measures, landscape material, etc.

62. Prior to occupancy, the landscape architect or landscape designer shall certify in writing to the Director of Community Development that the landscaping has been installed in accordance with the approved landscape and irrigation plans with respect to size, number, and species of plants and overall design concept.
63. The developer and future homeowners are encouraged to use reclaimed gray water, rain water, etc., for landscape irrigation. If used, the details shall be shown on the permit plan set to the satisfaction of the Director of Community Development before issuance of a building permit.
64. The developer and future homeowners are encouraged to use best management practices for the use of pesticides and herbicides.
65. The project developer shall comply with the recommendations of the tree report prepared by dated "Received May 27, 2010". No tree trimming or pruning other than that specified in the tree report shall occur. The project developer shall arrange for the horticultural consultant to conduct a field inspection prior to issuance of City permits to ensure that all recommendations have been properly implemented. The consultant shall certify in writing that such recommendations have been followed.
66. The project developer shall post cash, letter of credit, or other security satisfactory to the Director of Community Development in the amount of \$5,000 for each tree required to be preserved, up to a maximum of \$25,000. This cash bond or security shall be retained for one year following acceptance of public improvements or completion of construction, whichever is later, and shall be forfeited if the trees are destroyed or substantially damaged. No trees shall be removed other than those specifically designated for removal on the approved plans or tree report.
67. The approved building materials and colors shall be stated on the plans submitted for issuance of building permits.
68. Campers, trailers, motor homes, or any other similar vehicle are not allowed on the construction site except when needed as sleeping quarters for a security guard.
69. A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.
70. Portable toilets used during construction shall be kept as far as possible from existing residences and shall be emptied on a regular basis as necessary to prevent odor.
71. The project developer shall install street frontage improvements along Cameron Avenue and Street "A" per Chapter 19.40.010 of the Pleasanton Municipal Code and to the satisfaction of the City Engineer. These improvements shall include, but are not necessarily limited to, grading, curb and gutter, sidewalk, paving, storm drain, sanitary sewer, water facilities, street lighting, underground utilities, traffic control devices, landscaping, and automatic irrigation systems.
72. The water and gravity sanitary sewer mains serving this development shall be public and maintained by the City. There shall be individual sanitary sewer and water laterals to each dwelling unit. There shall be a two-way cleanout on the gravity sanitary sewer lateral located at the back of the PSE.

73. The project developer shall post with the City prior to approval of final subdivision map, an additional performance bond for all subdivision improvements that are not to be accepted by the City of Pleasanton.
74. All subdrains shall have cleanout installed at the beginning of the pipe. The bottom of the pipe shall terminate in a storm drain or other storm drain outfall, subject to the approval of the City Engineer. The project developer shall submit a final subdrain location map to the City Engineer prior to acceptance of the Public Improvements. It shall be the responsibility of the homeowner to relocate the subdrains, if during the excavation of a pool or other subsurface structure the subdrains are encountered. All owners within the subdivision shall receive notice of the presence of these subdrains. The City Attorney shall review and approve the notice prior to the recordation of the final subdivision map.

STANDARD CONDITIONS OF APPROVAL
Landscaping

Landscaping Requirements:

75. The project developer shall provide root control barriers and four inch perforated pipes for parking lot trees, street trees, and trees in planting areas less than ten feet in width, as determined necessary by the Director of Community Development at the time of review of the final landscape plans.
76. For purposes of erosion control, the project developer shall plant a hydroseed mixture that has been designed by the project Landscape Architect. The hydroseed mixture shall be specified on the building permit plans for review and approval by the Director of Community Development and shall be maintained by the project developer until such time as permanent landscaping is in place.

Tree Requirements

77. The project developer shall comply with the recommendations of the tree report prepared by HortScience dated August, 2011. The project developer shall arrange for the horticultural consultant to conduct a field inspection prior to issuance of grading permits to ensure that all recommendations have been properly implemented. The consultant shall certify in writing that such recommendations have been followed.
78. No trees shall be removed other than those specifically designated for removal on the tree report. The project developer shall post cash, letter of credit, or other security satisfactory to the Planning Division in the amount of \$5,000 for each tree required-to-be-preserved, up to a maximum of \$25,000. This cash bond or security shall be retained for one year following acceptance of public improvements or completion of construction, whichever is later, and shall be forfeited if the trees are destroyed or substantially damaged.
79. The project developer shall contribute \$1,900 to the City's Urban Forestry fund for the removal of Tree #201, a 35-inch diameter Monterey pine and Tree #312, an 18-inch diameter Mexican fan palm before issuance of a grading permit. The Urban Forestry Fund is used to plant new trees in the City as well as conservation, promotion, and

public education in regard to Pleasanton's street trees, park trees, and trees on private property. No contribution is required for the removal of the walnut trees.

80. The following statements shall be printed on to the site, grading, and landscape plans where applicable to the satisfaction of the Director of Community Development prior to issuance of a building permit:
- a. No existing tree to be saved may be trimmed or pruned without prior approval by the Community Development Director.
 - b. No equipment may be stored within or beneath the driplines of the existing trees to be saved.
 - c. No oil, gasoline, chemicals, or other harmful materials shall be deposited or disposed within the dripline of the trees to be saved or in drainage channels, swales, or areas that may lead to the dripline.
 - d. No stockpiling/storage of fill, etc., shall take place underneath or within five feet of the dripline of the existing trees to be saved.

STANDARD CONDITIONS OF APPROVAL Building

81. All retaining walls higher than four feet from the top of the wall to the bottom of the footway shall be constructed of reinforced concrete, masonry, or other material as approved by the Director of Community Development, or shall be an approved crib wall type. Calculations signed by a registered civil engineer shall accompany the wall plans.
82. At the time of building permit plan submittal, the project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures to prevent stormwater runoff onto adjoining properties.
83. Prior to issuance of building or demolition permits, the project developer shall submit a waste management plan to the Building and Safety Division. The plan shall include the estimated composition and quantities of waste to be generated and how the project developer intends to recycle at least 75 percent of the total job site construction and demolition waste measured by weight or volume. Proof of compliance shall be provided to the Chief Building Official prior to final inspection. During demolition and construction, the project developer shall mark all trash disposal bins "trash materials only" and all recycle bins "recycling materials only." The project developer shall contact Pleasanton Garbage Service for the disposal of all waste from the site.
84. The project developer shall submit plot plans for each of the residential lots showing building setbacks and a topographic plan showing grading and drainage. Pad elevations, finish floor elevations, retaining walls, easements, and maximum height of the highest structure are to be indicated on the plan.
85. Unless otherwise required and/or permitted, the project developer shall submit two copies of the site soils report to the Chief Building Official for third party peer review and shall pay for such review at the time specified by the Building Official, but in all cases before the issuance of a grading permit.

86. The project developer shall submit record tract grading plans showing:
 - a. The elevation of all four corners of the lot as well as the center of the lot.
 - b. All top and toe of slope elevations.
 - c. Top and toe of all retaining wall elevations.
87. The record-grading plan for each lot is to be submitted to the Chief Building Official before the first house final.
88. The soils engineer shall certify the pad compactions of all lots containing fill to the satisfaction of the Chief Building Official prior to the issuance of building permits.

STANDARD CONDITIONS OF APPROVAL
Engineering

89. A "Conditions of Approval" checklist shall be completed and attached to all plan checks submitted for approval indicating that all conditions have been satisfied.
90. The project developer shall dedicate to the City for street right-of-way purposes those parcels of land intended to be public streets.
91. The project developer shall arrange and pay for a geotechnical consultant to inspect and approve all foundation, retaining, and wall and drainage geotechnical aspects of project construction. The consultant shall be present on site during grading and excavation operations. The results of the inspections and the as-built conditions of the project shall be certified in writing by the geotechnical consultant for conformance to the approved plans and geotechnical report and submitted to the City Engineer and/or the Director of Building Inspection as applicable for review and approval prior to occupancy.
92. The project developer shall comply with the recommendations of the project's geotechnical consultant. The project developer's geotechnical consultant shall review and approve all foundation, retaining wall, and drainage geotechnical aspects of the final development plans to ensure that the recommendations have been properly incorporated into the development. The consultant shall certify by writing on the plans or as otherwise acceptable to the City Engineer that the final development plan is in conformance with the geotechnical report approved with the project.
93. The project developer shall arrange and pay for the geotechnical consultant to inspect and approve all foundation, retaining, and wall and drainage geotechnical aspects of project construction. The consultant shall be present on site during grading and excavation operations. The results of the inspections and the as-built conditions of the project shall be certified in writing by the geotechnical consultant for conformance to the approved plans and geotechnical report and submitted to the City Engineer for review and approval prior to occupancy.
94. The project developer shall grant an easement to the City over those parcels needed for public service easements (P.S.E.) and which are approved by the City Engineer, or other easements, which may be designated by the City Engineer.
95. The haul route for all materials to and from this development shall be approved by the City Engineer prior to the issuance of a permit.

96. All dry utilities (electric power distribution, gas distribution, communication service, Cable television, street lights and any required alarm systems) required to serve existing or new development shall be installed underground in conduit or in a joint utility trench.
97. Any damage to existing street improvements during construction on the subject property shall be repaired to the satisfaction of the City Engineer at full expense to the project developer. This shall include slurry seal, overlay, or street reconstruction if deemed warranted by the City Engineer.
98. This approval does not guarantee the availability of sufficient water and/or sewer capacity to serve the project.
99. The tentative map shall contain a brief legal description of any parcel being re-subdivided, a statement of lot and total acreage, and a statement referencing any separate documents required to be recorded with the map.
100. There shall be no direct roof leaders connected to the street gutter, unless otherwise approved by the City Engineer and by the Director of Community Development.
101. The project developer and/or the project developer's contractor(s) shall obtain an encroachment permit from the City Engineer prior to moving any construction equipment onto the site.
102. The project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and drainage control measures, including concrete-lined V-ditches, to protect all cut and fill slopes from surface water overflow. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of a subdivision grading permit.
103. The project developer shall include erosion control measures on the final grading plan, subject to the approval of the City Engineer. The project developer is responsible for ensuring that the contractor is aware of such measures. All cut and fill slopes shall be re-vegetated and stabilized as soon as possible after completion of grading, in no case later than October 15. No grading shall occur between October 15 and April 15 unless approved erosion control measures are in place, subject to the approval of the City Engineer. Such measures shall be maintained until such time as permanent landscaping is in place.
104. Storm drainage swales, gutters, inlets, outfalls, and channels not within the area of a dedicated public street approved by the City Engineer shall be privately maintained by the property owners or through an association approved by the City.
105. The project developer shall be responsible for the installation of the lighting system serving the development. The lights shall be LED units. The lighting system design shall conform to the Illuminating Engineering Society (IES). Approval for the number, location, and type of electroliers shall be subject to the review and approval of the City Engineer.
106. All retaining walls and monument signs along the street shall be placed behind the Public Service Easement (PSE), unless otherwise approved by the City Engineer.

107. A water meter shall be provided to each lot of record within the development unless otherwise approved by the City Engineer.
108. A sanitary sewer lateral with two-way cleanout (located at the back of the sidewalk or curb, whichever is applicable) shall be provided to each lot of record within the development unless otherwise approved by the City Engineer.
109. The in-lieu park dedication fees shall be paid to the City prior to approval of the final subdivision map, at the rate then in effect, for the total number of buildable lots, unless this requirement has been otherwise satisfied.
110. The project developer's title company shall record the final map, CC&R's, Storm Water Operations and Maintenance Agreement, any grant deeds or easements, and any other required documents concurrently with the Alameda County Recorder's Office. After the recording of these documents the City shall be provided with a legible recorded copy.

STANDARD CONDITIONS OF APPROVAL

Fire

111. The Fire Chief and the City Engineer shall approve the number, type, and location of all public fire hydrants.
112. All curbs located with a seven-foot, six-inch radius of a public/private fire hydrant shall be painted red, unless, modified by the Fire Chief. Blue street "hydrant markers" shall be installed for all fire hydrants per City of Pleasanton Standard Specifications.
113. The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.
114. Prior to any construction framing, the project developer shall provide adequate fire protection facilities, including, but not limited to a water supply and water flow in conformance to the City's Fire Department Standards able to suppress a major fire.
115. All fire sprinkler system water flow and control valves shall be complete and serviceable prior to final inspection. Prior to the occupancy of a building having a fire alarm system, the Fire Department shall test and witness the operation of the fire alarm system.
116. The Fire Prevention Bureau reviews building/civil drawings for conceptual on-site fire mains and fire hydrant locations only. Plan check comments and approvals DO NOT INCLUDE:
 - Installation of the on-site fire mains and fire hydrants. Specific installation drawings submitted by the licensed underground fire protection contractor shall be submitted to the Fire Prevention Bureau for approval.
 - Backflow prevention or connections to the public water mains.
117. The following items will be provided prior to any construction above the foundation or slab. NOTE: Periodic inspections will be made for compliance.
 - a. Emergency vehicle access will be required to be provided to the site (tract), including the area where construction is occurring.

- b. Emergency vehicle access shall be a minimum of 20 feet in clear width. A clear height free of obstructions (power, cable, telephone lines, tree limbs, etc.) is required. This clearance shall be a minimum of 13 feet-6 inches. Inside turning radius of 45 feet and outside turning radius of 55 feet shall be provided.
- c. The carrying capacity of the access route(s) shall be 69,000 pounds under all weather conditions.
- d. Designated construction material storage and construction worker parking shall not obstruct the emergency vehicle access route(s).

CODE REQUIREMENTS

Planning

(Applicants/Developers are responsible for complying with all applicable Federal, State and City codes and regulations regardless of whether or not the requirements are part of this list. The following items are provided for the purpose of highlighting key requirements.)

- 118. The project shall meet all requirements of the City's Growth Management Program, as determined by the Director of Community Development.

CODE REQUIREMENTS

Building

(Applicants/Developers are responsible for complying with all applicable Federal, State and City codes and regulations regardless of whether or not the requirements are part of this list. The following items are provided for the purpose of highlighting key requirements.)

- 119. The project developer shall post address numerals on the building so as to be plainly visible from all adjoining streets or driveways during both daylight and night time hours.
- 120. The building covered by this approval shall be designed and constructed to meet Title 24 state energy requirements.
- 121. All building and/or structural plans must comply with all codes and ordinances in effect before the Building Division will issue permits.

CODE REQUIREMENTS

Fire

(Applicants/Developers are responsible for complying with all applicable Federal, State and City codes and regulations regardless of whether or not the requirements are part of this list. The following items are provided for the purpose of highlighting key requirements.)

- 122. All construction shall conform to the requirements of the California Fire Code currently in effect, and City of Pleasanton Ordinance 2015. All required permits shall be obtained.
- 123. Underground fire mains, fire hydrants, and control valves shall be installed in conformance with the most recently adopted edition of NFPA Pamphlet 24, "Outside Protection."
 - The underground pipeline contractor shall submit a minimum of three (3) sets of installation drawings to the Fire Department, Fire Prevention Bureau. The plans shall have the contractor's wet stamp indicating the California contractor license

type, license number and must be signed. No underground pipeline inspections will be conducted prior to issuance of approved plans.

- All underground fire protection work shall require a California contractor's license type as follows: C-16, C-34, C-36 or A.
- All field-testing and inspection of piping joints shall be conducted prior to covering of any pipeline.

124. All buildings undergoing construction, alteration or demolition shall comply with Chapter 14 (2010 California Fire Code) pertaining to the use of any hazardous materials, flame-producing devices, asphalt/tar kettles, etc.

125. Dead-end fire service water mains shall not exceed 500 feet in length and/or have more than five Fire Department appliances* shall be looped around the site or building and have a minimum of two points of water supply or street connection. Zone valves shall be installed as recommended under NFPA, Pamphlet 24 and the Fire Marshal.

* Note: Fire Department appliances are classified as fire sprinkler system risers, fire hydrants, and/or standpipes.

126. The building(s) covered by this approval shall conform to the requirements of the California Building Code currently in effect, California Fire Code currently in effect, and City of Pleasanton Ordinance #2015. If required, plans and specifications for the automatic fire sprinkler system shall be submitted to the Livermore-Pleasanton Fire Department for review and approval prior to installation. The fire alarm system, including water flow and valve tamper, shall have plans and specifications submitted to Fire Prevention for review and approval prior to installation. All required inspections and witnessing of tests shall be completed prior to final inspection and occupancy of the building(s).

STANDARD URBAN STORMWATER CONDITIONS OF APPROVAL

The project shall comply with the California Regional Water Quality Control Board, San Francisco Bay Region, Municipal Regional Stormwater NPDES Permit, Order R2-2009-0074, NPDES Permit No. CAS612008, October 14, 2009:

(http://www.waterboards.ca.gov/sanfranciscobay/board_info/agendas/2003/february/02-19-03-12finalto.doc);

and:

(http://www.waterboards.ca.gov/sanfranciscobay/board_info/agendas/2007/march/alameda%20final%20order%20r2-2007-0025.pdf)

The project shall also comply with the "Construction General Permit" by the California Regional Water Quality Control Board, San Francisco Bay Region:

(http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml)

Design Requirements

127. The Permit design requirements include, but are not limited to, the following:
- a) Source control, sight design measures, and design and implementation of stormwater treatment measures are required when commercial, industrial, or residential development creates and replaces 10,000 square feet or more of impervious surface, including roof area, streets, and sidewalk.
 - b) Hydro-modification standards are required when a new development or redevelopment project creates and replaces total impervious area of one acre or more.
 - c) The Permit requires a proactive Diazinon pollutant reduction plan (aka Pesticide Plan) to reduce or substitute pesticide use with less toxic alternatives.
 - d) The Permit requires complying with the Copper Pollutant Reduction Plan and the Mercury Pollutant Reduction Plan.
128. The following requirements shall be incorporated into the project:
- a) The project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures including bio-swales. Irrigated bio-swales shall be redesigned as needed to the satisfaction of the City Engineer to optimize the amount of the stormwater running off the paved surface that enters the bio-swale at its most upstream end. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of any building permits.
 - b) The project developer shall submit sizing design criteria to treat stormwater runoff at the time of improvement plan submittal and an updated detailed copy of calculations with subsequent submittals.
 - c) Landscaping shall be designed to minimize irrigation and runoff, promote surface infiltration where appropriate and acceptable to the project soils engineer, and minimize the use of fertilizers and pesticides that can contribute to stormwater pollution.
 - Structures shall be designed to prohibit the occurrence and entry of pests into buildings, thus minimizing the need for pesticides.
 - Where feasible, landscaping shall be designed and operated to treat stormwater runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to water shall be specified. Soil shall be amended as required. (See planting guideline by Alameda County Clean Water Program.)
 - Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency, and plant interactions to ensure successful establishment.
 - Landscaping shall also comply with City of Pleasanton ordinances and policies regarding water conservation.
 - d) Roof drains shall discharge and drain away from the building foundation.

Construction Requirements

The Construction General Permit's construction requirements include, but are not limited to, the following:

Construction activities (including other land-disturbing activities) that disturb one acre or more (including smaller sites that are part of a larger common plan of development) are regulated under the NPDES stormwater program. Operators of regulated construction sites are required to develop and implement stormwater pollution prevention plans and to obtain a construction general permit (NOI) from the State Water Resources Control Board to discharge stormwater.

http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/finalconstpermit.pdf

Stormwater

129. The project developer shall submit a Stormwater Pollution Prevention Plan (SWPPP) for review by the City Engineer/Chief Building Official prior to issuance of building or engineering permits. A reviewed copy of the SWPPP shall be available at the project site until engineering and building permits have been signed off by the inspection departments and all work is complete. A site specific SWPPP must be combined with proper and timely installation of the BMPs, thorough and frequent inspections, maintenance, and documentation. Failure to comply with the reviewed construction SWPPP may result in the issuance of correction notices, citations or stop work orders.
130. The amendments to the SWPPP and all the inspection forms shall be completed and available at the site for inspection by the city, county, or state staff.
131. The project developer is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure, shall be included in the SWPPP and implemented as approved by the City.
 - a) The project developer shall include erosion control/stormwater quality measures on the final grading plan which shall specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydroseeding, hay bales, sandbags, and siltation fences and are subject to the review and approval of the City Engineer/Chief Building Official. If no grading plan is required, necessary erosion control/stormwater quality measures shall be shown on the site plan submitted for an on-site permit, subject to the review and approval of the Building and Safety Division. The project developer is responsible for ensuring that the contractor is aware of and implements such measures.
 - b) All graded areas shall be re-vegetated and stabilized after completion of grading, but in no case later than October 15. Hydroseeding shall be accomplished before September 15 and irrigated with a temporary irrigation system to ensure that the grasses are established before October 15. No grading shall occur between October 15 and April 15 unless approved erosion control/stormwater quality measures are in place, subject to the approval of City Engineer/Chief Building Official. Such measures shall be maintained until such time as permanent landscaping is in place.
 - c) Gather all sorted construction debris on a regular basis and place it in the appropriate container for recycling; to be emptied at least on a weekly basis.

When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater runoff pollution.

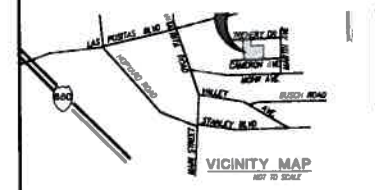
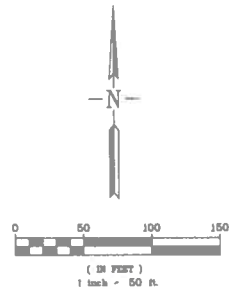
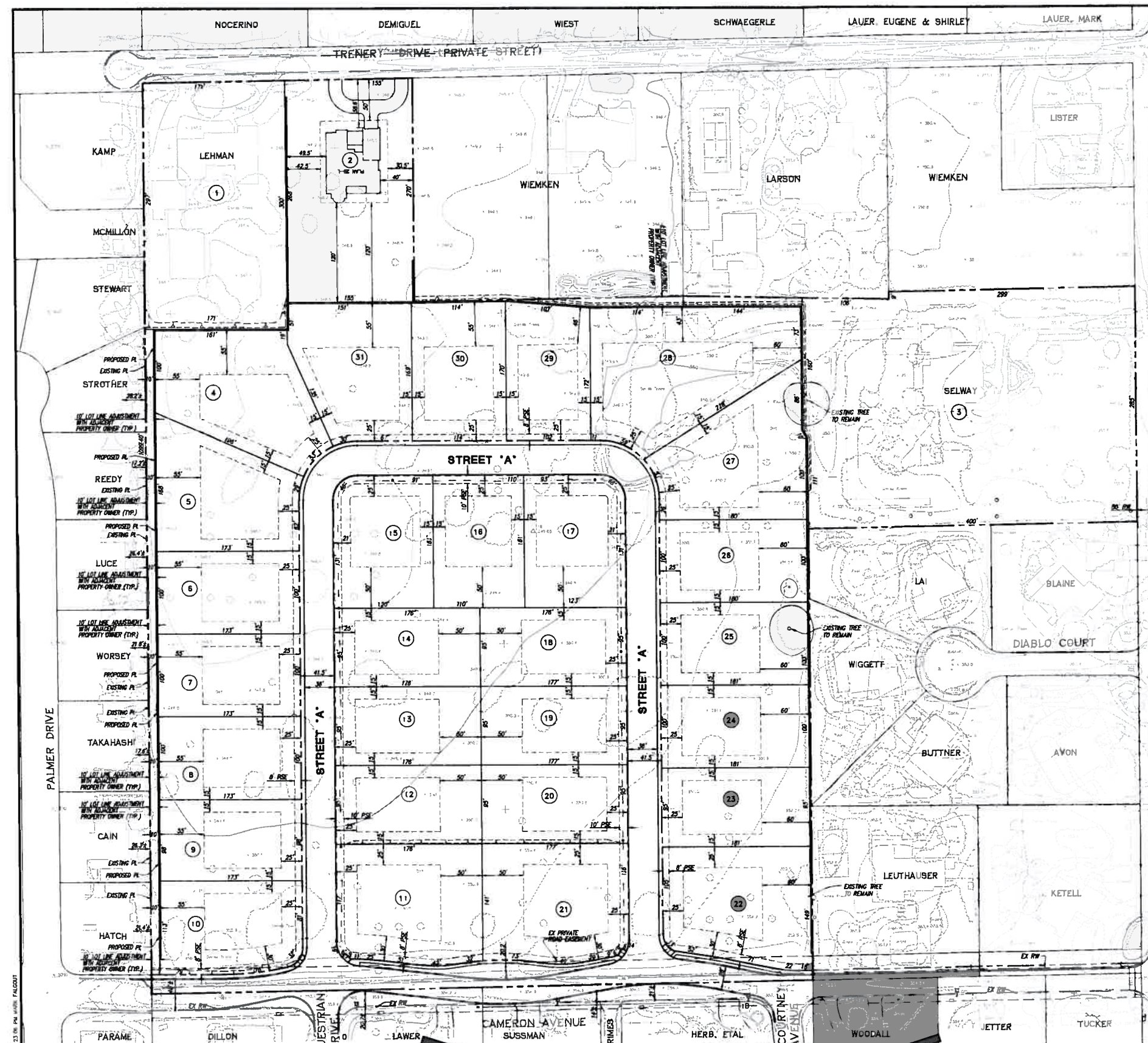
- d) Remove all dirt, gravel, rubbish, refuse, and green waste from the street pavement and storm drains adjoining the site. Limit construction access routes onto the site and place gravel on them. Do not drive vehicles and equipment off paved or graveled areas during wet weather. Broom sweep the street pavement adjoining the project site on a daily basis. Scrape caked-on mud and dirt from these areas before sweeping.
- e) Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
- f) Create a contained and covered area on the site for the storage of cement, paints, oils, fertilizers, pesticides, or other materials used on the site that have the potential of being discharged into the storm drain system through being windblown or in the event of a material spill.
- g) Never clean machinery, equipment, tools, brushes, or rinse containers into a street, gutter, or storm drain.
- h) Ensure that concrete/gunite supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.
- i) **Equipment fueling area:**
Use off-site fueling stations as much as possible. Where on-site fueling occurs, use designated areas away from the storm drainage facility, use secondary containment and spill rags when fueling, discourage "topping off" of fuel tanks, place a stockpile of absorbent material where it will be readily accessible, and check vehicles and equipment regularly for leaking oils and fuels. Dispose rags and absorbent materials promptly and properly.
- j) **Concrete wash area:**
Locate wash out areas away from the storm drains and open ditches, construct a temporary pit large enough to store the liquid and solid waste, clean pit by allowing concrete to set, breaking up the concrete, then recycling or disposing of properly.
- k) **Equipment and vehicle maintenance area:**
Use off-site repair shop as much as possible. For on-site maintenance, use designated areas away from the storm drainage facility. Always use secondary containment and keep stockpile of cleanup materials nearby. Regularly inspect vehicles and equipment for leaks and repair quickly or remove from the project site. Train employees on spill cleanup procedures.

Operation Requirements

The Permit's operation and maintenance requirements include but are not limited to the following: the operation and maintenance of treatment measures including but not limited to bio-swales, lawns, landscaped areas with deep-rooted plants, oil/water separator, Filterra units, etc.; and requires completing, signing, and recording an agreement with Alameda County recorder's office in a format approved by the State and Alameda County.

132. All projects, unless otherwise determined by the City Engineer or Chief Building Official, shall enter into a recorded Stormwater Treatment Measures Inspection and Maintenance Agreement for ongoing maintenance and reporting of required stormwater measures. These measures may include, but are not limited to:
- a) The Homeowners Association shall be responsible for maintaining all private streets, private utilities, and other privately owned common areas and facilities on the site including stormwater treatment measures. These maintenance responsibilities shall include implementing the maintenance plan, which is attached to the Stormwater Treatment Measures Inspection and Maintenance Agreement. This document shall be reviewed by the City Attorney's Office and recorded with the final map.
 - b) On-site storm drain inlets clearly marked and maintained with the words "No Dumping – Drains to Bay."
 - c) Proper maintenance of landscaping, with minimal pesticide and fertilizer use.
 - d) Ensure wastewater from vehicle and equipment washing operations is not discharged to the storm drain system.
 - e) Ensure that no person shall dispose of, nor permit the disposal, directly or indirectly, of vehicle fluids, hazardous materials or rinse water from cleaning tools, equipment or parts into storm drains.
 - f) Clean all on-site stormdrains at least twice a year with one cleaning immediately prior to the rainy season. The City may require additional cleanings.
 - g) Regularly, but not less than once a month, sweep driveways, sidewalks, and paved areas to minimize the accumulation of litter and debris. Corners and hard to reach areas shall be swept manually. Debris from pressure washing shall be trapped and collected to prevent entry into the storm drain system. Wastewater containing any soap, cleaning agent, or degreaser shall not be discharged into the storm drain.
 - h) Vegetated swales with grasses shall be mowed and clippings removed on a regular basis.

{end}



PROJECT TEAM

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PHONE: (925) 465-8900
FAX: (925) 734-9141
- 4. CIVIL ENGINEER: RUCKER-JENSEN-AZAR
4880 CHABOT DRIVE, SUITE 200
PLEASANTON, CA 94588
PHONE: (925) 237-9100
FAX: (925) 237-9300
- 5. ARCHITECTURE: BASSEMAN LADON
2031 ORCHARD DRIVE, SUITE 100
NEWPORT BEACH, CA 92660
PHONE: (949) 533-9100
- 6. LANDSCAPE ARCHITECTURE: RIPLEY DESIGN GROUP, INC.
1615 BONANZA STREET, SUITE 314
WALNUT CREEK, CA 94596
PHONE: (925) 938-7377
- 7. SOILS ENGINEER: TRC
405 CLYDE AVENUE
MOUNTAIN VIEW, CA 94043
PHONE: (925) 967-2385
- 8. TRAFFIC ENGINEER: T&M
4254 HACIENDA DRIVE, SUITE 101
PLEASANTON, CA 94588
PHONE: (925) 463-6390

POD - 50 - 01M

RECEIVED
OCT 14 2011
CITY OF PLEASANTON
PLANNING DIVISION

LEGEND

- | PROPOSED | DESCRIPTION | EXISTING |
|----------|----------------------|----------|
| --- | TRACT BOUNDARY | --- |
| --- | RIGHT OF WAY | --- |
| --- | LOT LINE | --- |
| --- | CENTER LINE | --- |
| --- | RETAINING WALL | --- |
| --- | EASEMENT LINE | --- |
| --- | STORM DRAIN | --- |
| --- | SANITARY SEWER | --- |
| --- | WATER | --- |
| --- | CURB LINE | --- |
| ○ | CATCH BASIN (CB) | ○ |
| ○ | STORM MANHOLE (SOMH) | ○ |
| ○ | SEWER MANHOLE (SSMH) | ○ |
| ○ | FIRE HYDRANT (FH) | ○ |
| ○ | BLOW OFF (BO) | ○ |
| ○ | WATER VALVE (WV) | ○ |
| ○ | STREET LIGHT | ○ |
| ○ | EXISTING TREE | ○ |

ABBREVIATIONS

- AC ASPHALT CONCRETE
- CB CATCH BASIN
- CL CENTER LINE
- DI DRAINAGE INLET
- DRE DRAINAGE RELEASE EASEMENT
- FC FACE OF CURB
- FL FLOW LINE
- FG FINISH GRADE
- FH FIRE HYDRANT
- GB GRADE BREAK
- HP HIGH POINT
- INV INVERT
- LP LOW POINT
- PAV PAYMENT GRADE
- PSDE PRIVATE STORM DRAIN EASEMENT
- PSE PUBLIC SERVICE EASEMENT
- RET RETURN
- RW RIGHT OF WAY
- SL STREET LIGHT
- SDE STORM DRAIN EASEMENT
- SSE SANITARY SEWER EASEMENT
- SWK SIDEWALK
- TC TOP OF CURB
- TPC TOP OF FLUSHED CURB
- TG TOP OF GRATE

LAND USE SUMMARY

LAND USE	LOT #	UNITS	GROSS DEVELOPABLE ACRES	GROSS DENSITY (UNITS/AC)	MINIMUM LOT SIZE (SQ. FT.)
ESTATE LOTS	2, 4-31	29	11.85	-	16,790
LEHMAN LOT	1	1	1.18	-	-
SELWAY LOT	3	1	6.25	-	-
AREA TO BE DEDICATED TO ADJACENT OWNERS	-	-	1.50	-	-
STREETS	-	-	-	-	-
SUMMARY		31	18.47	1.39	

SITE DEVELOPMENT STANDARDS SEE PUD-50-01M

ESTATE LOTS	MINIMUM SETBACK
FRONT YARD	(SEE NOTES)
FRONT BUILDING	25' (NOT ON LOT 11, 21 AND 22)
GARAGE DOOR	25'
SIDE ENTRY GARAGE WALL	25'
SIDE YARD	(SEE NOTES)
BUILDING TO PL	15'
AGGREGATE BETWEEN BUILDINGS	15'
SIDE YARD CORNER LOT	(SEE NOTES)
PERIOD	AS SHOWN ON PLAN
REAR YARD	(MEASURED TO PROPOSED PL)

ACCESSORY STRUCTURES

ACCESSORY STRUCTURE	MINIMUM SETBACK
POOL EQUIPMENT - CLASS I	5' TO SIDE PL
POOL	10' TO REAR PL
ACCESSORY - CLASS I	10' TO REAR PL (MINIMUM 10' SETBACKS > 7')
ACCESSORY - CLASS II	20' TO REAR PL (HABITABLE STRUCTURES)

- NOTES:
- DETACHED SINGLE-FAMILY ACCESSORY STRUCTURE NOT TO EXCEED 400 SQUARE-FOOT.
 - FRONT, SIDE, REAR YARD SETBACKS DO NOT INCLUDE MINOR ARCHITECTURAL PROJECTIONS PER CITY OF PLEASANTON ZONING ORDINANCE UP TO 12 INCHES ALLOWED FOR MINIMUM BUILDING SETBACKS SUBJECT TO ADMINISTRATIVE APPROVAL BY PLANNING DIRECTOR APPROVAL AND UP TO 24 INCHES PER CITY OF PLEASANTON ZONING ORDINANCE. DETACHED ACCESSORY STRUCTURES ARE LIMITED TO A MAXIMUM OF 10 FEET HEIGHT AT EAVE AND IS SUBJECT TO REVIEW PER CITY OF PLEASANTON ZONING ORDINANCE.

**PLANNED UNIT DEVELOPMENT
TRACT 7721 - LEHMAN/SELWAY PROPERTY
SITE DEVELOPMENT PLAN
CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA**



GENERAL NOTES:

1. ALL PLANTING AND IRRIGATION SHALL CONFORM TO THE CITY'S WATER EFFICIENT LANDSCAPE ORDINANCE.
2. DECIDUOUS TREES TO BE INSTALLED ON SOUTH & WEST EXPOSURE.
3. ALL TREES TO BE STAKED PER CITY STANDARDS.
4. ALL PLANTING AREAS TO BE MULCHED TO A MINIMUM 2" DEPTH.

TYPICAL 7'-0" HIGH MASONRY WALL

TYPICAL 6'-0" HIGH "GOOD NEIGHBOR" SIDEYARD FENCE

TYPICAL 6'-0" HIGH "GOOD NEIGHBOR" SIDEYARD FENCE

TYPICAL STREET TREE. REFER TO TREE PALETTE.

TYPICAL 7'-0" HIGH MASONRY WALL

7' ENHANCED PERIMETER WOOD FENCE

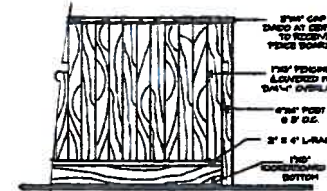
TYPICAL STREET TREE. REFER TO TREE PALETTE

7' ENHANCED PERIMETER WOOD FENCE



7' MASONRY SOUNDWALL

OCCURS AT PROJECT PERMETER AND SHARED PROPERTY LINE OF LOTS 2 AND 31



6'-7" "GOOD NEIGHBOR" FENCE

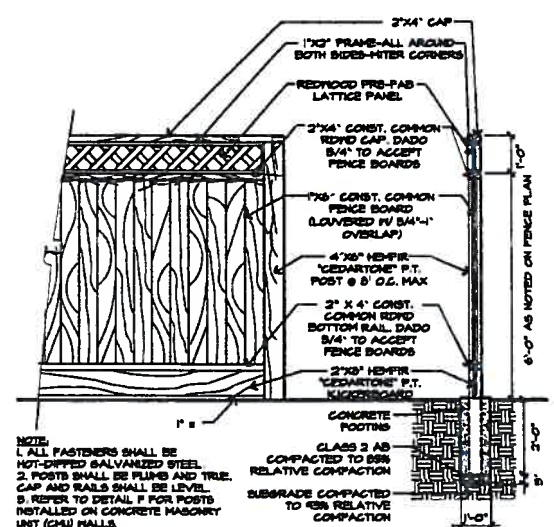
OCCURS AT ALL SHARED LOT PROPERTY LINES AND FRONTAGE FENCES NOT ALONG CAMERON AVE.

TYPICAL 6' "GOOD NEIGHBOR" SIDEYARD FENCE

TYPICAL 7'-0" MASONRY WALL

TYPICAL STREET TREE. REFER TO TREE PALETTE

TYPICAL 6' "GOOD NEIGHBOR" SIDEYARD FENCE

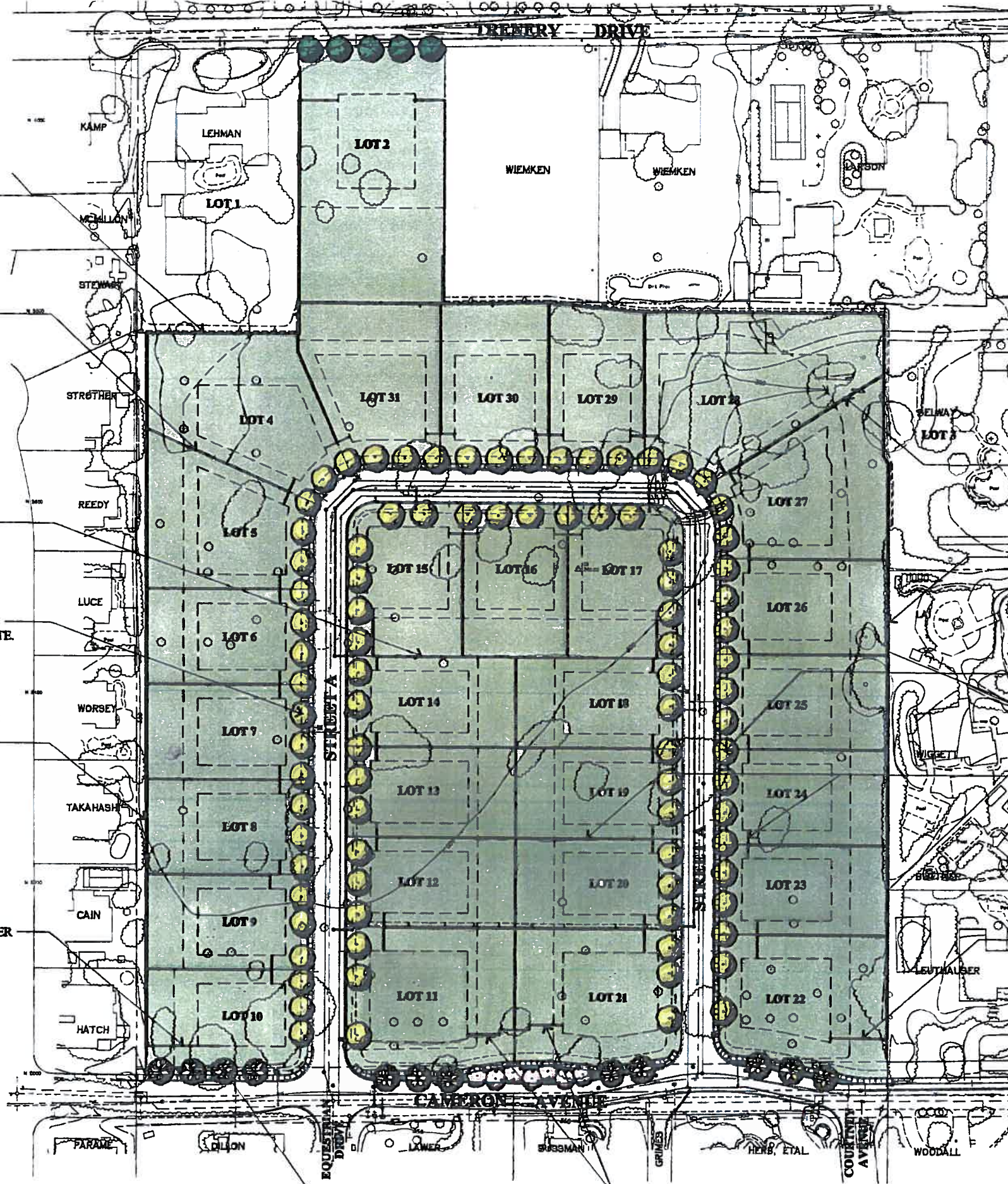
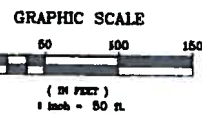


7' "GOOD NEIGHBOR" FENCE WITH 1' LATTICE

OCCURS AT CAMERON AVE. FRONTAGE ONLY

PROPOSED STREET TREE PALETTE

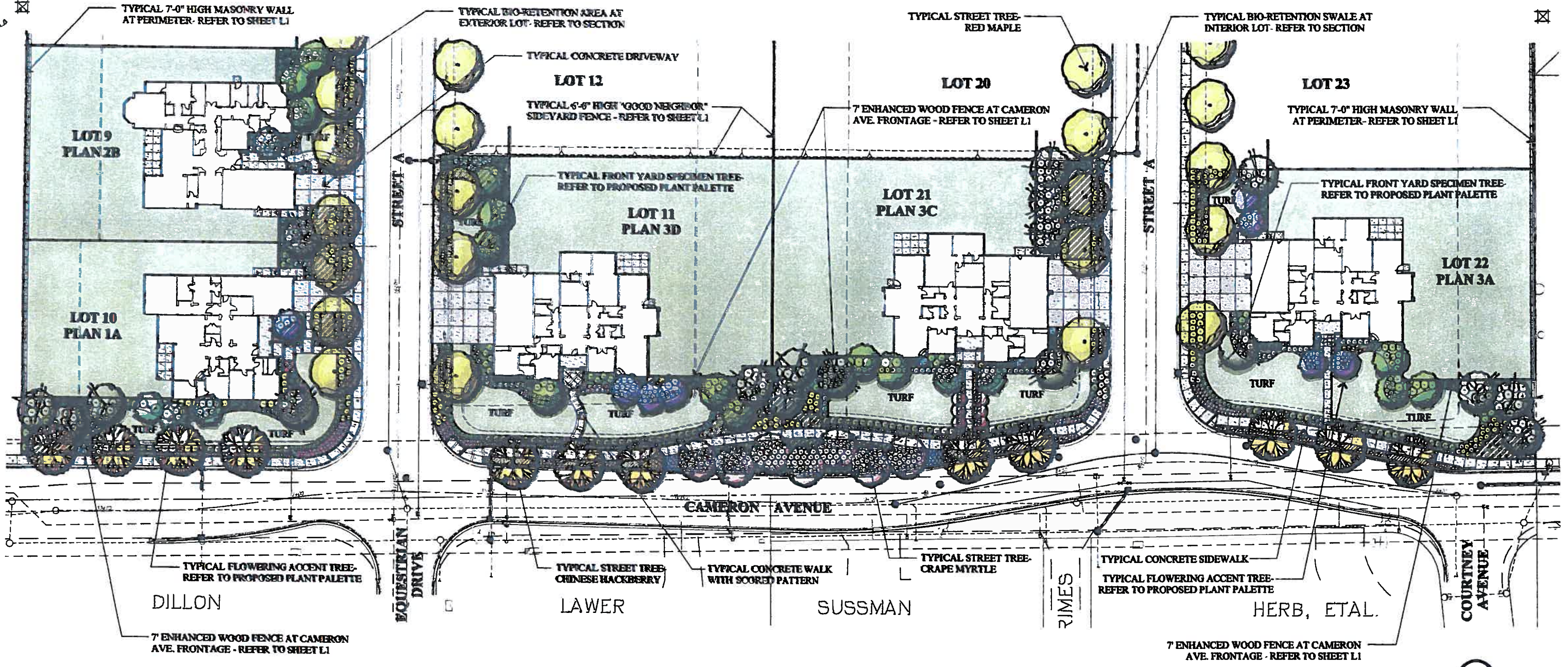
BOTANICAL NAME	COMMON NAME	SIZE
ACER VITURUS SUNSET	RED MAPLE	24" BOX
CELTIS BREVENS	CHINESE HACKBERRY	24" BOX
LARIX PRINCEPIS	GRAPE HORTLE	24" BOX
PIRUS CALLERYANA 'ARISTOCRAT'	ARISTOCRAT PEAR	24" BOX



PRELIMINARY LANDSCAPE SITE PLAN

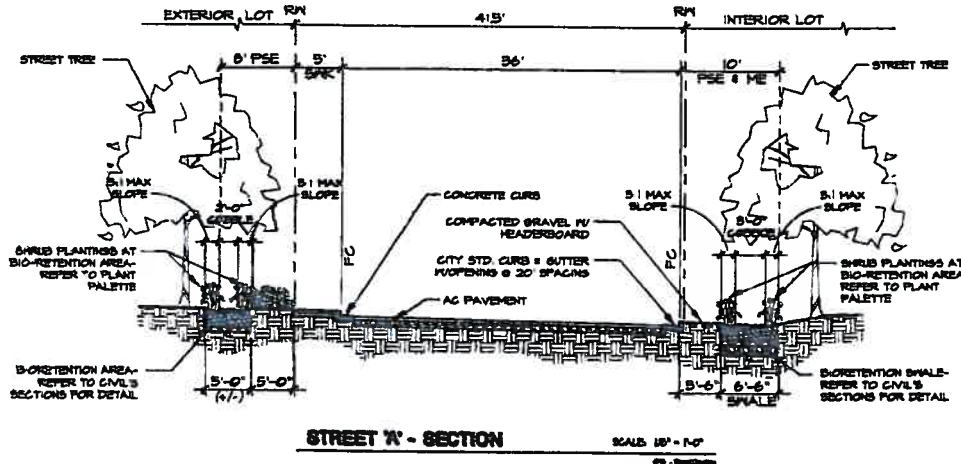
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08.24.11



PROPOSED PLANT PALETTE

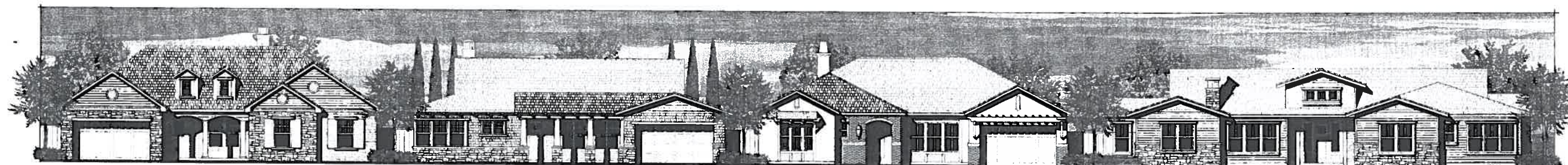
BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME
STREET TREES - 6" (1" GAL) 12" (5" GAL) 18" (10" GAL) 24" (15" GAL) 30" (20" GAL) 36" (25" GAL) 42" (30" GAL) 48" (35" GAL) 54" (40" GAL) 60" (45" GAL) 66" (50" GAL) 72" (55" GAL) 78" (60" GAL) 84" (65" GAL) 90" (70" GAL)					
ACER VITIFOLIA 'SUMMIT' STREET TO	RED MAPLE	CORNUS STOLONIFERA 'SINGAPORE' STREET TO	CHINESE HACKBERRY	QUERCUS CUCURBITA 'CHRYSEAE' STREET TO	CRABAPPLE
QUERCUS CUCURBITA 'CHRYSEAE' STREET TO	CRABAPPLE	QUERCUS CUCURBITA 'CHRYSEAE' STREET TO	CRABAPPLE	QUERCUS CUCURBITA 'CHRYSEAE' STREET TO	CRABAPPLE
FRONT YARD SPECIMEN TREE - 12" (5" GAL) 18" (10" GAL) 24" (15" GAL) 30" (20" GAL) 36" (25" GAL) 42" (30" GAL) 48" (35" GAL) 54" (40" GAL) 60" (45" GAL) 66" (50" GAL) 72" (55" GAL) 78" (60" GAL) 84" (65" GAL) 90" (70" GAL)					
ACER VITIFOLIA 'SUMMIT'	RED MAPLE	QUERCUS CUCURBITA 'CHRYSEAE'	CRABAPPLE	QUERCUS CUCURBITA 'CHRYSEAE'	CRABAPPLE
FRONT YARD SPECIMEN TREE - 12" (5" GAL) 18" (10" GAL) 24" (15" GAL) 30" (20" GAL) 36" (25" GAL) 42" (30" GAL) 48" (35" GAL) 54" (40" GAL) 60" (45" GAL) 66" (50" GAL) 72" (55" GAL) 78" (60" GAL) 84" (65" GAL) 90" (70" GAL)					
ACER VITIFOLIA 'SUMMIT'	RED MAPLE	QUERCUS CUCURBITA 'CHRYSEAE'	CRABAPPLE	QUERCUS CUCURBITA 'CHRYSEAE'	CRABAPPLE
FLOWERING ACCENT TREES - 6" (1" GAL) 12" (5" GAL) 18" (10" GAL) 24" (15" GAL) 30" (20" GAL) 36" (25" GAL) 42" (30" GAL) 48" (35" GAL) 54" (40" GAL) 60" (45" GAL) 66" (50" GAL) 72" (55" GAL) 78" (60" GAL) 84" (65" GAL) 90" (70" GAL)					
ACER VITIFOLIA 'SUMMIT'	RED MAPLE	QUERCUS CUCURBITA 'CHRYSEAE'	CRABAPPLE	QUERCUS CUCURBITA 'CHRYSEAE'	CRABAPPLE
VINES - CAMERON AVE. 6" (1" GAL) 12" (5" GAL) 18" (10" GAL) 24" (15" GAL) 30" (20" GAL) 36" (25" GAL) 42" (30" GAL) 48" (35" GAL) 54" (40" GAL) 60" (45" GAL) 66" (50" GAL) 72" (55" GAL) 78" (60" GAL) 84" (65" GAL) 90" (70" GAL)					
ACER VITIFOLIA 'SUMMIT'	RED MAPLE	QUERCUS CUCURBITA 'CHRYSEAE'	CRABAPPLE	QUERCUS CUCURBITA 'CHRYSEAE'	CRABAPPLE



- GENERAL NOTES:**
- ALL PLANTING AND IRRIGATION SHALL CONFORM TO THE CITY'S WATER EFFICIENT LANDSCAPE ORDINANCE.
 - DECIDUOUS TREES TO BE INSTALLED ON SOUTH & WEST EXPOSURE.
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TYPICAL PRELIMINARY FRONTYARD STREETSCAPE

L2
08.24.11



PLAN 2B-TRADITIONAL

PLAN 1C-CRAFTSMAN

PLAN 1D-FRENCH COTTAGE

PLAN 3A-RANCH

PONDEROSA HOMES

08 11 2011



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PLEASANTON, CALIFORNIA

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PLAN 1A-RANCH-LOT 10

FRONT ELEVATION

SCALE: 1/4" = 1'-0"



LEHMAN SELWAY
PLEASANTON, CALIFORNIA

08.22.2011

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PLAN 1 B - TRADITIONAL

FRONT ELEVATION

LEHMAN SELWAY
PLEASANTON, CALIFORNIA

SCALE: 1/4" = 1'-0"



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PLAN 1 C - CRAFTSMAN

FRONT ELEVATION

LEHMAN SELWAY
PLEASANTON, CALIFORNIA

SCALE: 1/4" = 1'-0"



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PLAN 1 D - FRENCH COTTAGE

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

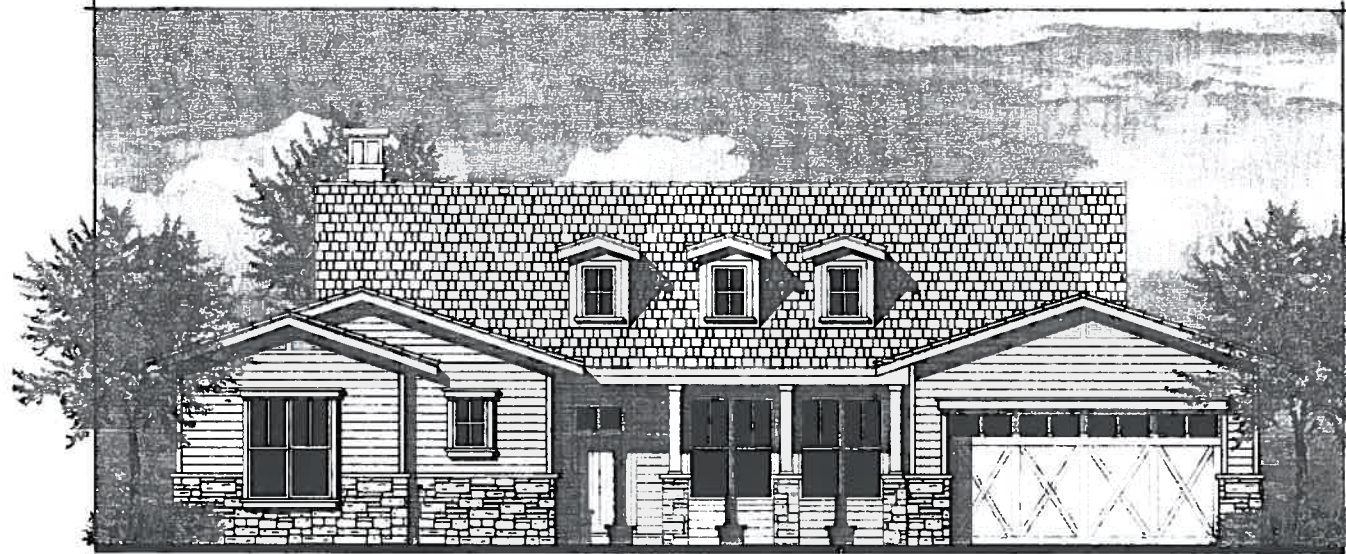


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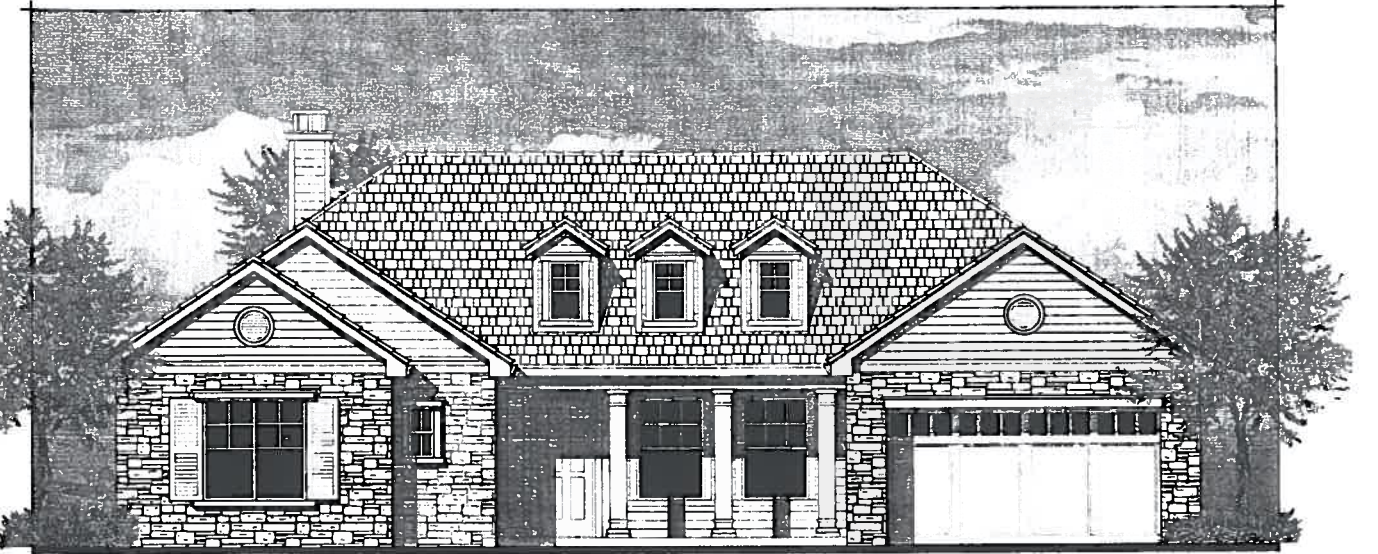
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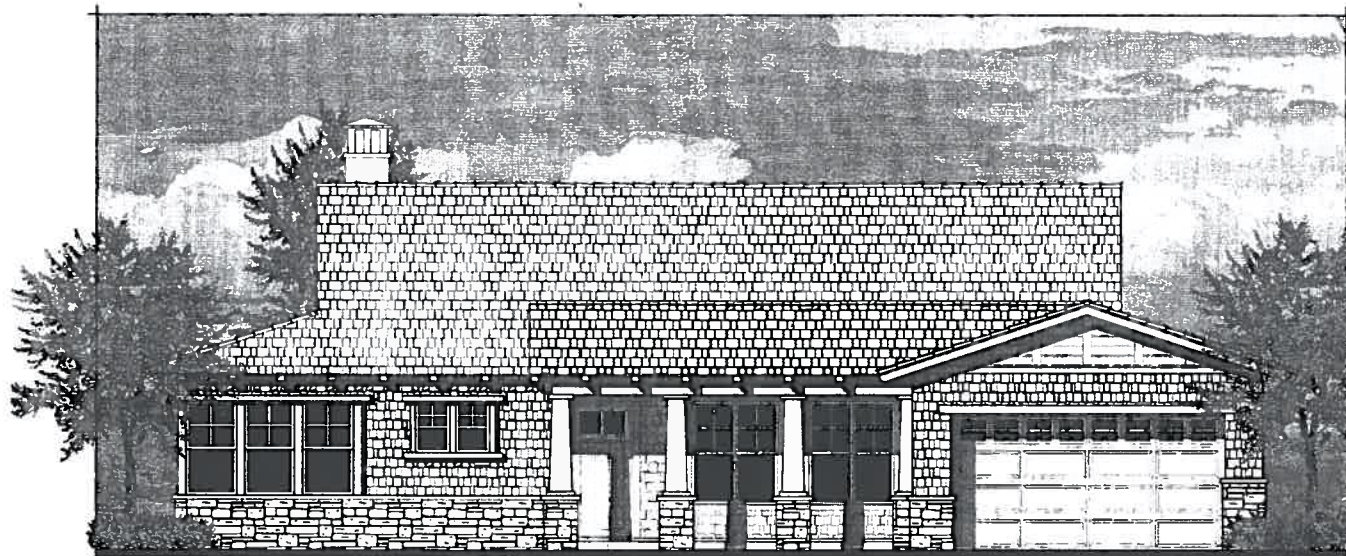
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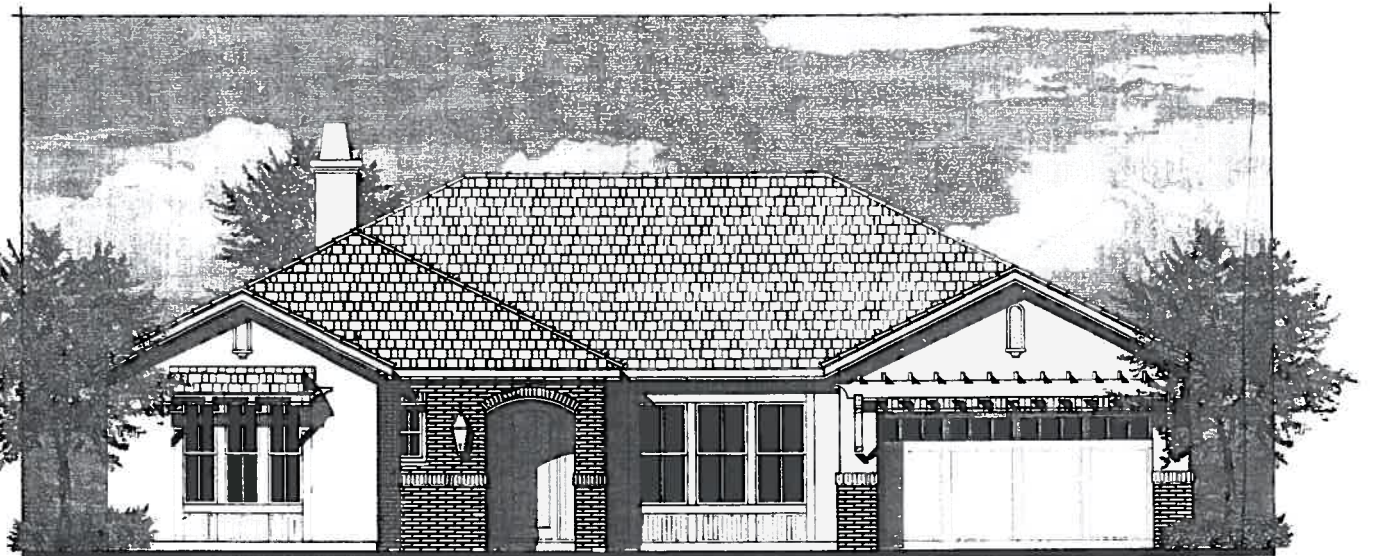
PLAN 1A-RANCH - LOT 10 & AS DETERMINED



PLAN 1B-TRADITIONAL



PLAN 1C-CRAFTSMAN



PLAN 1D-FRENCH COTTAGE

PLAN 1
FRONT ELEVATIONS

A-1

0 3 6 SCALE: 1/4" = 1'-0"

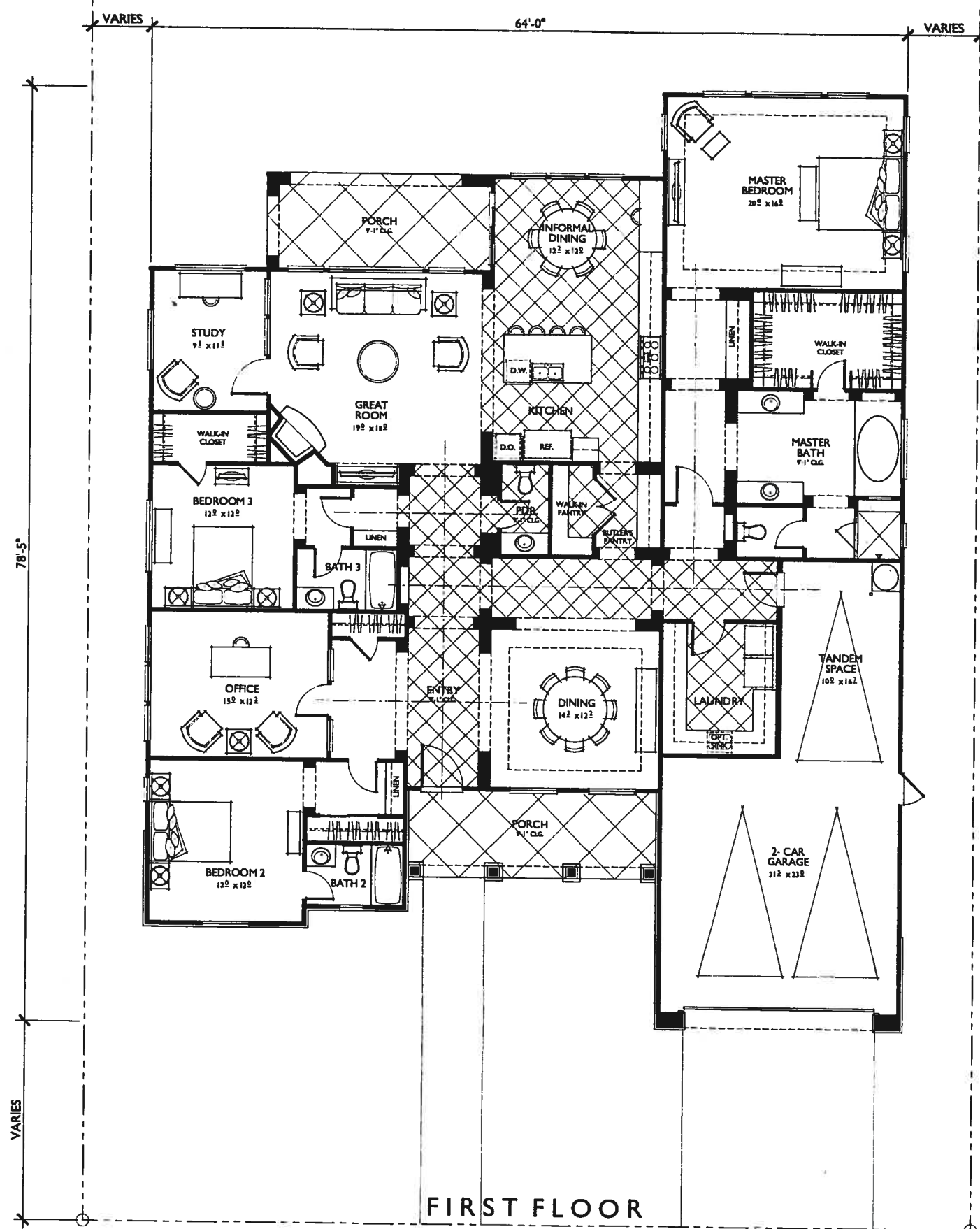
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FIRST FLOOR
PLAN IA
 3,231 S.F.

FLOOR PLAN REFLECTS THE
 "RANCH ELEVATION"

A-2

PLAN IA
 3,231 SQ. FT.
 TARGET: 3,150 SQ. FT.
 GARAGE: 617 SQ. FT.
 3 BEDROOMS / 3.5 BATH
 3-CAR GARAGE

SCALE 1/4" = 1'-0"

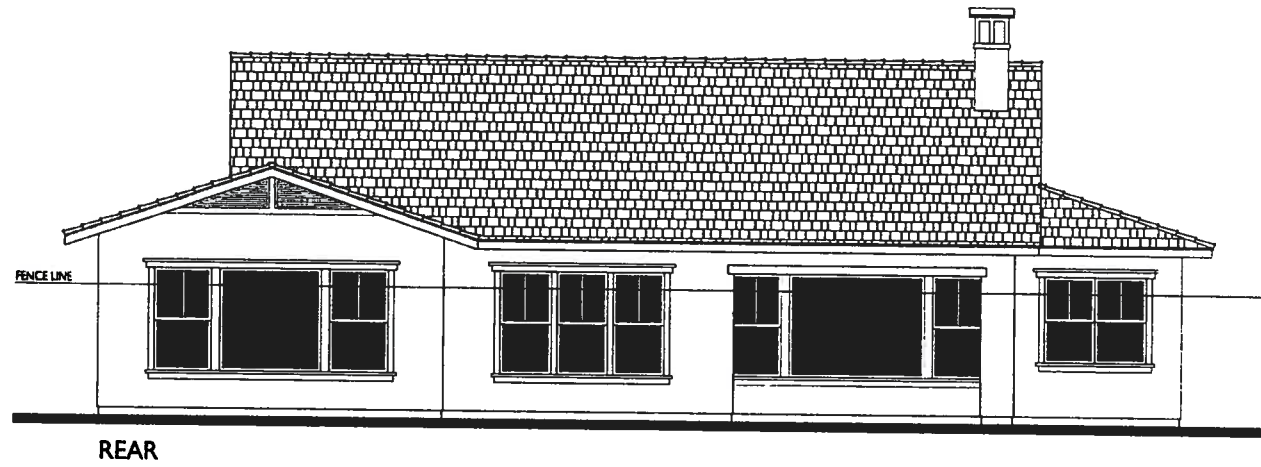


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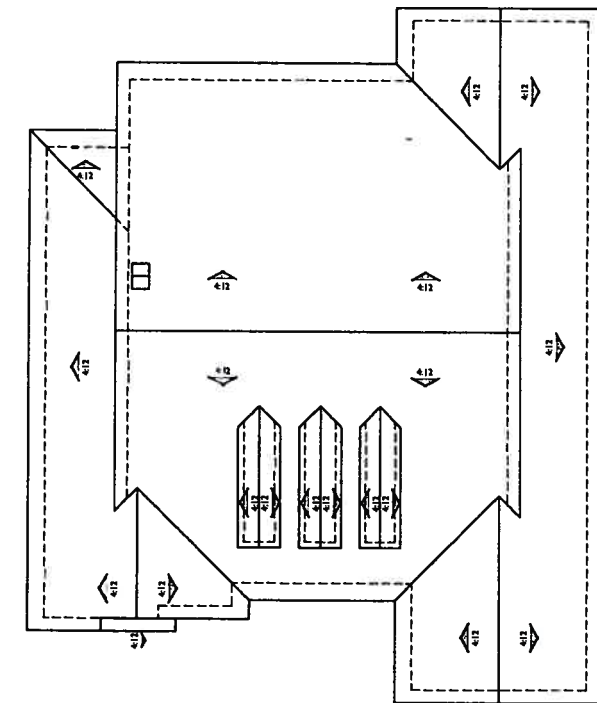
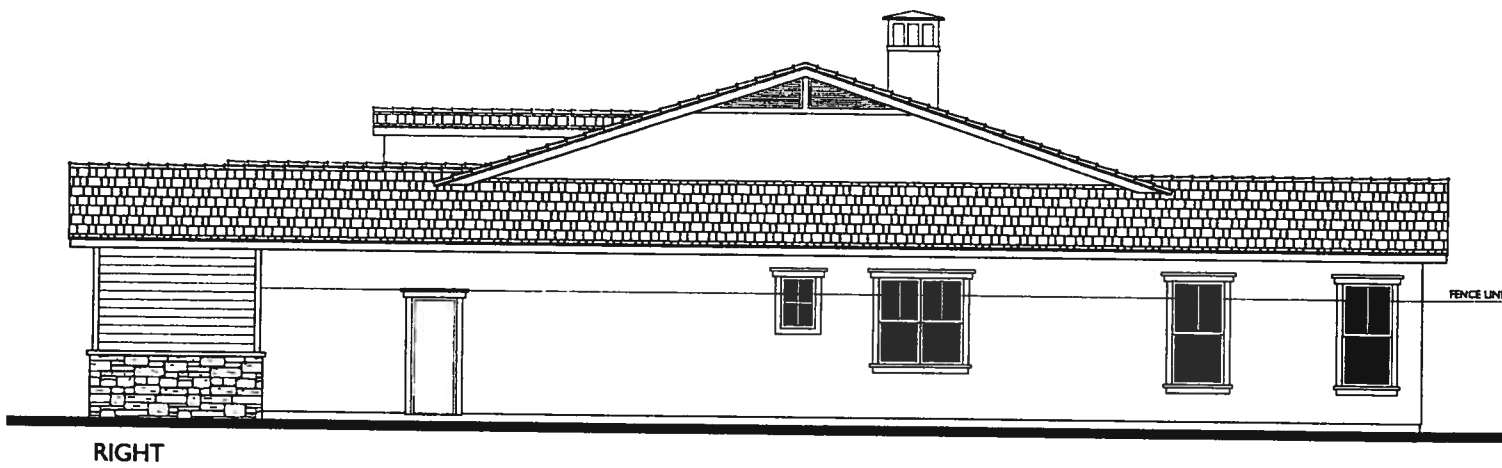
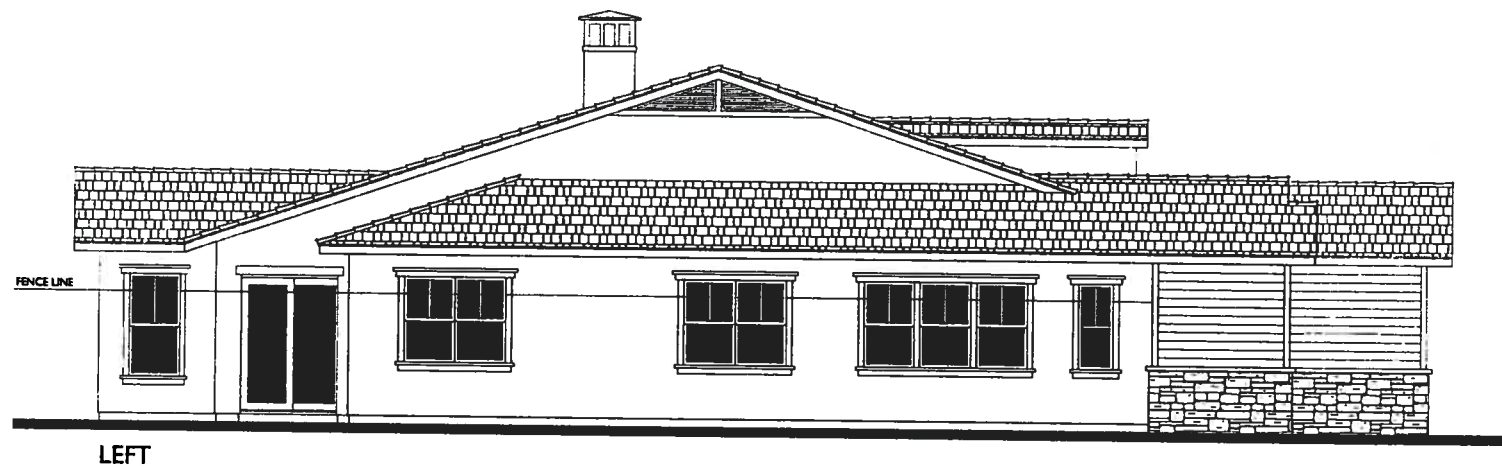
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BLDG. HGT. 20'-4"
 PLY. HGT. 8'-0"
 HDR. HGT. 10'-1"



ROOF PLAN
 PITCH: 4:12
 RAKE: 18"
 EAVE: 24"
 ROOF MATERIAL: CONCRETE TILE

SCALE 1/4" = 1'-0"

PLANIA
 RANCH ELEVATION

A-3

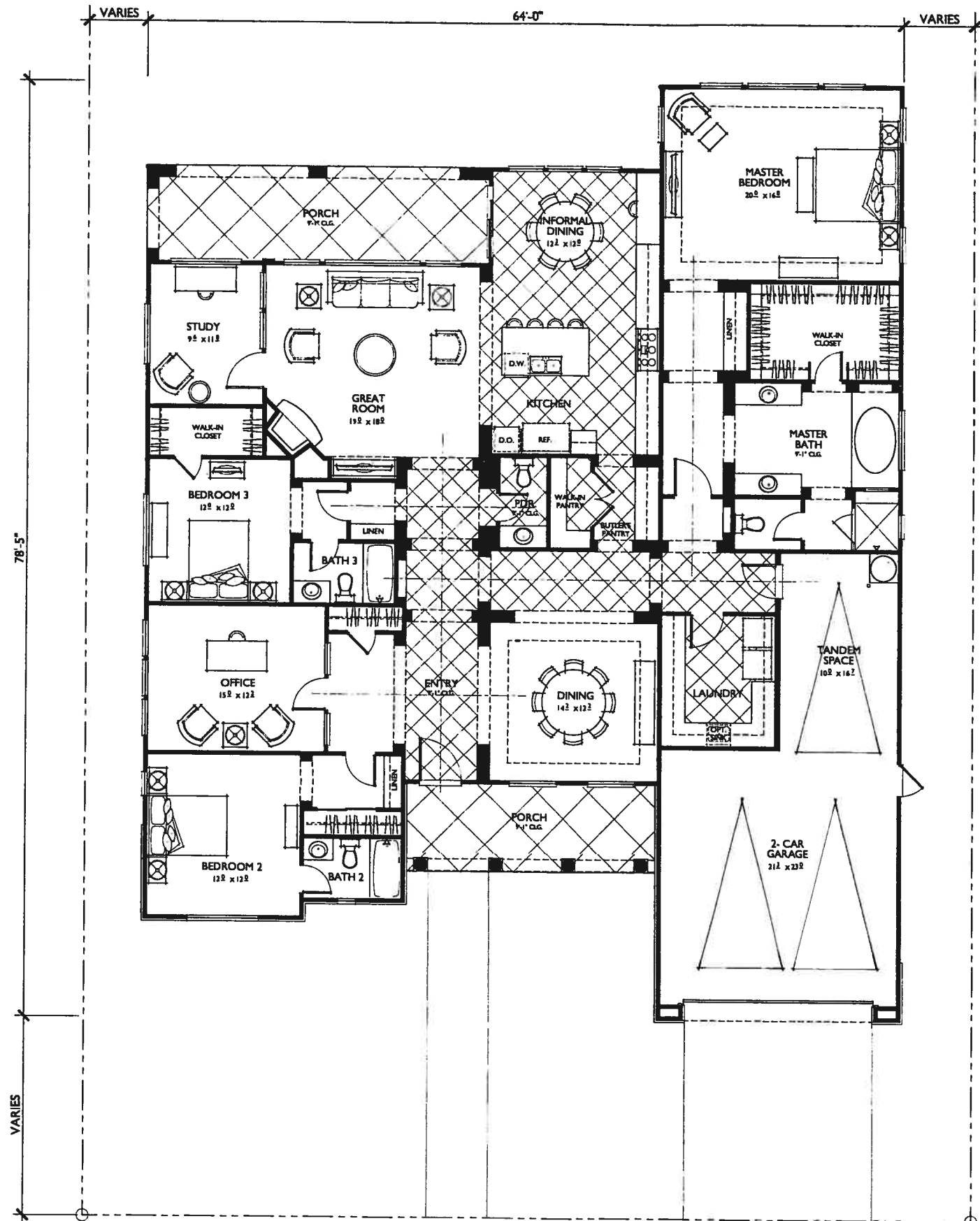
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PLAN 1B
3,231 S.F.

FLOOR PLAN REFLECTS THE
"TRADITIONAL ELEVATION"

A-4

PLAN 1B
3,231 SQ. FT.
TARGET: 3,150 SQ. FT.
GARAGE: 617 SQ. FT.
3 BEDROOMS / 3.5 BATH
3-CAR GARAGE

SCALE 1/4" = 1'-0"

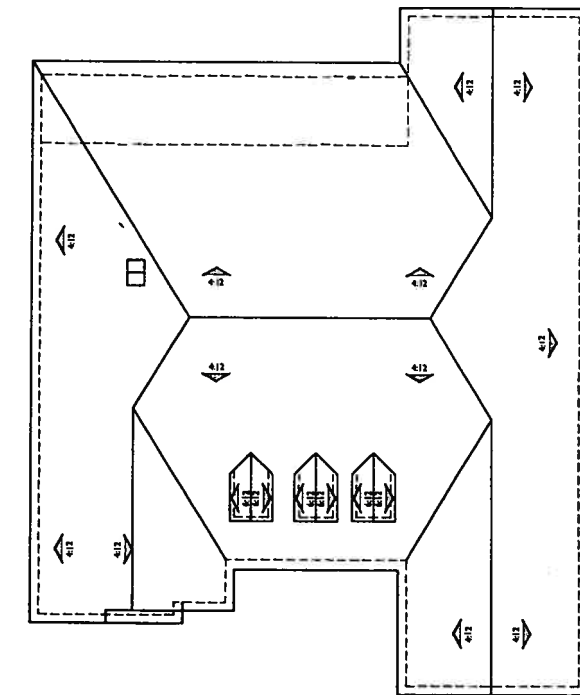
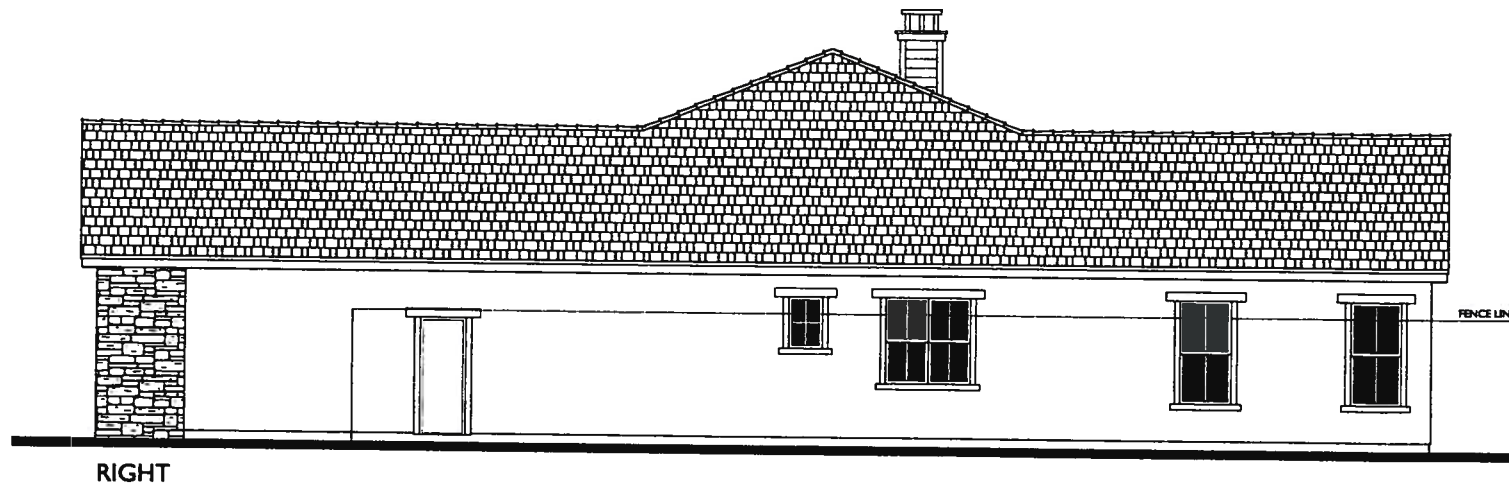
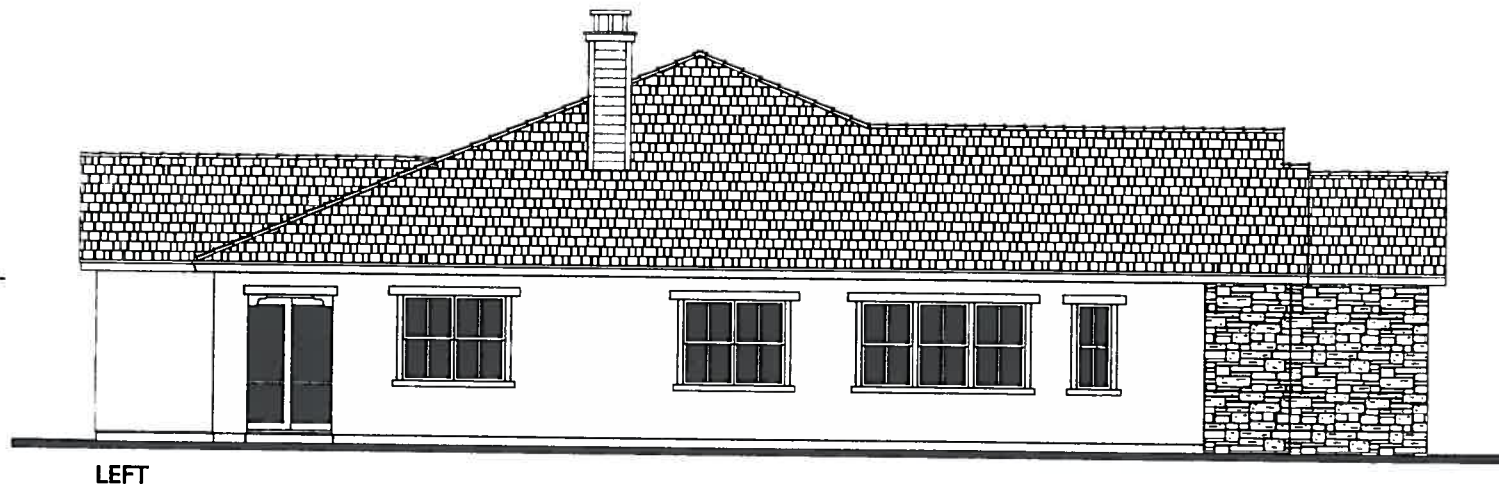
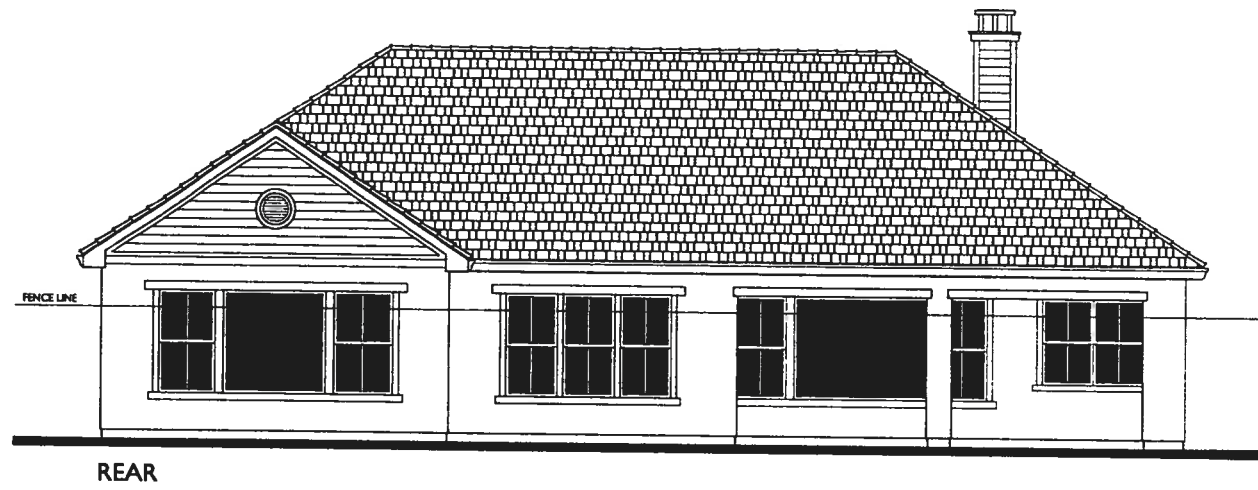


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ROOF PLAN
 PITCH: 4:12
 RAKE: 6"
 SAVE: 12"
 ROOF MATERIAL: CONCRETE 5" TILE

B

0 2 4 8 SCALE 1/4" = 1'-0"

PLAN B
 TRADITIONAL ELEVATION

LEHMAN SELWAY
 PLEASANTON, CALIFORNIA

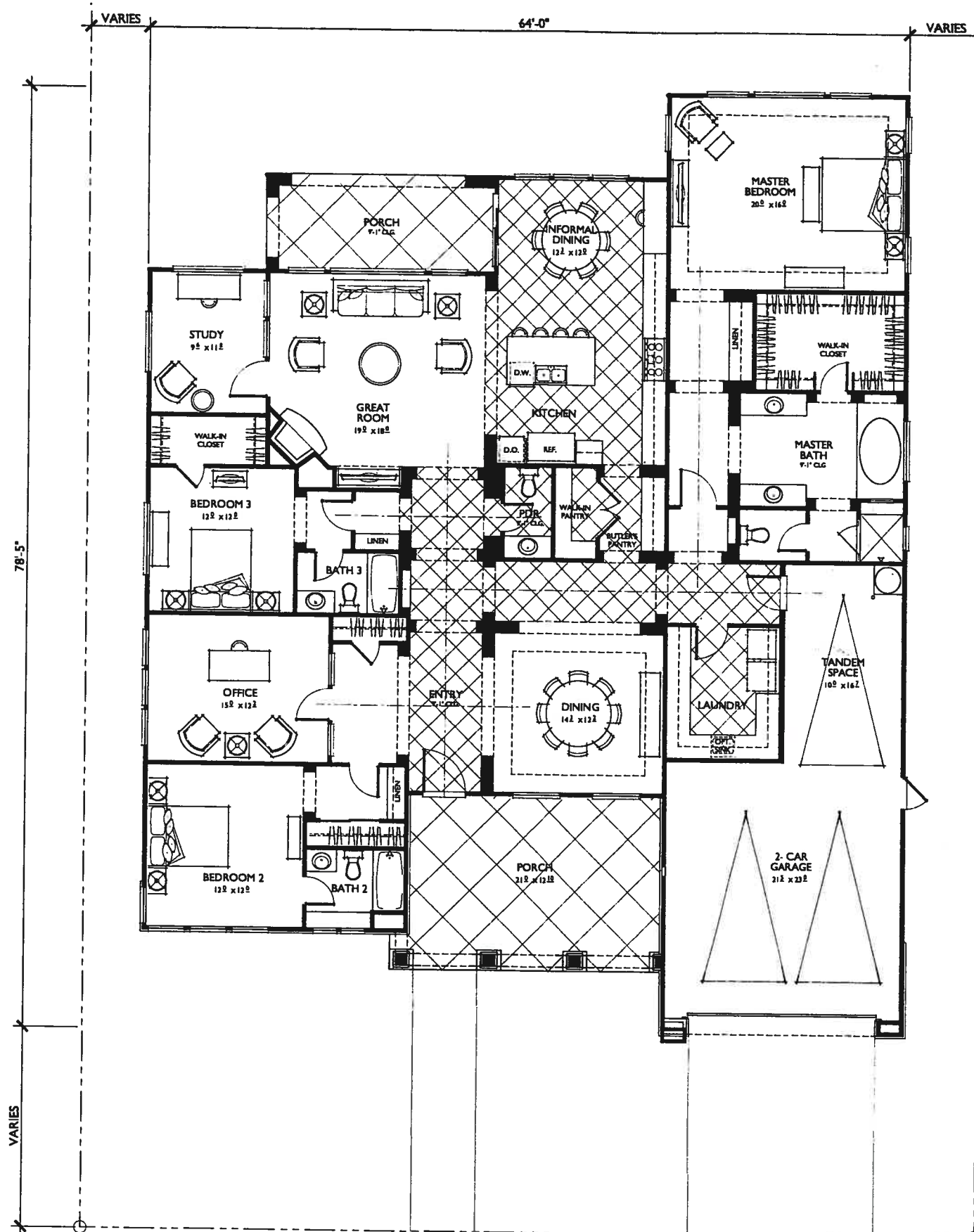
A-5

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PLAN IC
3,240 S.F.

PLAN IC
3,240 SQ. FT.
TARGET: 3,150 SQ. FT.
GARAGE: 617 SQ. FT.
3 BEDROOMS / 3.5 BATH
3-CAR GARAGE

FLOOR PLAN REFLECTS THE
"CRAFTSMAN ELEVATION"

A-6

08.11.11

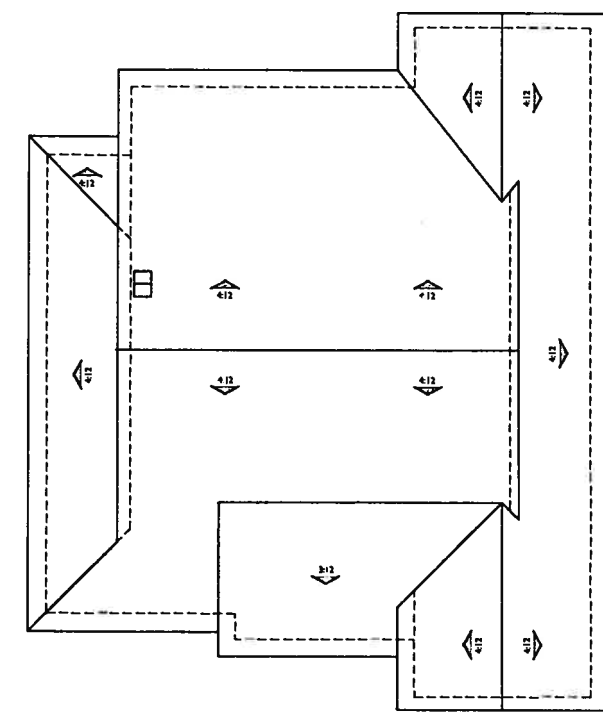
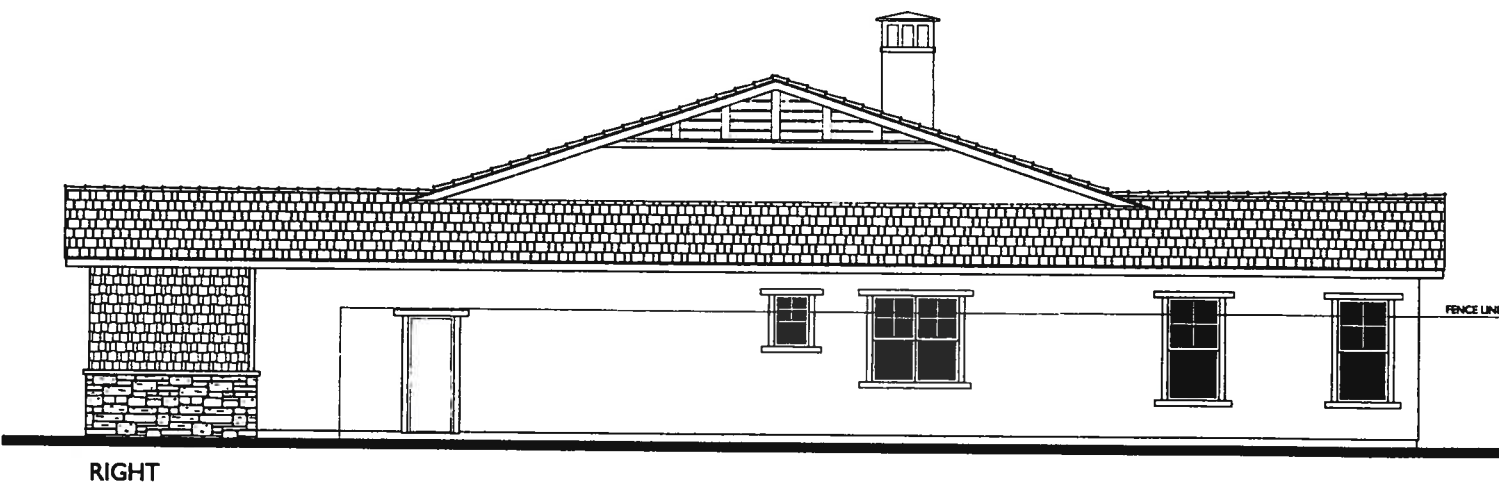
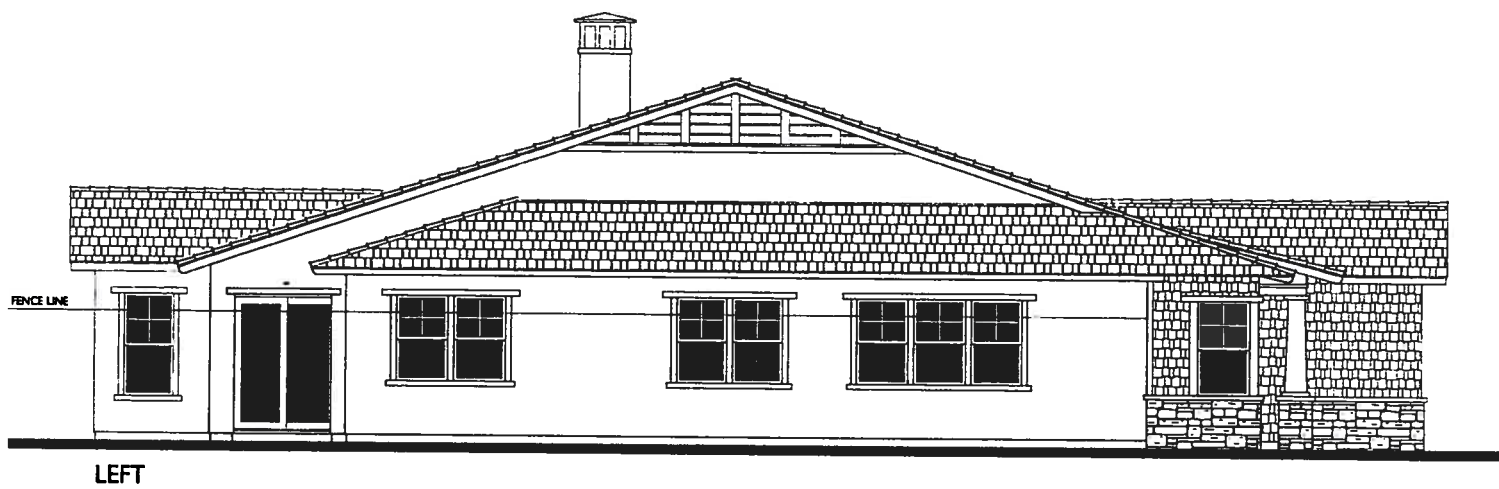
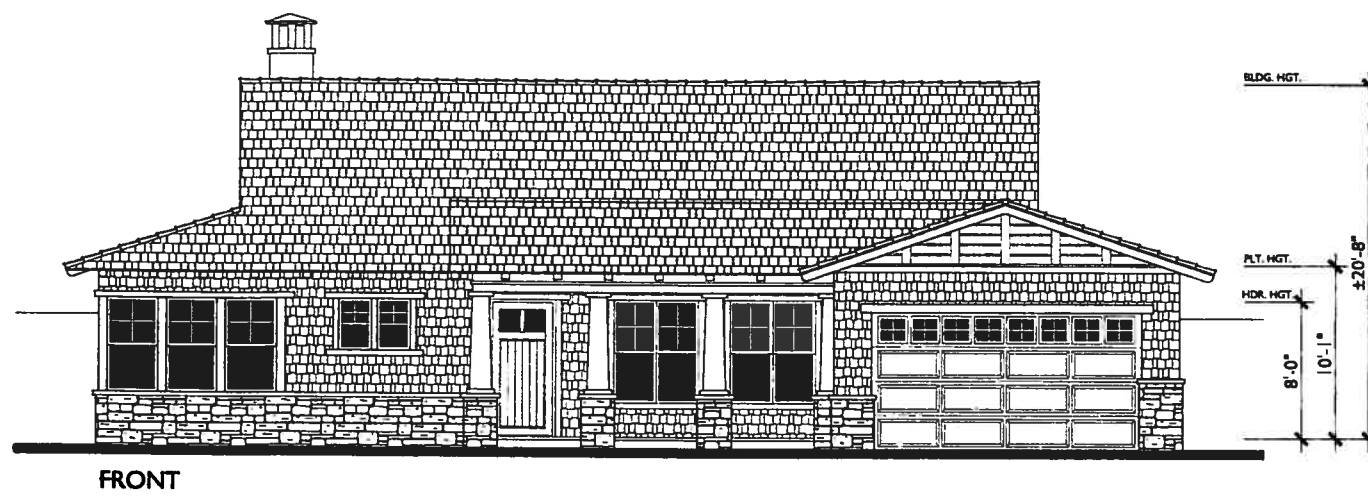
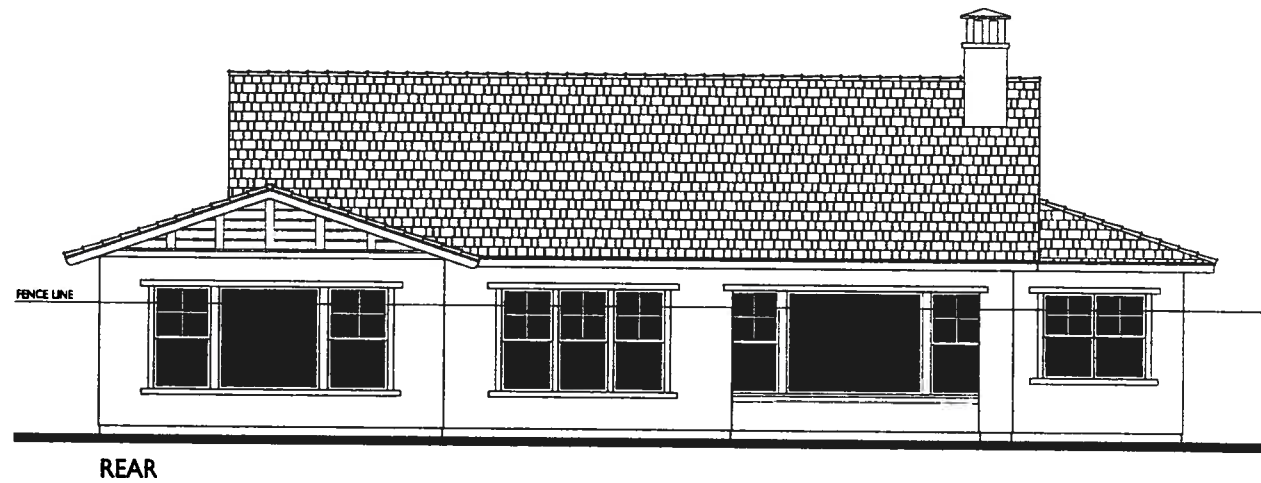
SCALE 1/4" = 1'-0"



LEHMAN SELWAY
PLEASANTON, CALIFORNIA

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ROOF PLAN
 PITCH: 4:12
 RAKE: 18"
 EAVE: 24"
 ROOF MATERIAL: CONCRETE TILE

SCALE 1/4" = 1'-0"

PLANIC
 CRAFTSMAN ELEVATION

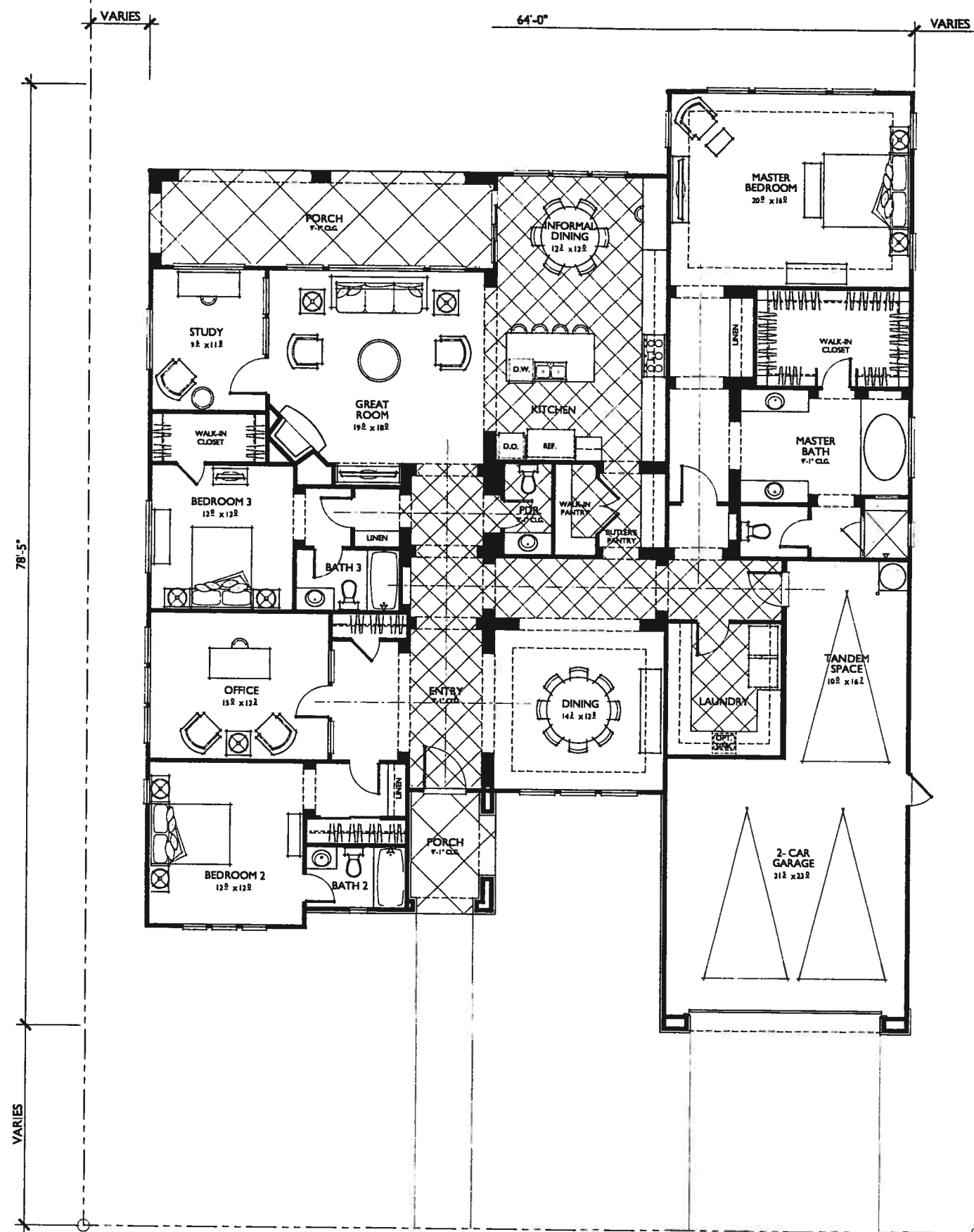
A-7
 08.11.11



LEHMAN SELWAY
 PLEASANTON, CALIFORNIA

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PLAN ID
3.231 S.F.

FLOOR PLAN REFLECTS THE
"FRENCH COTTAGE ELEVATION"

A-8

PLAN ID
 3.231 SQ. FT.
 TARGET: 3.150 SQ. FT.
 GARAGE: 617 SQ. FT.
 3 BEDROOMS / 3.5 BATH
 3-CAR GARAGE

08.11.11

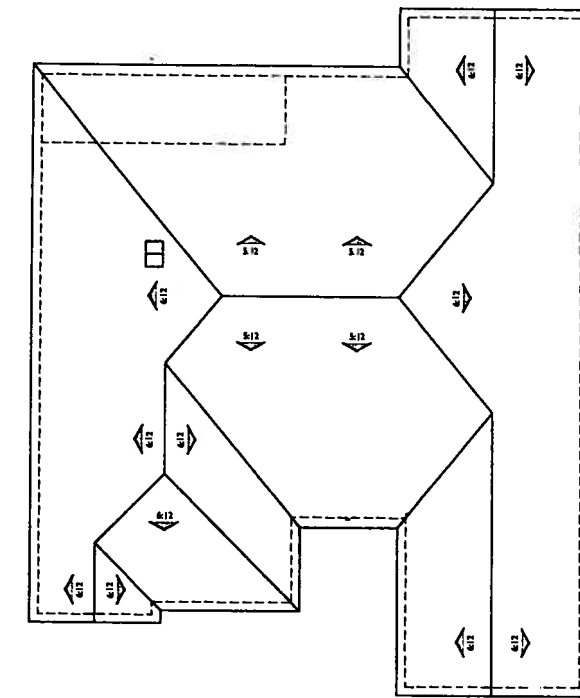
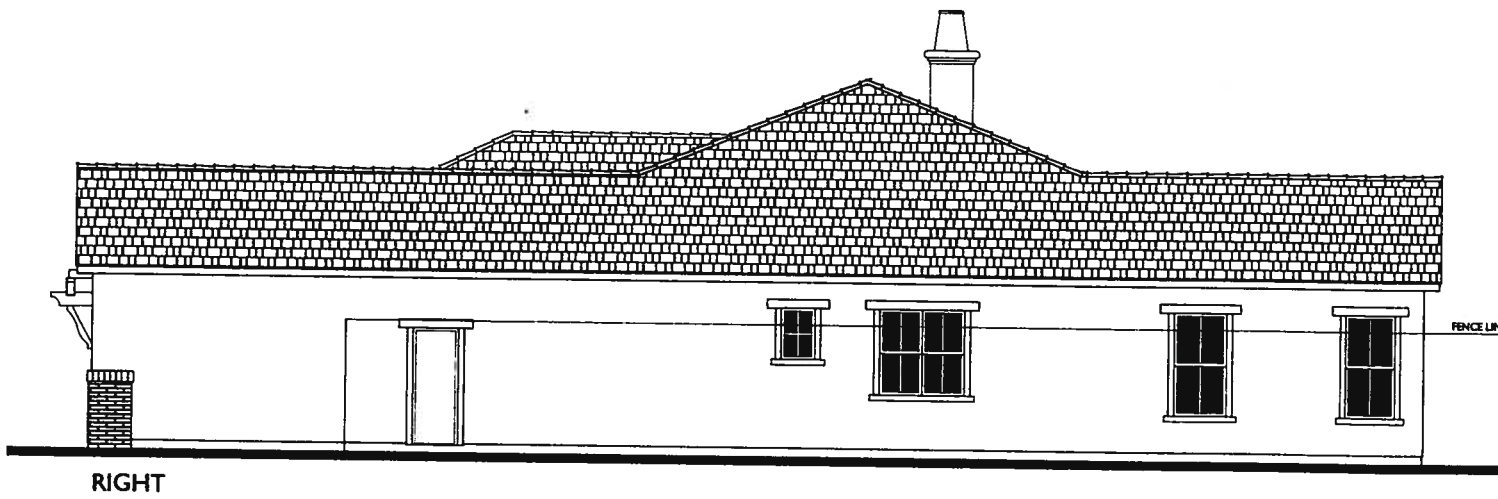
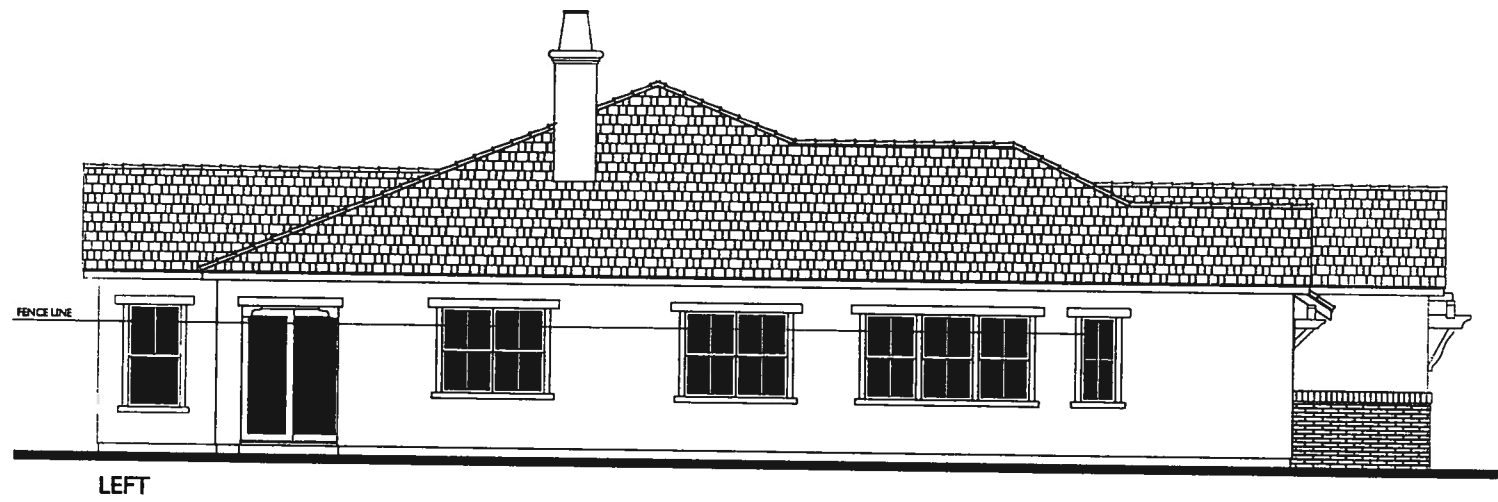
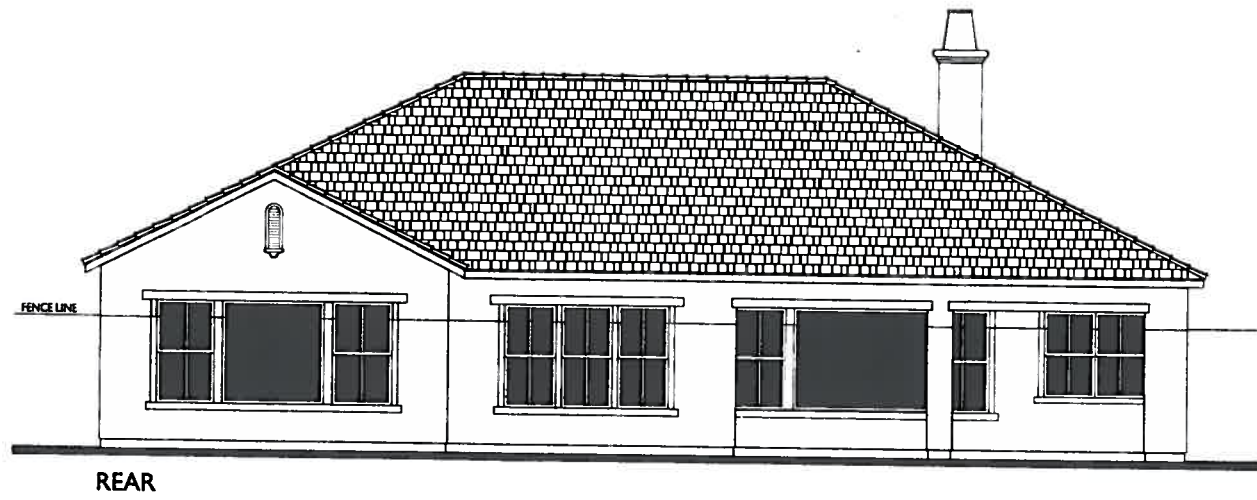
SCALE 1/4" = 1'-0"



LEHMAN SELWAY
PLEASANTON, CALIFORNIA

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ROOF PLAN
 PITCHES: 5/12 / 6/12
 RAKE: 12"
 EAVE: 12"
 ROOF MATERIAL: CONCRETE TILE

0 2 4 8 SCALE 1/4" = 1'-0"

PLAN ID
 FRENCH COTTAGE ELEVATION

A-9

08.11.11



LEHMAN SELWAY
 PLEASANTON, CALIFORNIA

Bassenian | Lagoni
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PLAN 2A-RANCH

FRONT ELEVATION

LEHMAN SELWAY
PLEASANTON, CALIFORNIA

SCALE: 1/4" = 1'-0"



08.22.2011

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PLAN 2 B - TRADITIONAL - LOT 9

FRONT ELEVATION

SCALE: 1/4" = 1'-0"



LEHMAN SELWAY
PLEASANTON, CALIFORNIA

08.22.2011

Bassenian | Lagoni
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PLAN 2 C - CRAFTSMAN

FRONT ELEVATION

LEHMAN SELWAY
PLEASANTON, CALIFORNIA

SCALE 1/4" = 1'-0"



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PLAN 2 D - FRENCH COTTAGE

FRONT ELEVATION

SCALE 1/4" = 1'-0"

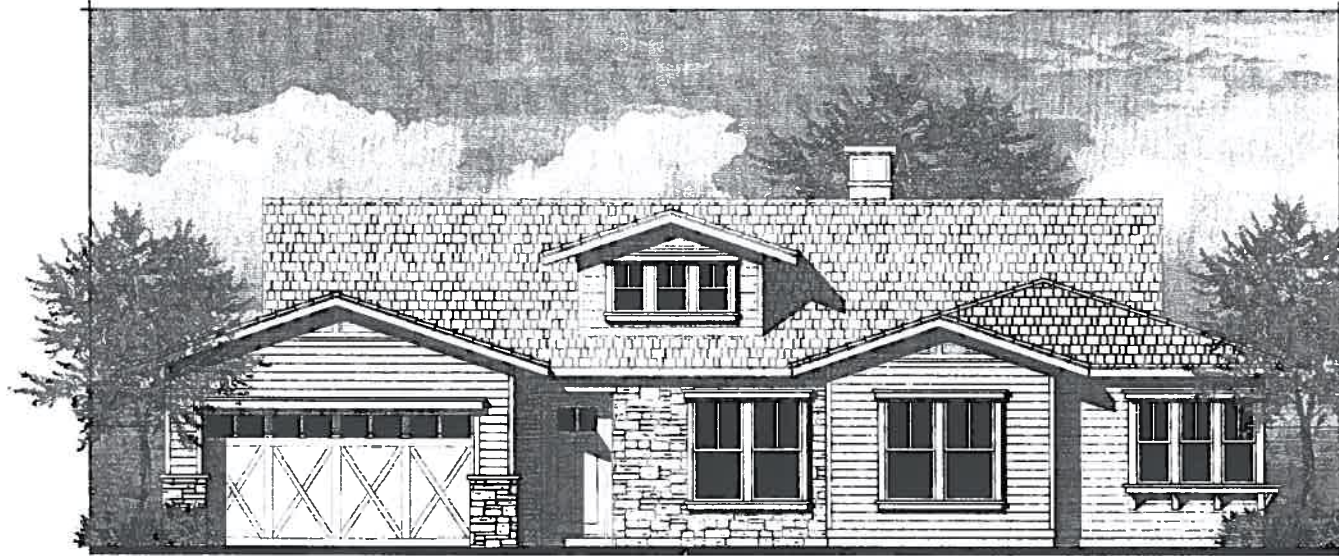


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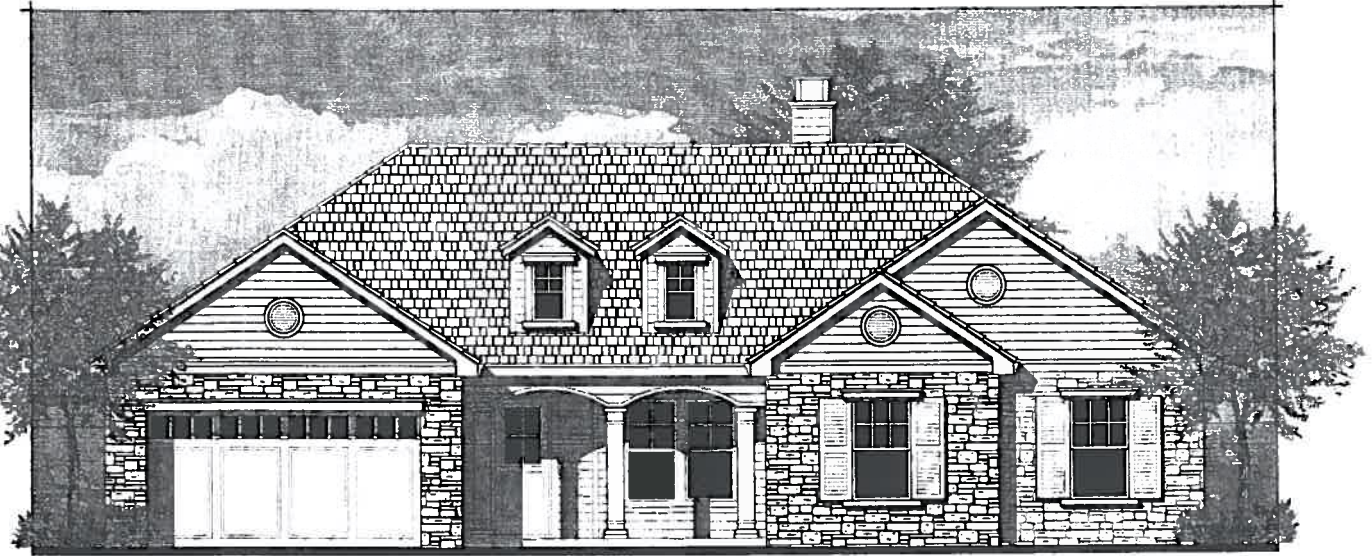
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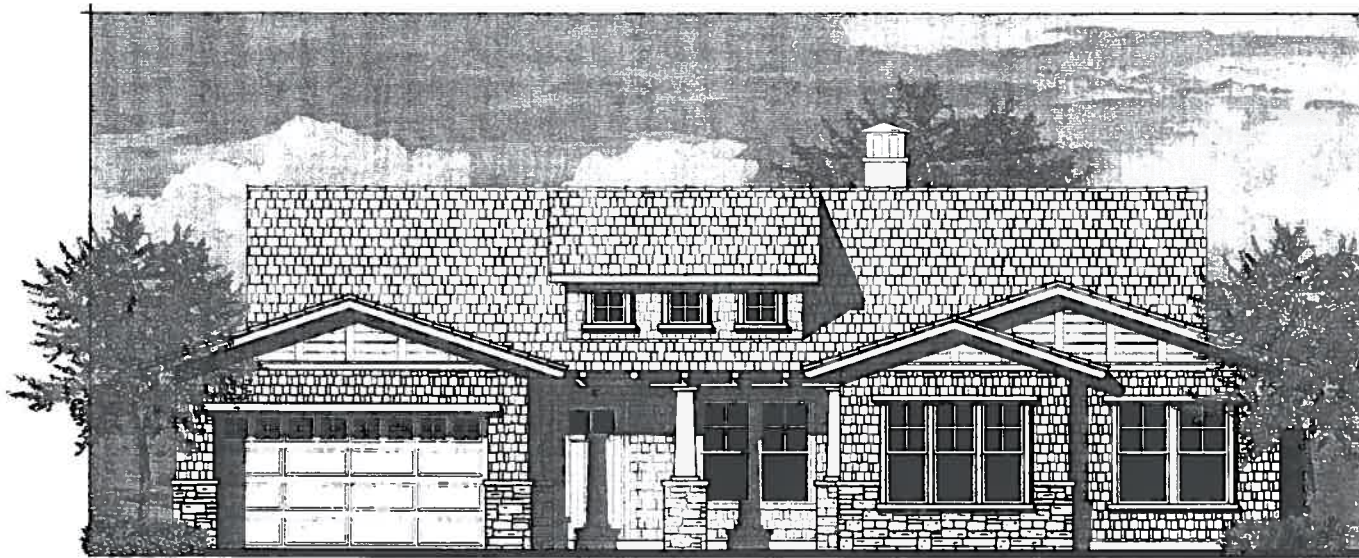
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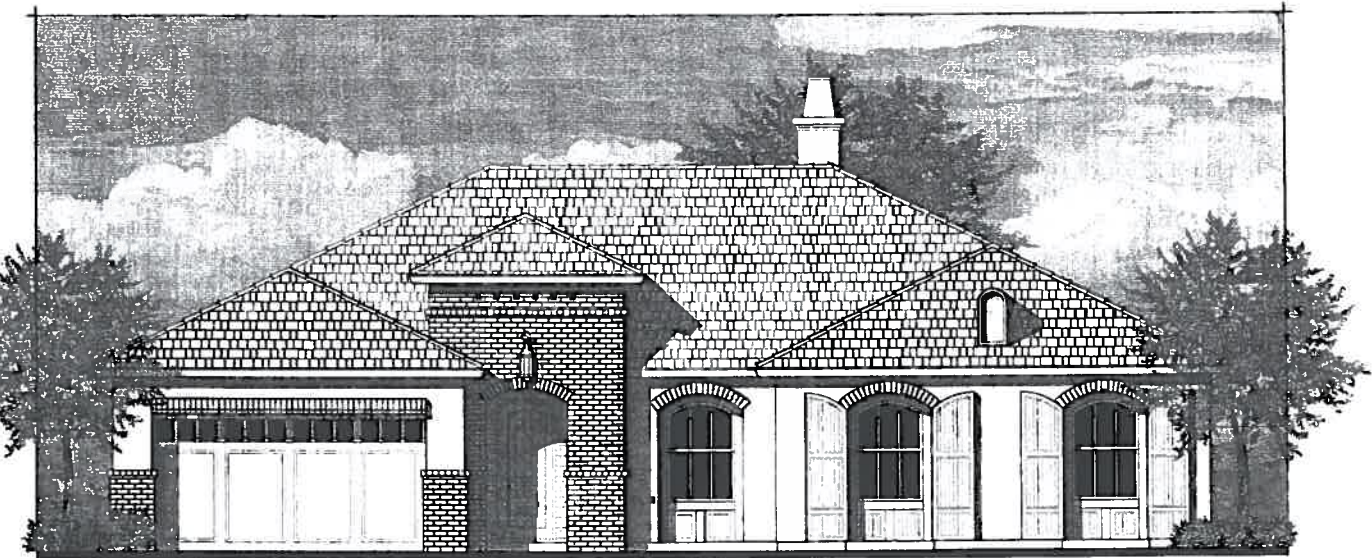
PLAN 2A - RANCH



PLAN 2B - TRADITIONAL



PLAN 2C - CRAFTSMAN



PLAN 2D - FRENCH COTTAGE

PLAN 2
FRONT ELEVATIONS

0 1 2 SCALE: 1/4" = 1'-0"

A-10

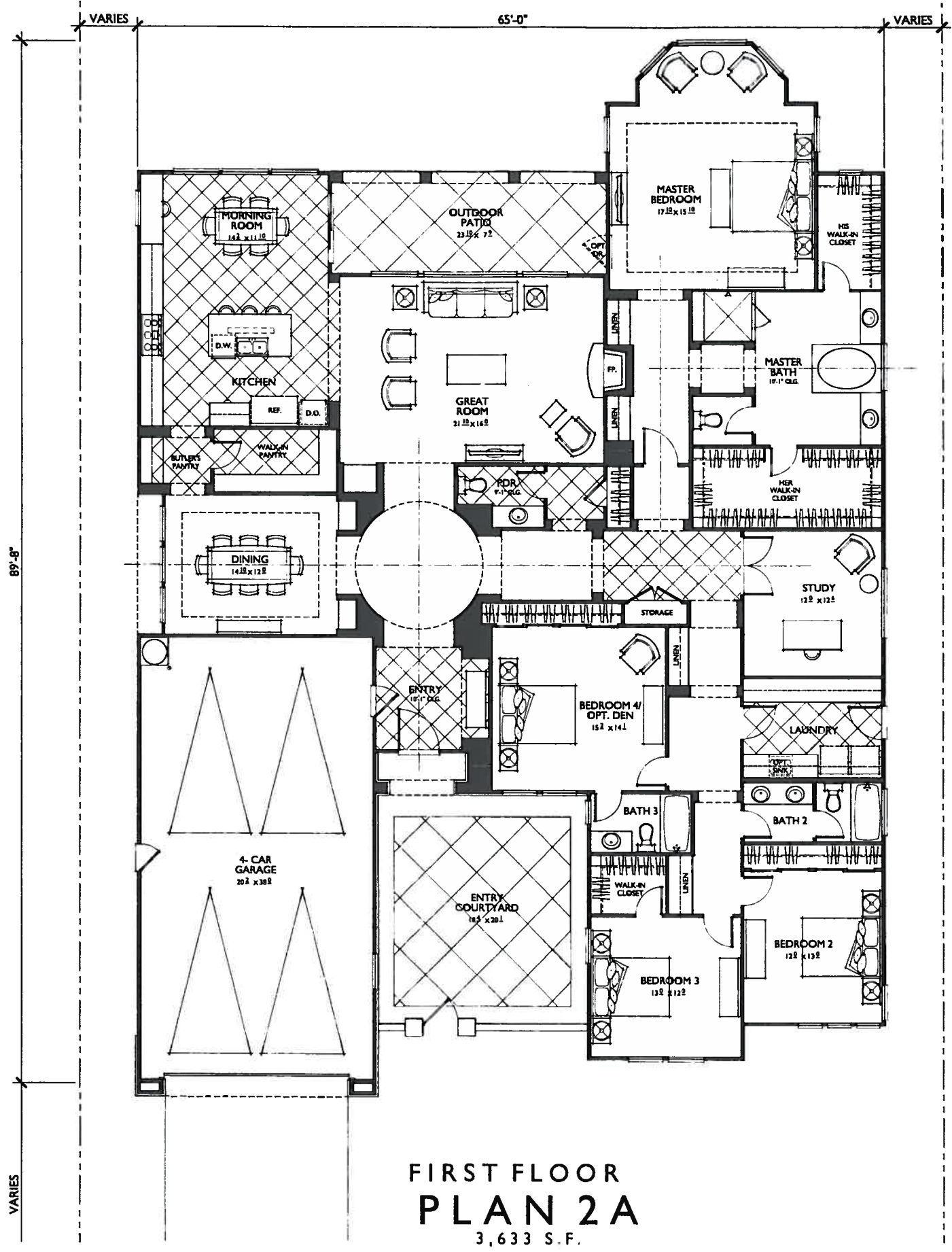
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FIRST FLOOR
PLAN 2A
 3,633 S.F.

PLAN 2A
 3,633 SQ. FT.
 TARGET: 3,550 SQ. FT.
 GARAGE: 793 SQ. FT.
 4 BEDROOMS / 3.5 BATH
 4-CAR GARAGE

FLOOR PLAN REFLECTS THE
 "RANCH ELEVATION"

A-II

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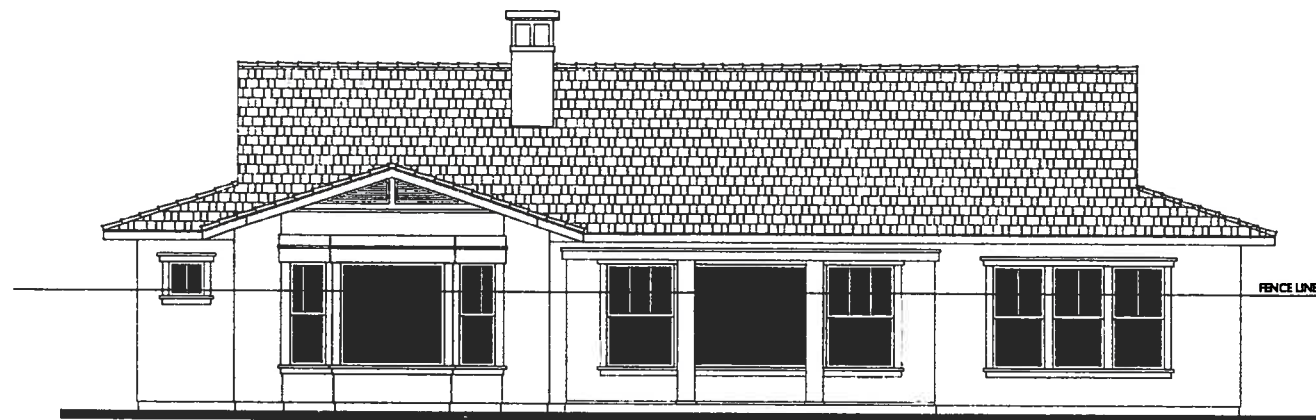
SCALE: 1/4" = 1'-0"



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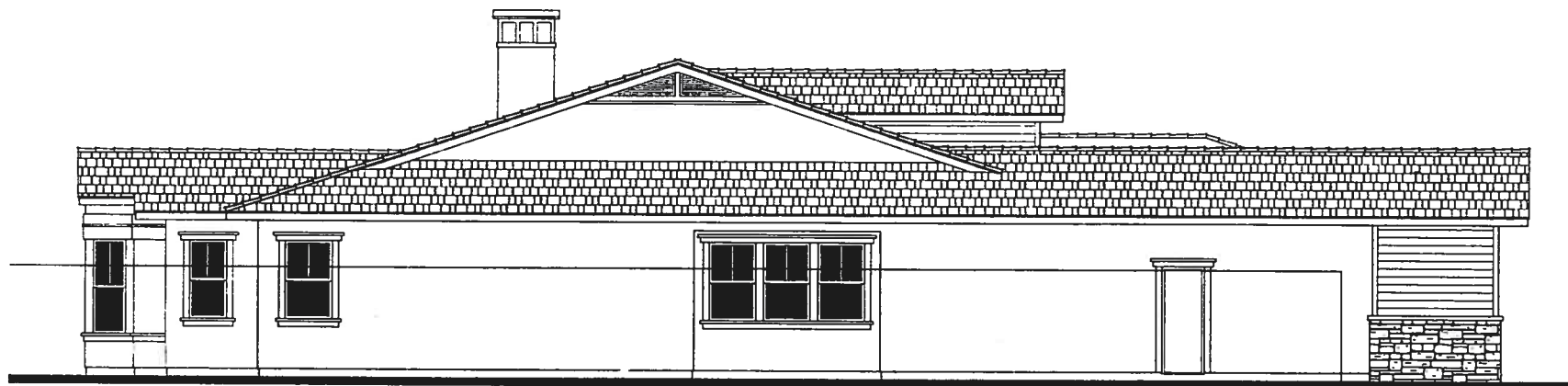
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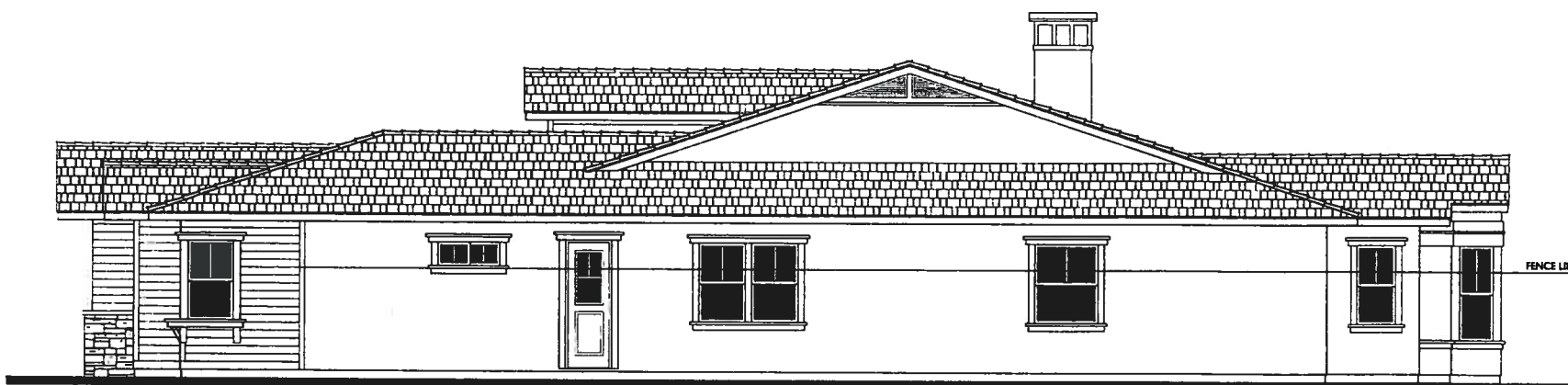
REAR



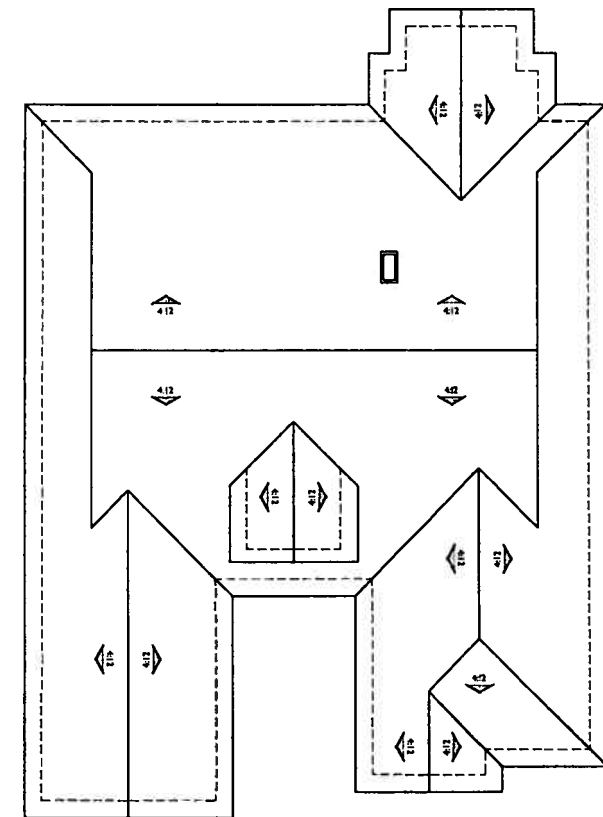
FRONT



LEFT



RIGHT



ROOF PLAN

PITCH: 4:12
 RAISE: 24"
 EAVE: 24"
 ROOF MATERIAL: CONCRETE TILE

PLAN 2A
 RANCH ELEVATION

A-12

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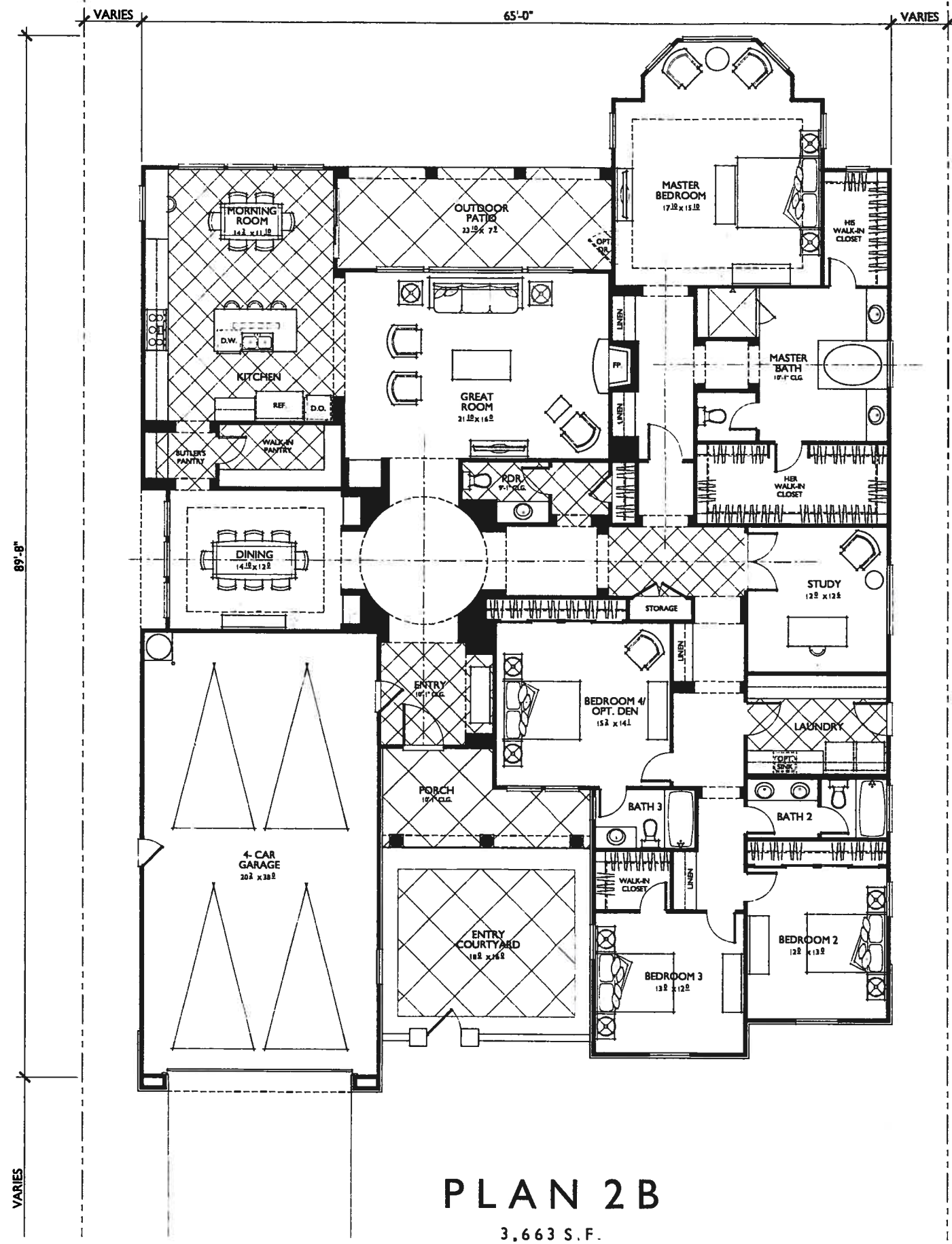
0 2 4 8 SCALE 1/4" = 1'-0"



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PLAN 2B

3,663 S.F.

PLAN 2B
 3,633 SQ. FT.
 TARGET: 3,550 SQ. FT.
 GARAGE: 793 SQ. FT.
 4 BEDROOMS / 3.5 BATH
 4-CAR GARAGE

FLOOR PLAN REFLECTS THE
 "TRADITIONAL ELEVATION"

A-13

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SCALE: 1/4" = 1'-0"



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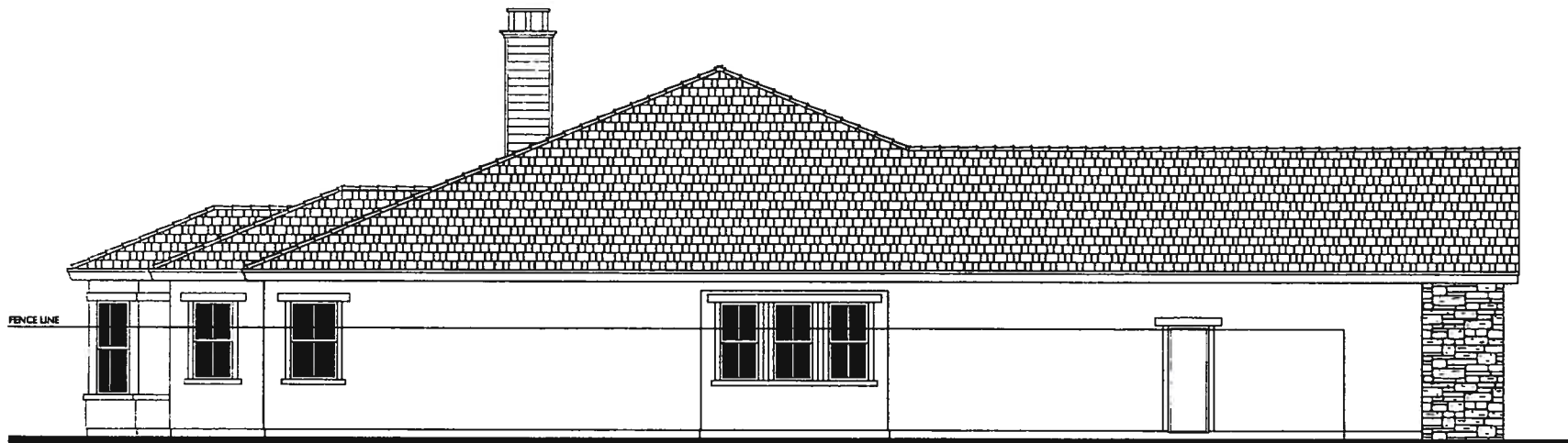
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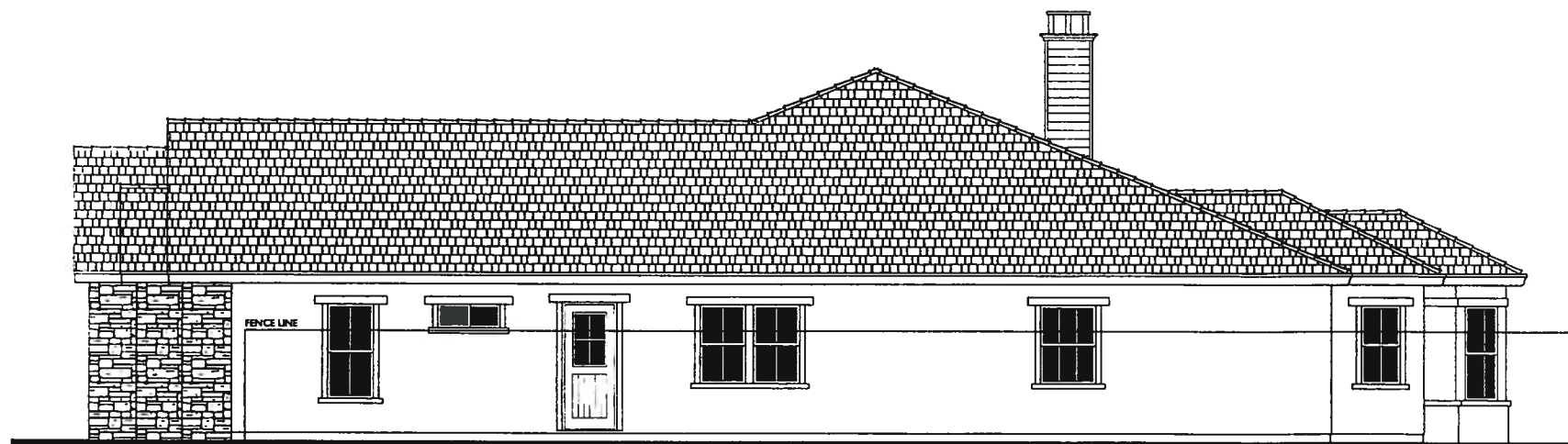
REAR



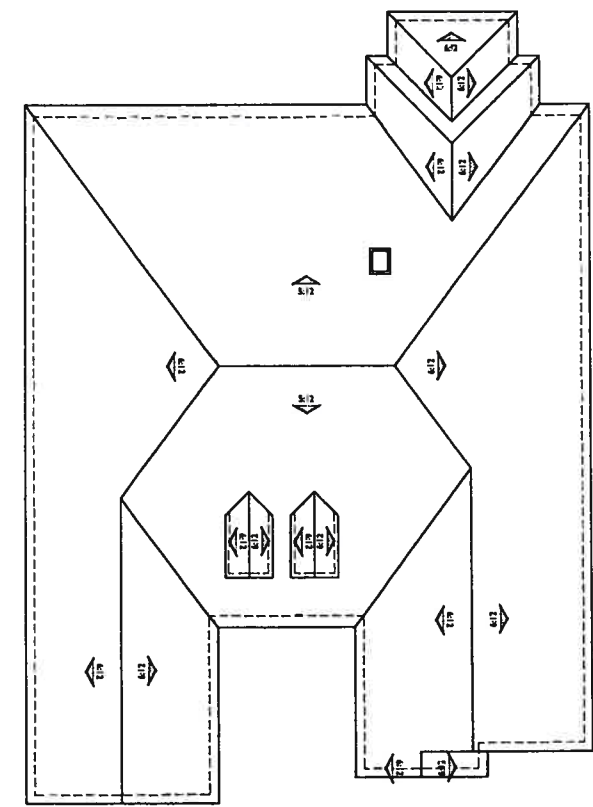
FRONT



LEFT



RIGHT



ROOF PLAN

PITCH: 4:12
 RAKE: 12"
 EAVE: 12"
 ROOF MATERIAL: CONCRETE "S" TILE

B

0 2 4 SCALE 1/4" = 1'-0"

PLAN 2B
 TRADITIONAL ELEVATION

A-14

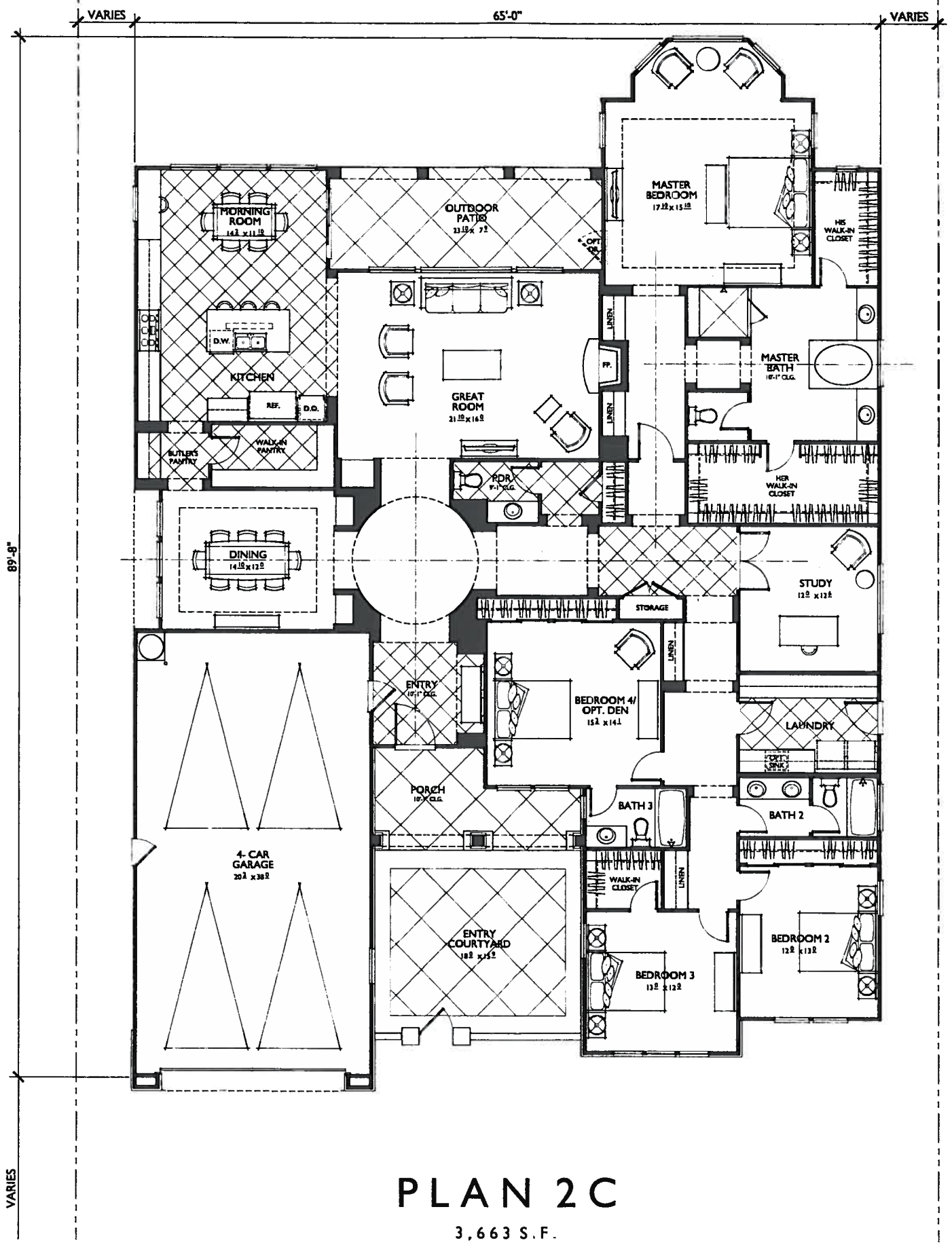
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PLAN 2C

3,663 S.F.

PLAN 2C
 3,633 SQ. FT.
 TARGET: 3,550 SQ. FT.
 GARAGE: 793 SQ. FT.
 4 BEDROOMS / 3.5 BATH
 4-CAR GARAGE

FLOOR PLAN REFLECTS THE
 "CRAFTSMAN ELEVATION"

A-15

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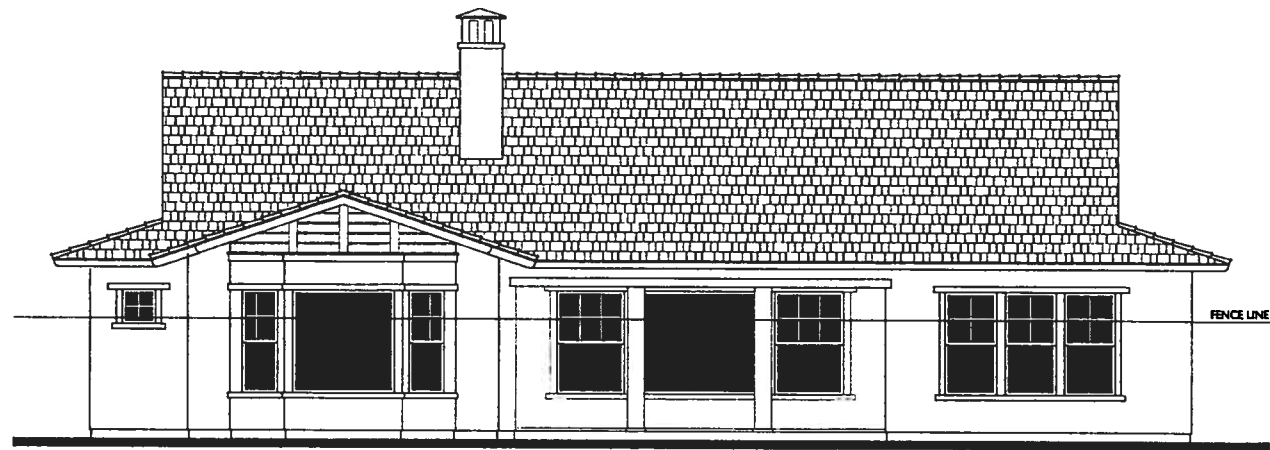
SCALE: 1/4" = 1'-0"



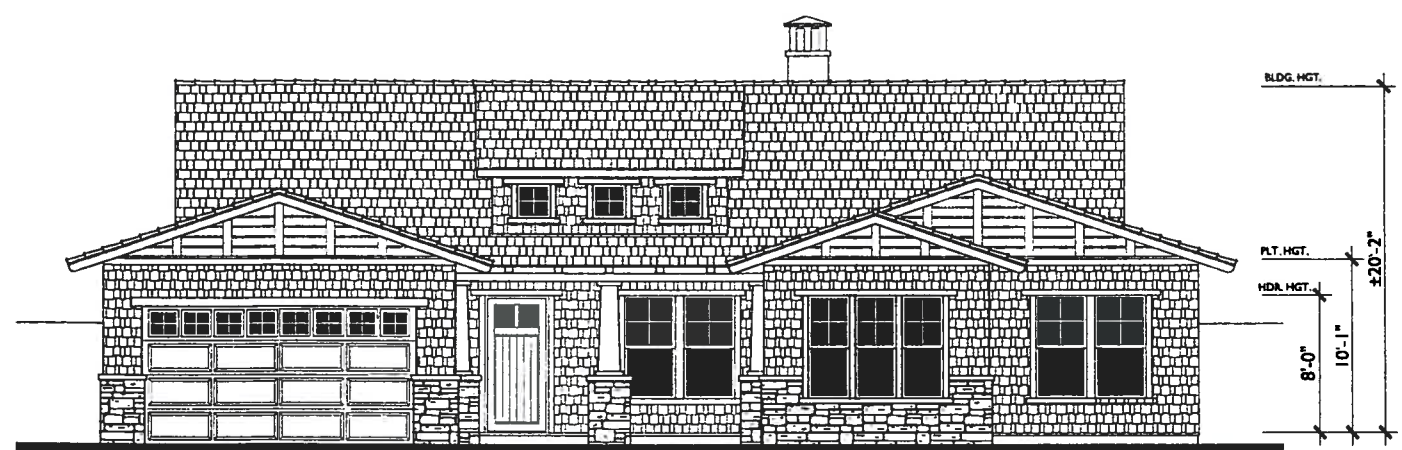
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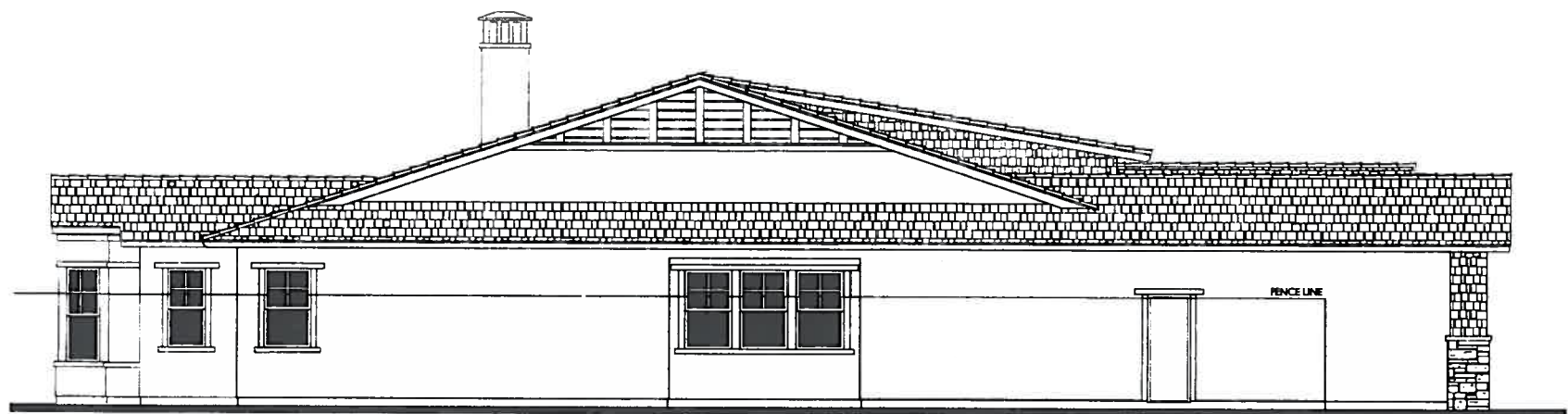


REAR

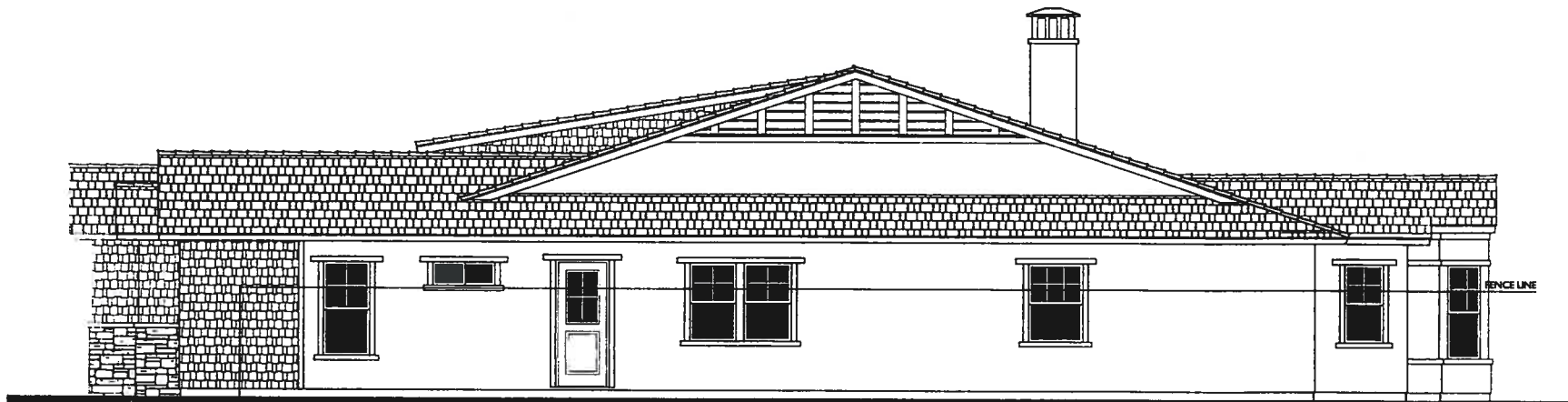


FRONT

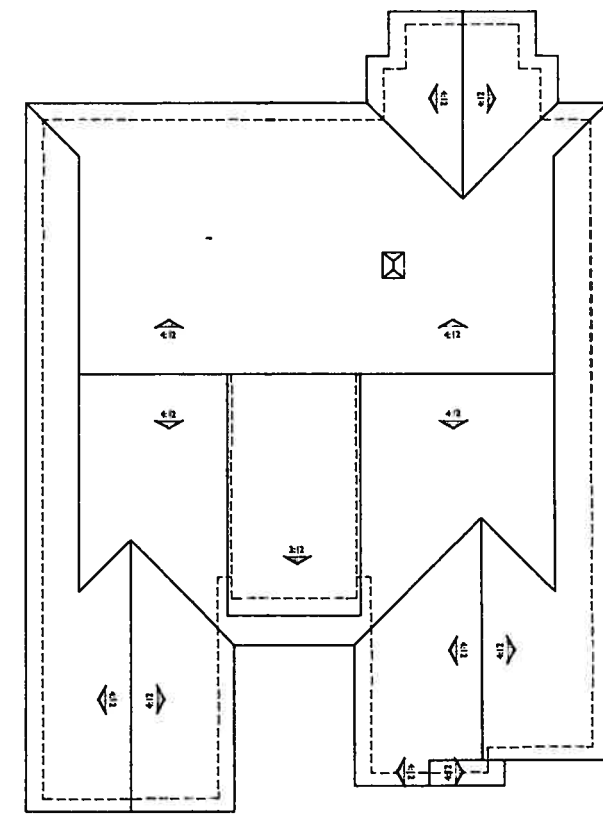
BLDG. HGT.
 P.L.T. HGT.
 H.D.A. HGT.
 8'-0"
 10'-1"
 20'-2"



LEFT



RIGHT



ROOF PLAN

PITCH: 6:12
 RAKE: 18"
 EAVE: 24"
 ROOF MATERIAL: CONCRETE TILE

C

SCALE: 1/4" = 1'-0"

PLAN 2C
 CRAFTSMAN ELEVATION

A-16

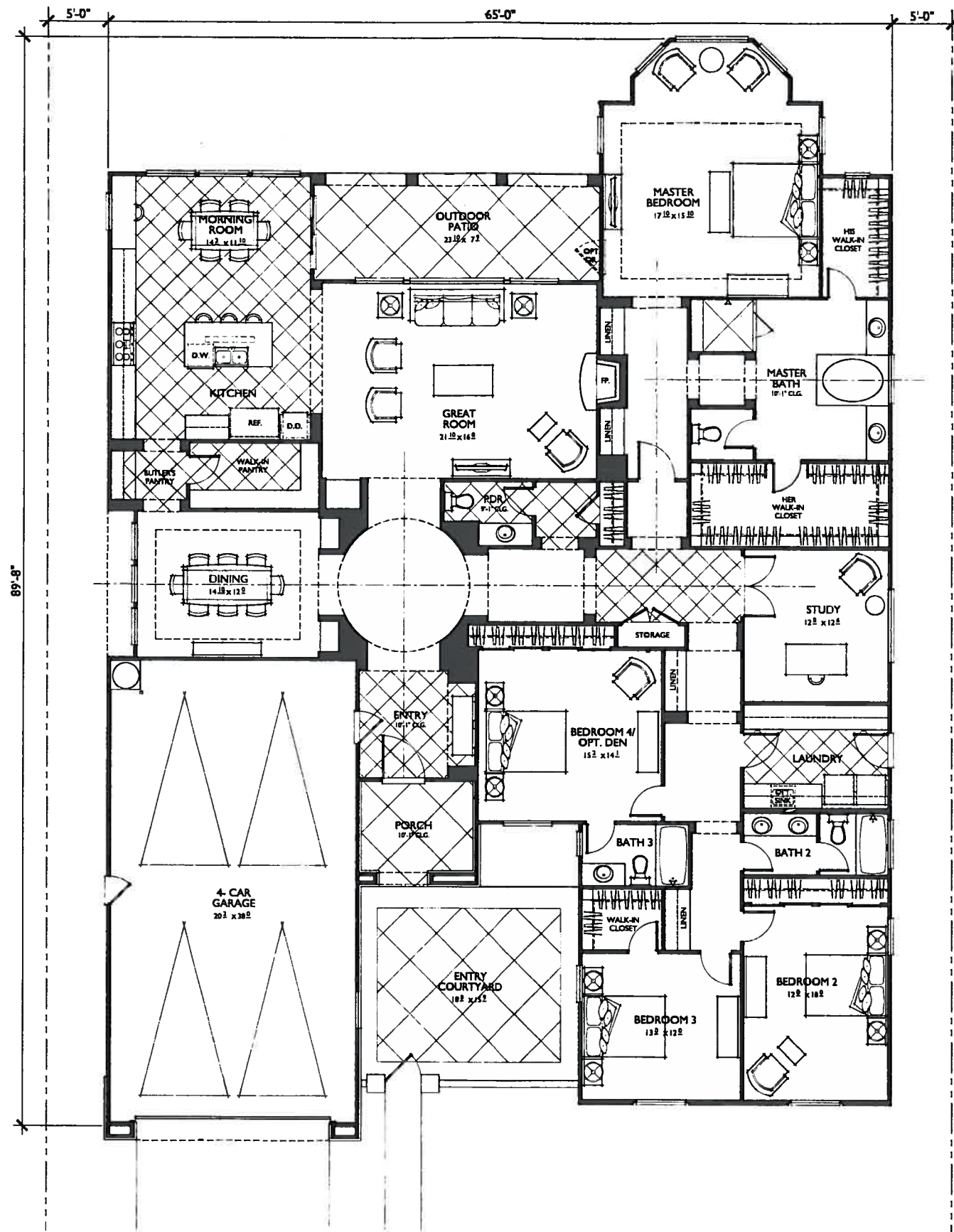
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PLAN 2D

3,704 S.F.

PLAN 2D
 3,704 SQ. FT.
 TARGET: 3,550 SQ. FT.
 GARAGE: 793 SQ. FT.
 4 BEDROOMS / 3.5 BATH
 4-CAR GARAGE

FLOOR PLAN REFLECTS THE
 "FRENCH COTTAGE ELEVATION"

A-17

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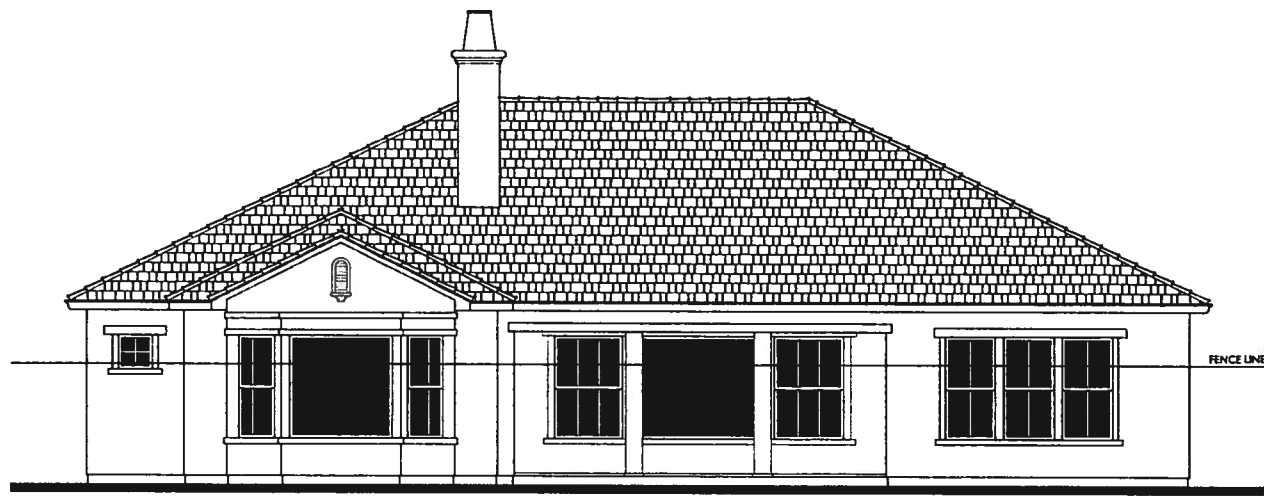
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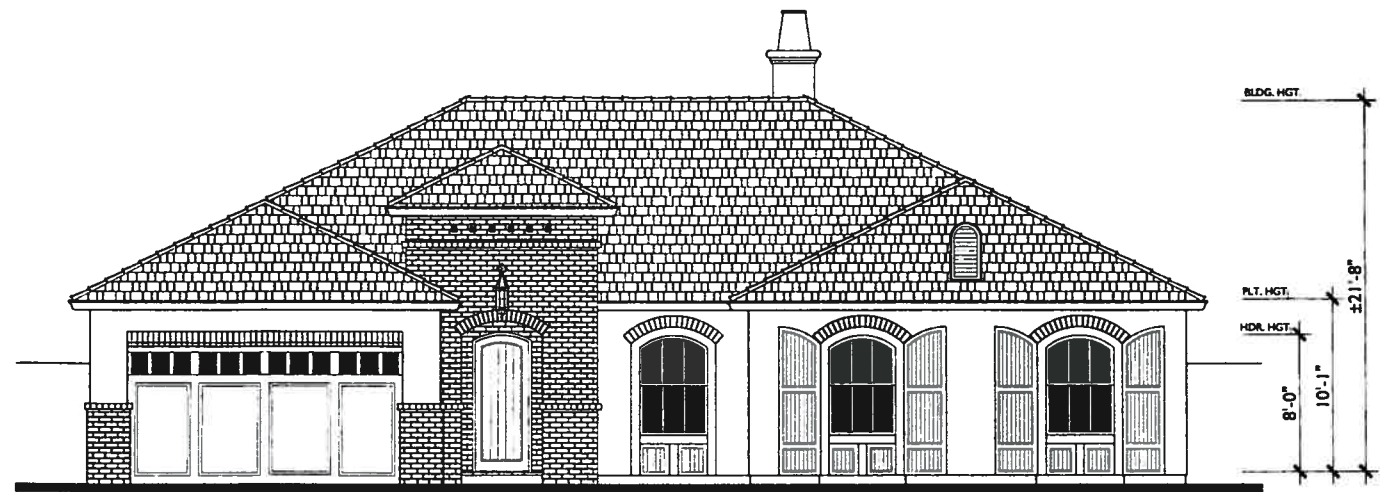
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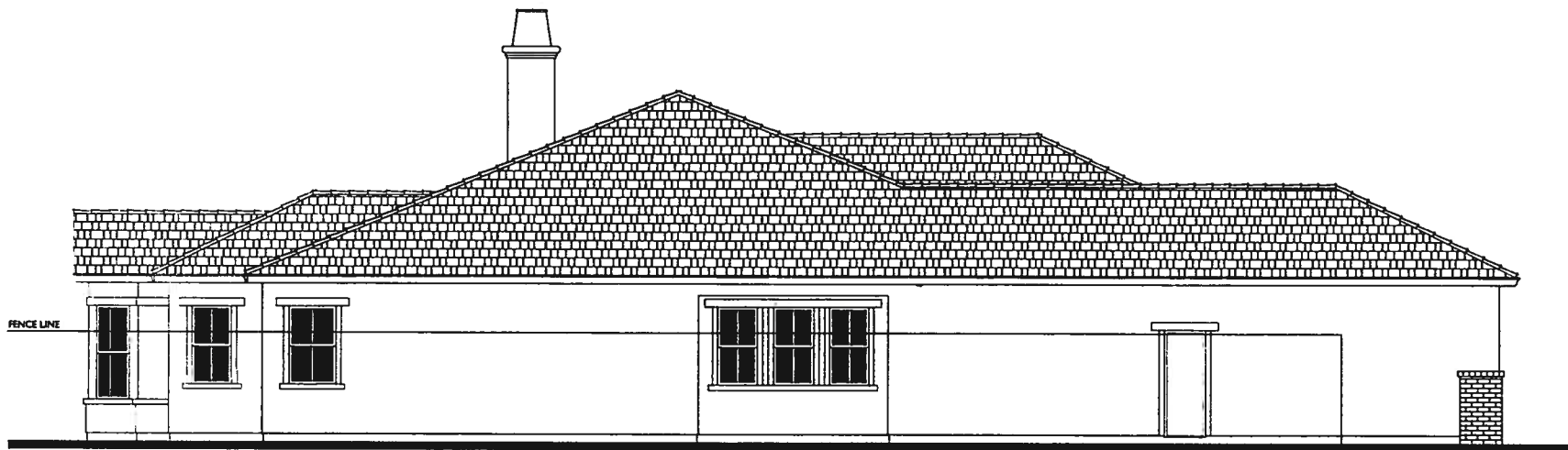
224.11050



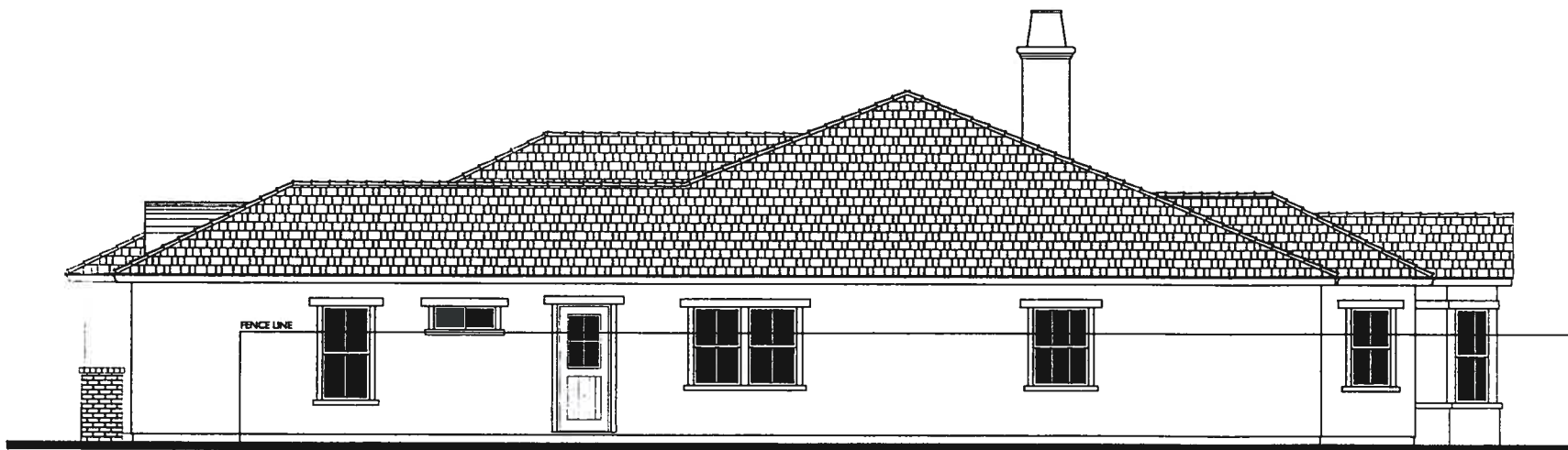
REAR



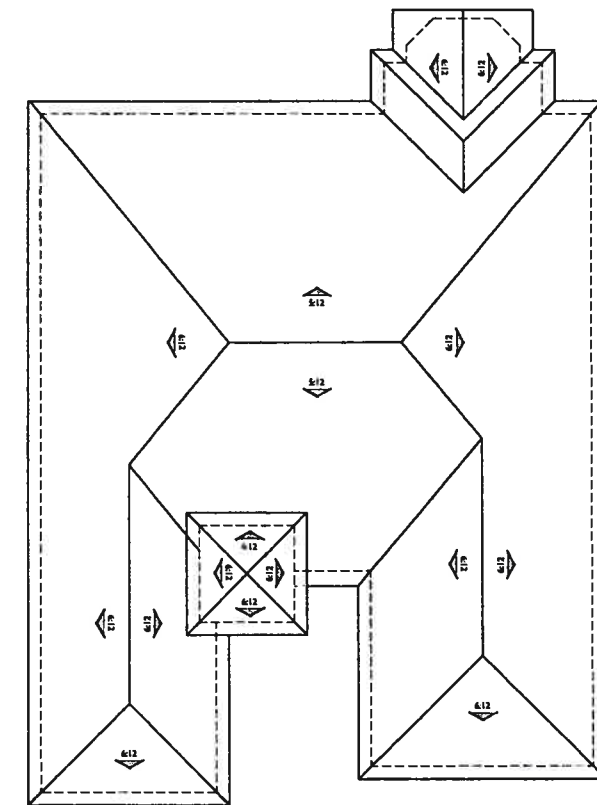
FRONT



LEFT



RIGHT



ROOF PLAN

PITCH: 6/12
 RAKE: 12"
 EAVE: 12"
 ROOF MATERIAL: CONCRETE TILE

D

0 2 4 SCALE 1/4" = 1'-0"

PLAN 2D
 FRENCH COTTAGE ELEVATION

A-18

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PLAN 3A - RANCH - LOT 22

FRONT ELEVATION

SCALE: 1/4" = 1'-0"



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PLAN 3 C - CRAFTSMAN - LOT 21

FRONT ELEVATION

SCALE 1/4" = 1'-0"

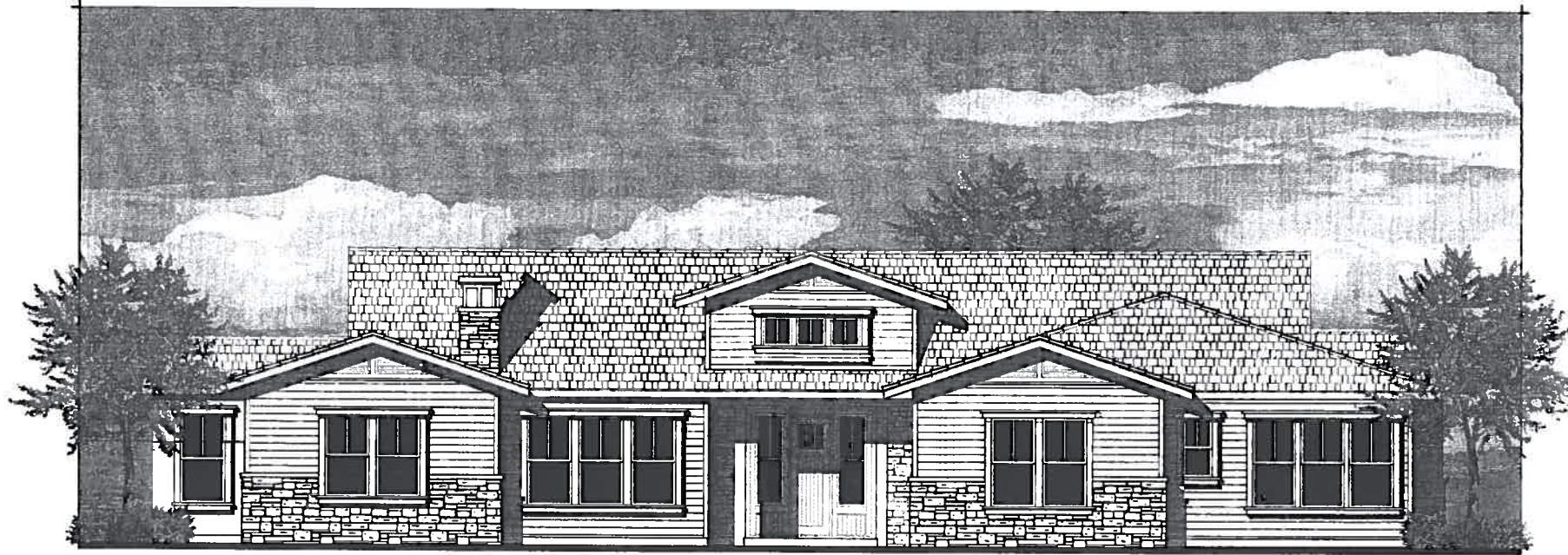


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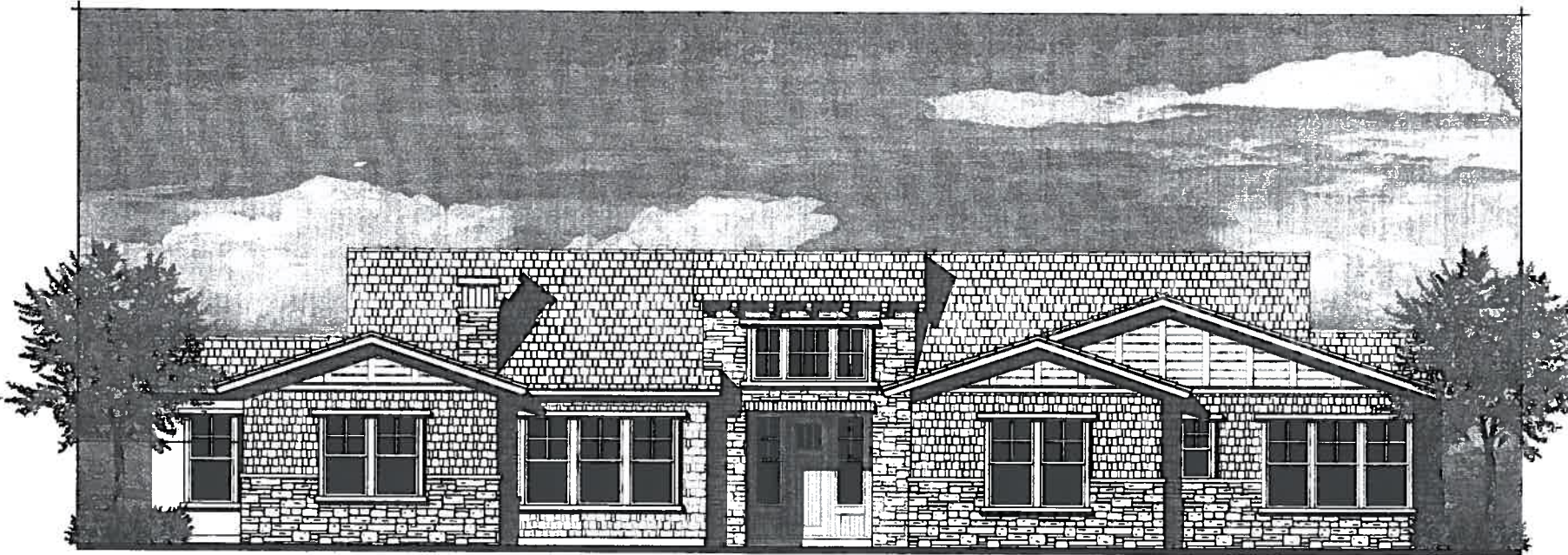
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PLAN 3A-RANCH - LOT 22



PLAN 3C - CRAFTSMAN - LOT 21

PLAN 3
FRONT ELEVATIONS

SCALE 1/4" = 1'-0"



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A-19

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FRONT

PLAN 3 D - FRENCH COTTAGE - LOT 11

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

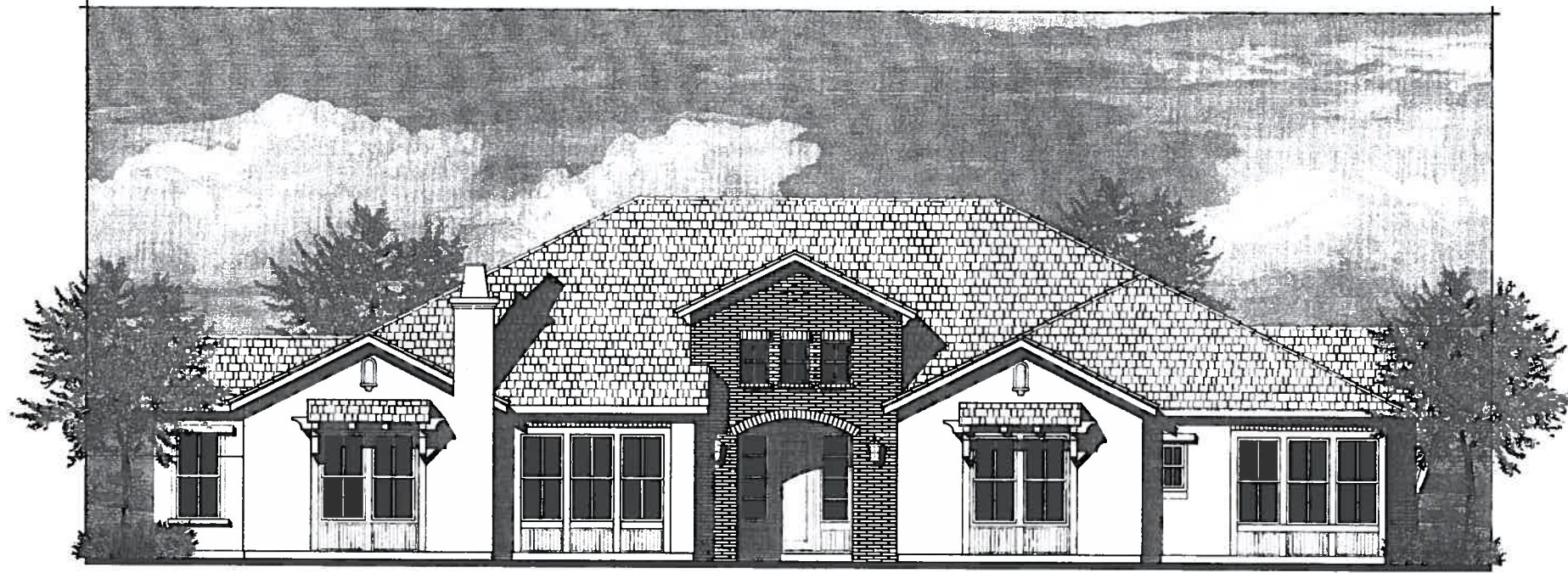


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PLAN 3D-FRENCH COTTAGE - LOT II

PLAN 3
FRONT ELEVATIONS

A-20

SCALE 1/4" = 1'-0"

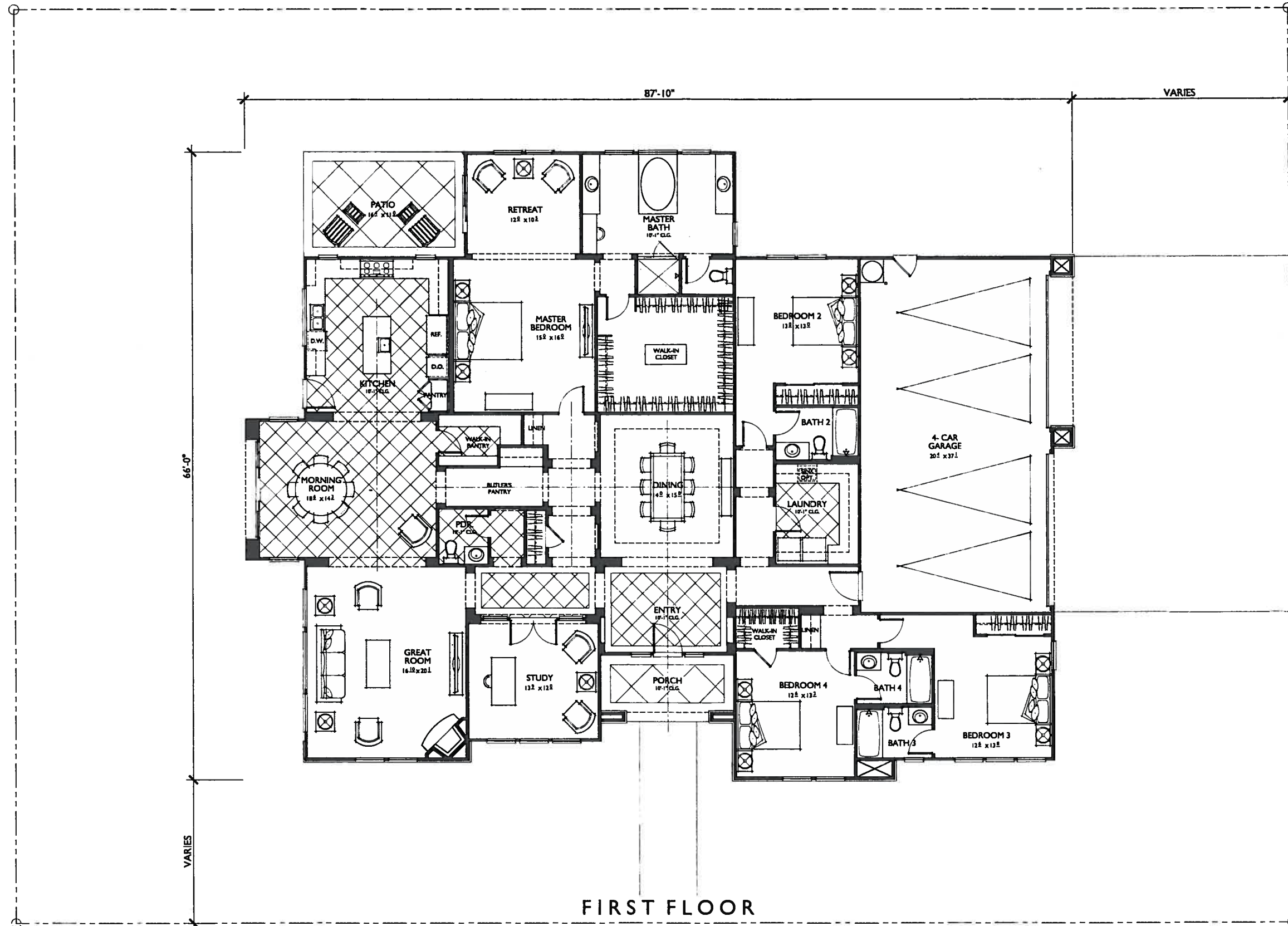
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FIRST FLOOR

PLAN 3A
3,691 S.F.

FLOOR PLAN REFLECTS THE
"RANCH ELEVATION"

PLAN 3A
3,691 SQ. FT.
TARGET: 3,600 SQ. FT.
GARAGE: 772 SQ. FT.
4 BEDROOMS / 4.5 BATH
4-CAR GARAGE

A-21

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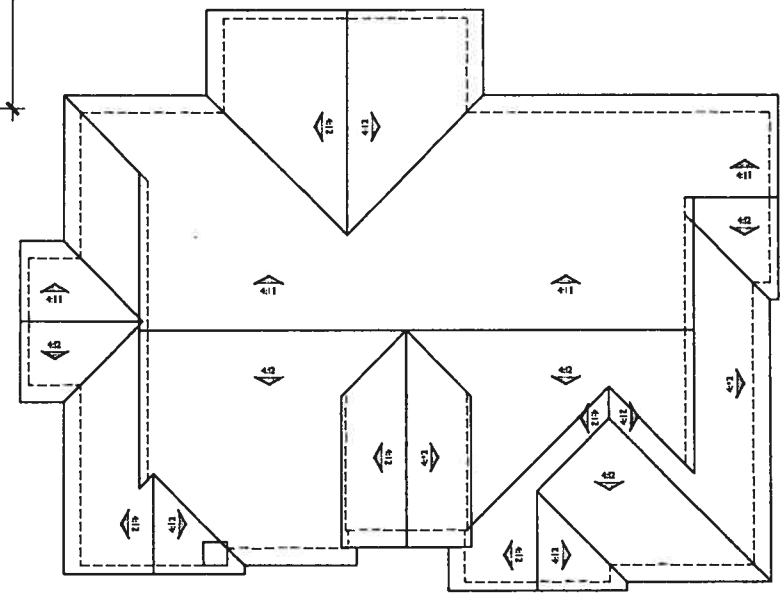
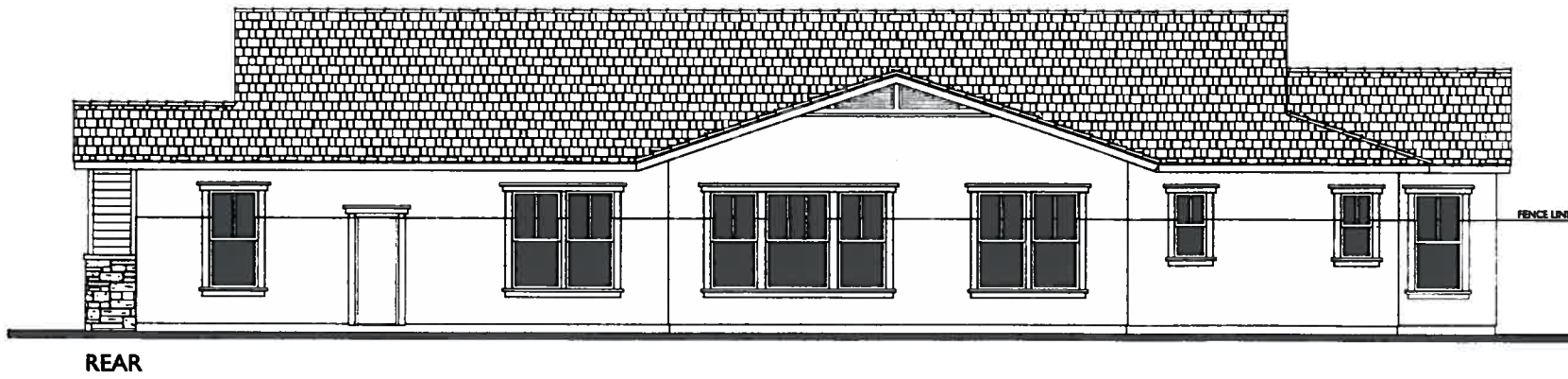
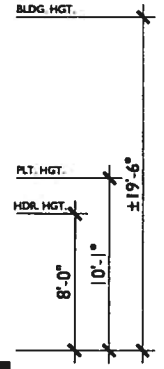
SCALE 1/4" = 1'-0"



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ROOF PLAN
 PITCH: 4:12
 RAKE: 12"
 EAVE: 24"
 ROOF MATERIAL: CONCRETE TILE

A

SCALE: 1/4" = 1'-0"

PLAN 3A
 RANCH FRONT & REAR ELEVATIONS

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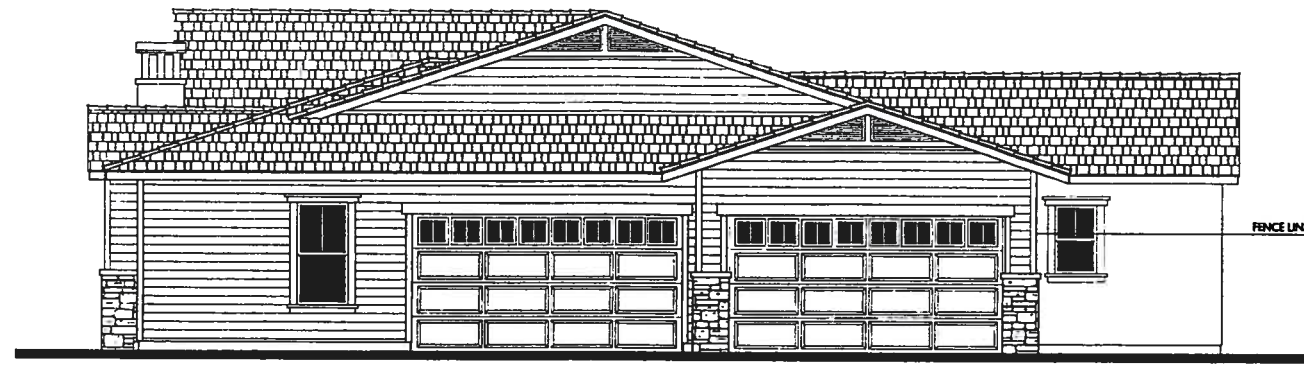
A-22

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RIGHT



LEFT

PLAN 3 A
RANCH RIGHT & LEFT ELEVATION

0 2 4 SCALE: 1/4" = 1'-0"

A-23

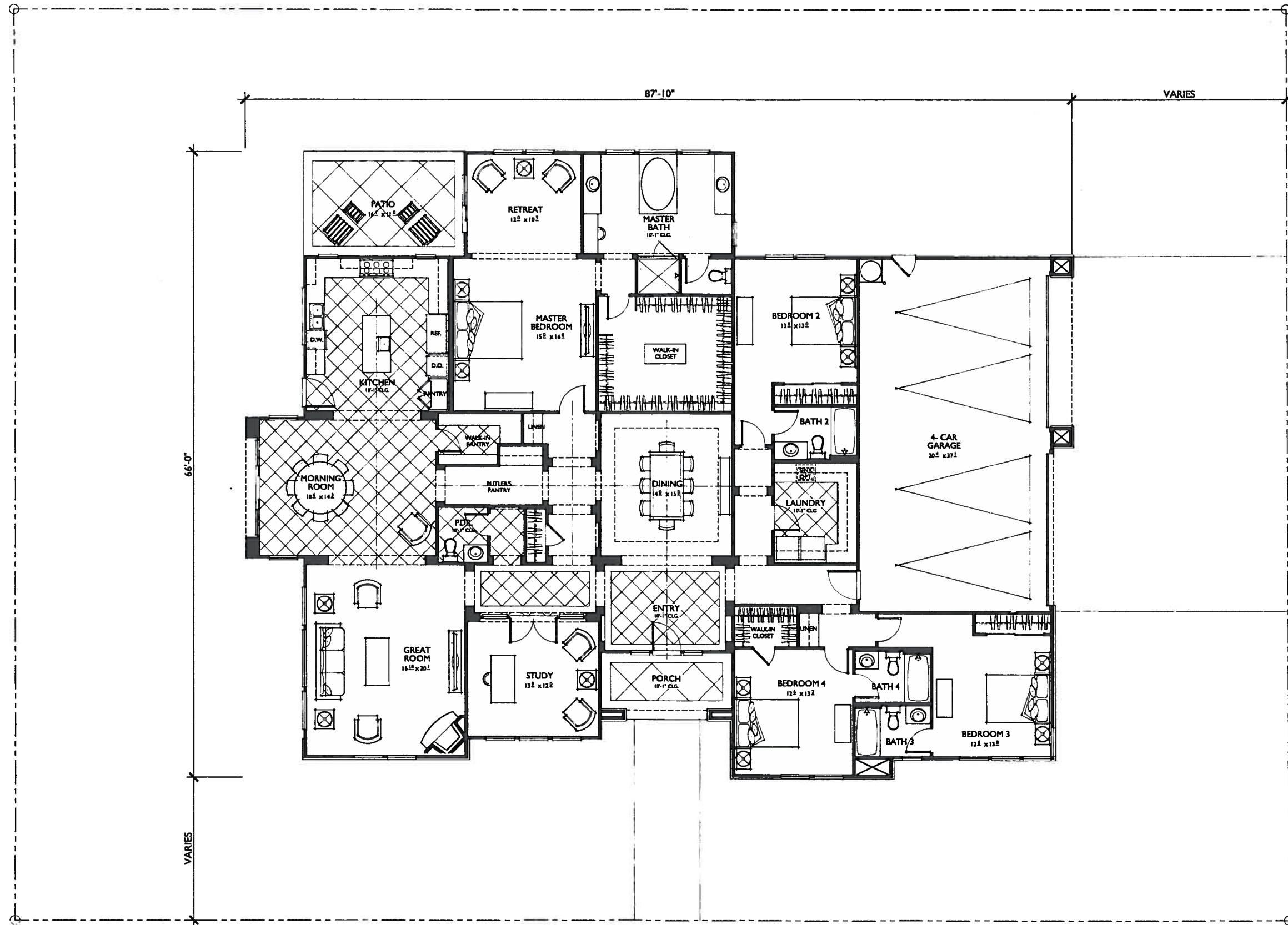
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PLAN 3C
 3,691 SQ. FT.
 TARGET: 3,600 SQ. FT.
 GARAGE: 772 SQ. FT.
 4 BEDROOMS / 4.5 BATH
 4-CAR GARAGE

PLAN 3C

3,691 S.F.

FLOOR PLAN REFLECTS THE
 "CRAFTSMAN ELEVATION"

A-24

0 2 4 SCALE 1/4" = 1'-0"

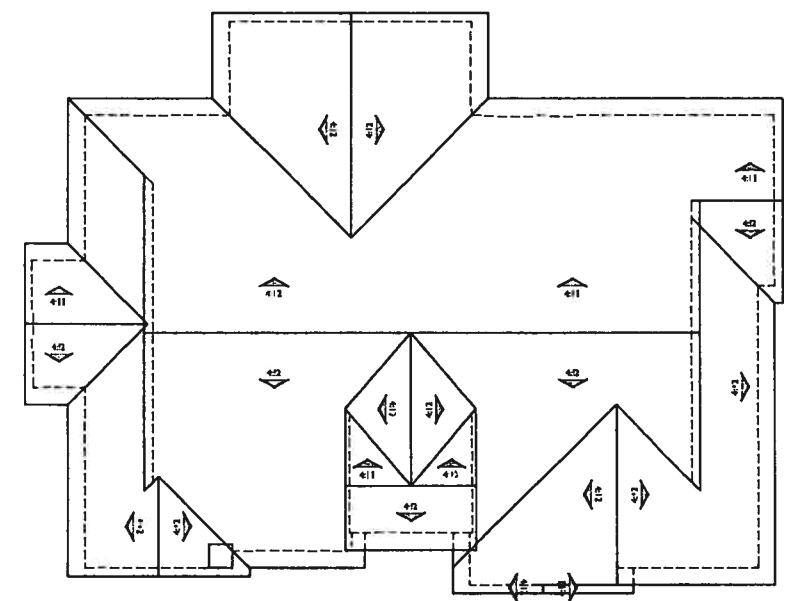
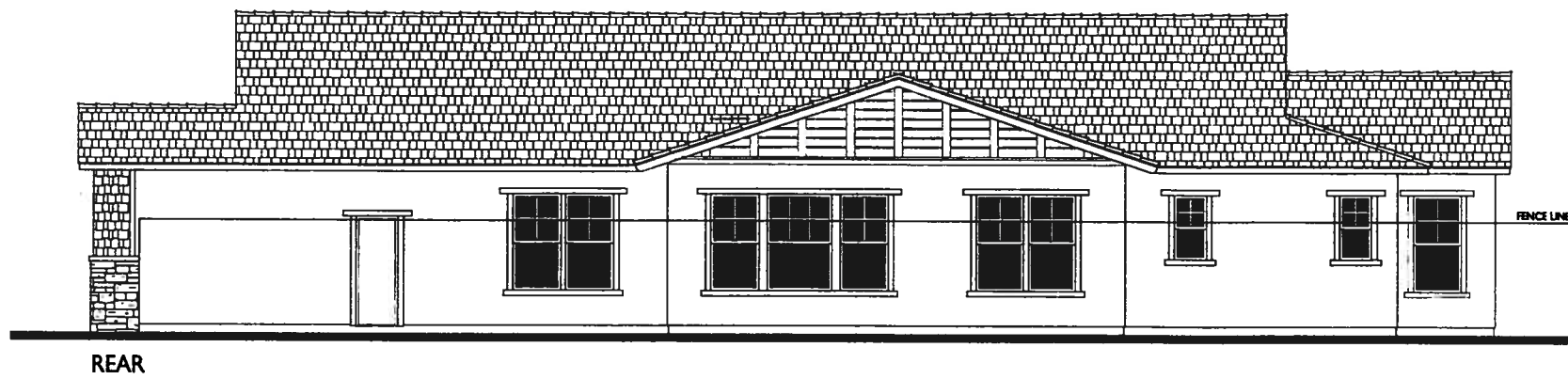
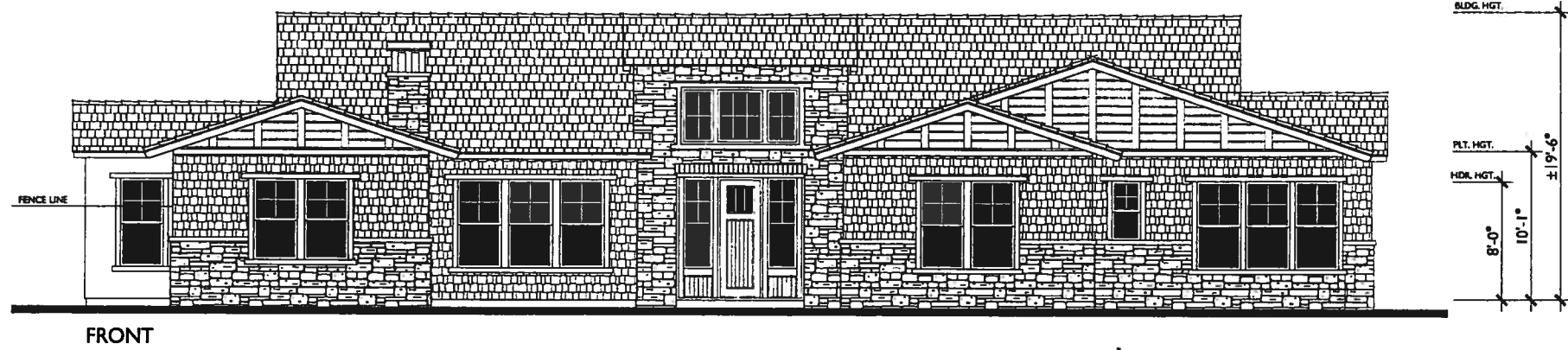
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PITCH: 4:12
 MAKE: 18"
 EAVE: 34"
 ROOF MATERIAL: CONCRETE TILE

C

SCALE 1/4" = 1'-0"



PLAN 3 C
 CRAFTSMAN FRONT & REAR ELEVATIONS

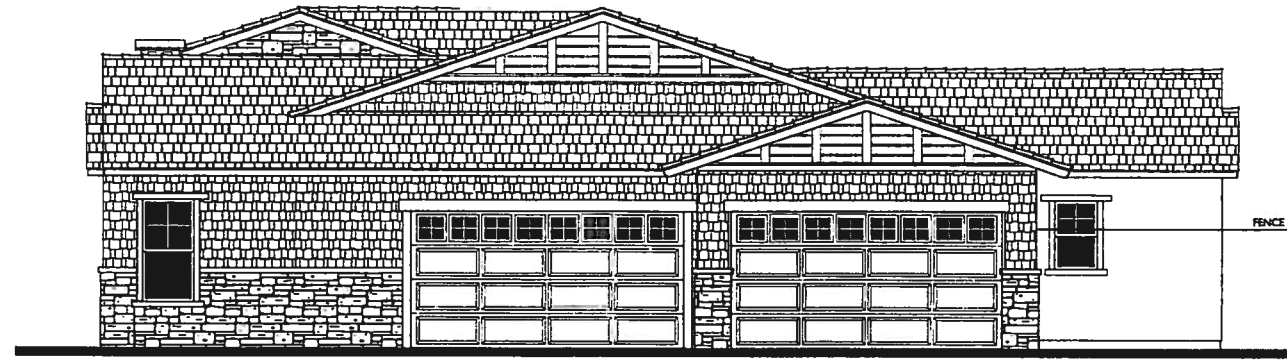
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A-25

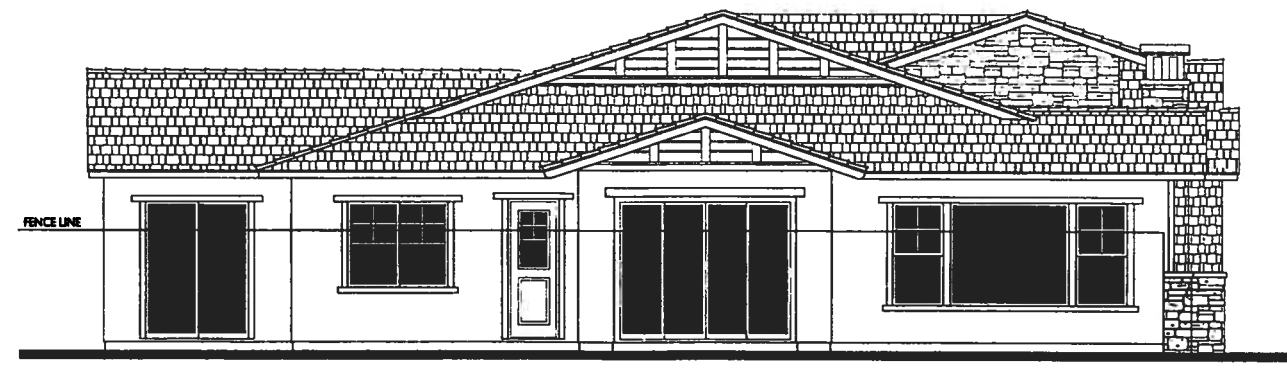
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RIGHT



LEFT

0 2 4 SCALE: 1/4" = 1'-0"

PLAN 3C
CRAFTSMAN RIGHT & LEFT ELEVATIONS

A-26

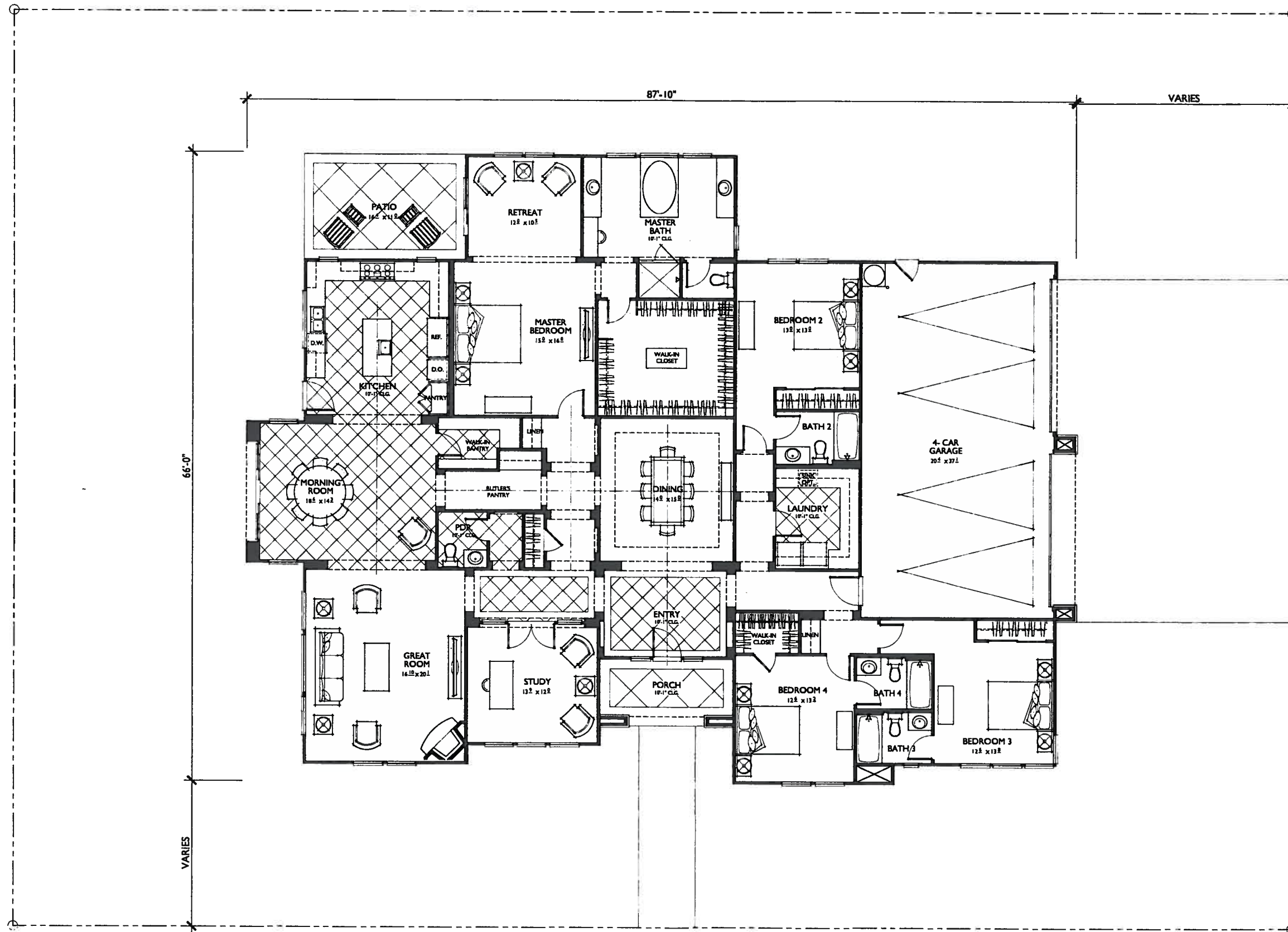
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PLAN 3D
 3,691 SQ. FT.
 TARGET: 3,600 SQ. FT.
 GARAGE: 772 SQ. FT.
 4 BEDROOMS / 4.5 BATH
 4-CAR GARAGE

PLAN 3D

3,691 S.F.

FLOOR PLAN REFLECTS THE
 "FRENCH COTTAGE ELEVATION"

A-27

08.11.11

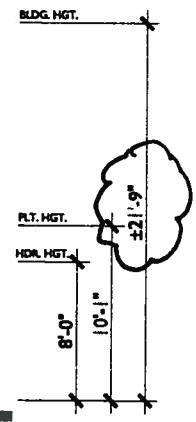
SCALE 1/4" = 1'-0"



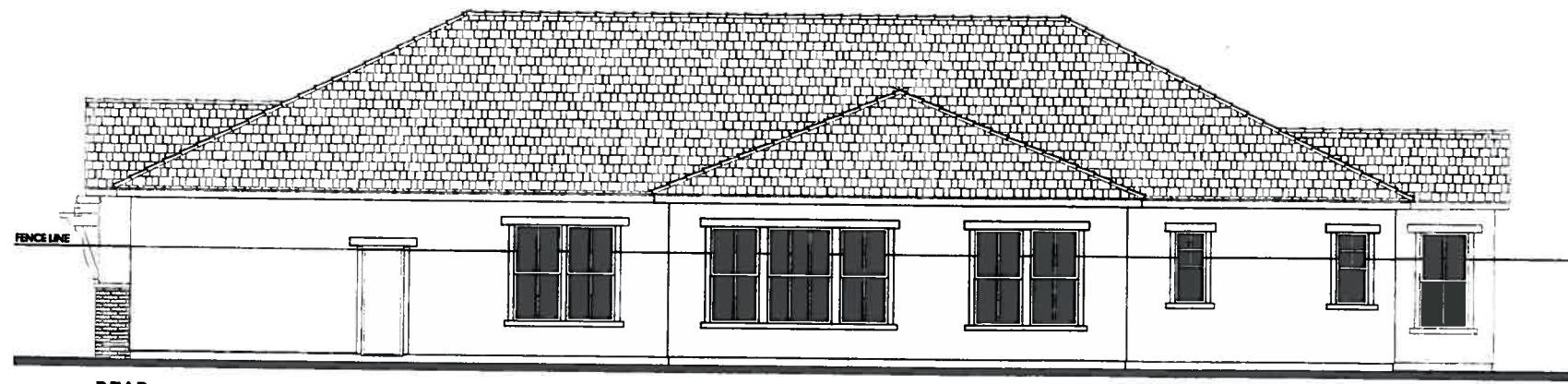
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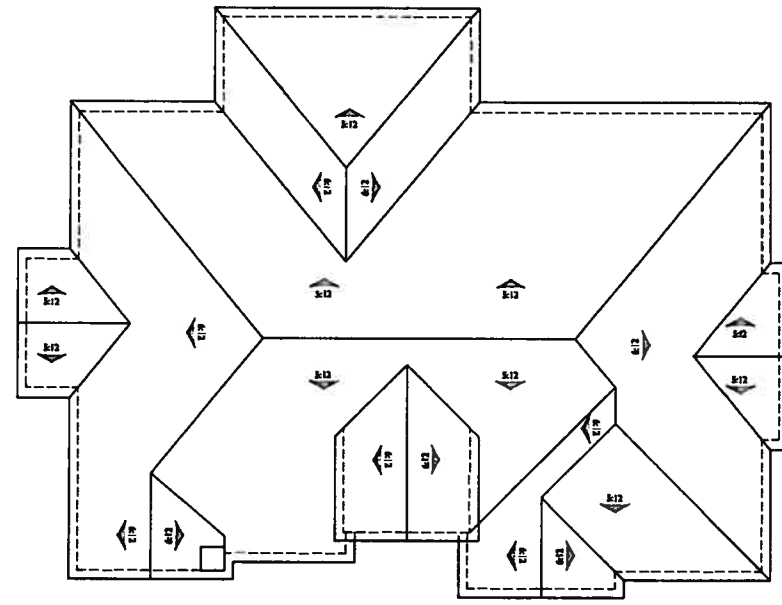
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FRONT



REAR



ROOF PLAN

PITCH: 8:12, 6:12
 RAKE: 12"
 EAVE: 12"
 ROOF MATERIAL: CONCRETE TILE

D

SCALE 1/4" = 1'-0"

PLAN 3 D
 FRENCH COTTAGE FRONT & REAR ELEVATIONS

A-28

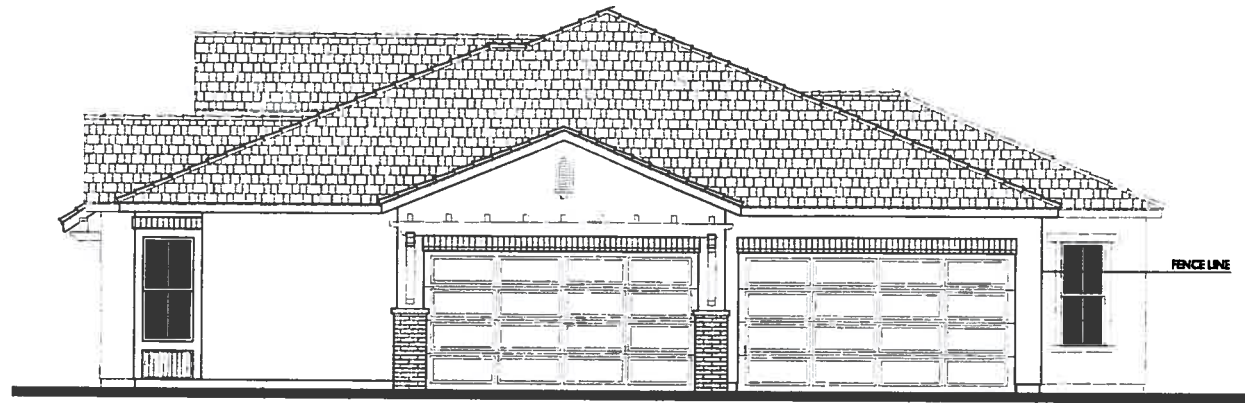
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RIGHT



LEFT

PLAN 3 D
 FRENCH COTTAGE RIGHT & LEFT ELEVATIONS

SCALE 1/4" = 1'-0"



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A-29

10.12.11

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LEHMAN SELWAY



COLOR SELECTION BOOK AUGUST 18, 2011

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PUP-50-01M
EXHIBIT B

RECEIVED

AUG 26 2011

CITY OF PLEASANTON
PLANNING DIVISION



PONDEROSA
HOMES

LEHMAN SELWAY

JOB# 224-11050
COLOR SELECTION CHART

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ROOF: EAGLE (COOL ROOF COMPLIANT)
PAINT: KELLY MOORE
STONE: ELDORADO
BRICK: ROBINSON, MC NEAR, OLD VIRGINIA & MCNEAR
MORTAR: ORCO BLENDED PRODUCTS
GUTTERS: CUSTOM BUILT
WINDOW FRAME: WHITE

AUGUST 09, 2011

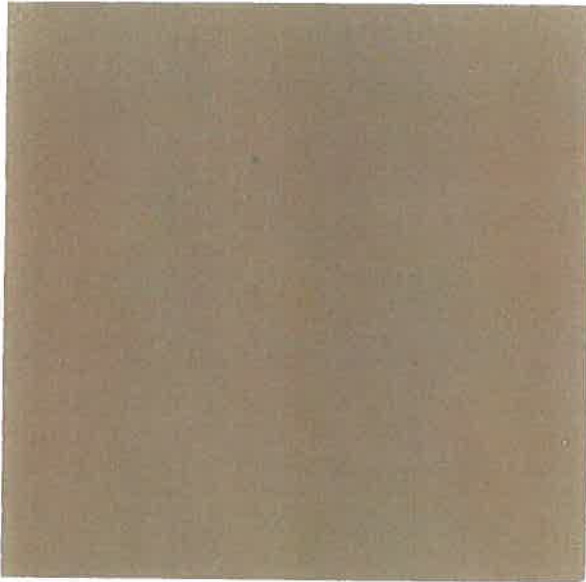
SCHEME #	SCHEMES 1-3 'A' RANCH ELEVATIONS			SCHEMES 4-6 'B' TRADITIONAL ELEVATIONS			SCHEMES 7-9 'C' CRAFTSMAN ELEVATIONS			SCHEMES 10-12 'D' FRENCH COTTAGE EVATIONS		
	1	2	3	4	5	6	7	8	9	10	11	12
FASCIA, TRIM, EAVES, BEAMS, LINTELS, GABLE SIDING & GARAGE DOOR	AC252-5 ROCKY MOUNTAIN	OW258-1 MOVIE TIME	KM3987-3 MANCHESTER MOOD	OW222-1 IT'S A CREAM	COFFEE CREAMER	OW242-1 AMAZING GRACE	KM4004-2 STAR OF THE GARDEN	KM911 CRUSHED GARLIC	KM4024-5 LATTE PLEASE	HL4217-3 LIMBERT LEATHER	HL4272-5 FRONTIER SHINGLE	KM3950 ROCKVALE
SHUTTERS & FRONT ENTRY DOOR	KM3799-3 BLUE LAKE	AC249-5 RARE EARTH	KM4058-5 WESTERN PURSUIT	JEFF'S JAVA	KM3872-5 SPINACH DIPPED	KM3808-5 BAFFIN ISLAND NIGHT	KM3808-5 BAFFIN ISLAND NIGHT	KM4188-5 CAFFE BISTRO	AC257-5 IRON ORE	KM3854-3 GIDGET'S SECRET	KM3886-3 COLFAX PINE	KM3768-5 DARK BERRY
BASE STUCCO	KM4182-3 LESCAMELA VANILLA	HI4281-2 CANTERBURY CATHEDRAL	KM3988-2 PALE PORTABELLA	KM 3844-2 BEACHCOMBER	KM3490-1 FRENCH SONNET	230 GRAYSTONE	KM4055-3 MAPLE SUGAR	KM3974-3 HIGHLAND GRASS	KM3966-3 SANDALWOOD TAN	OW249-1 ENGLISH SYCAMORE	KM4004 STAR OF THE GARDEN	KM4013-2 BERNARD BEACH
SIDING/ SHINGLE	KM4182-3 LESCAMELA VANILLA	HI4281-2 CANTERBURY CATHEDRAL	KM3988-2 PALE PORTABELLA	KM 3844-2 BEACHCOMBER	KM3490-1 FRENCH SONNET	230 GRAYSTONE	KM4055-3 MAPLE SUGAR	KM3974-3 HIGHLAND GRASS	KM3966-3 SANDALWOOD TAN			
BRICK							ROBINSON MESQUITE	ROBINSON MESQUITE	ROBINSON MESQUITE	OLD VIRGINIA OLD SALEM WOOD MOULD OVERSIZE	MC NEAR DORADO	CALIFORNIA CLAY CFS SIENNA TUMBLED
STONE	LANTANA CLIFFSTONE	MANZANITA CLIFFSTONE	DURANGO MOUNTAIN LEDGE	ANDANTE FIELDLEDGE	MESQUITE CLIFFSTONE	VENETO FIELDLEDGE	MONTECITO CLIFFSTONE	SADDLEBACK RUSTIC LEDGE	SANTA CRUZ COASTAL LEDGE			
MORTAR	DRystack	DRystack	DRystack	MAC PLUS KHAKE (FLUSHED)	DRystack	MAC PLUS CAMEL (FLUSHED)	DRystack	DRystack	DRystack	MAC PLUS LIGHT WARM GRAY (FLUSHED)	MAC PLUS LATTE (FLUSHED)	MAC PLUS LATTE (FLUSHED)
FLAT SMOOTH ROOF				4689	4634	4697				SCB 8805	4680	SCB 8827
FLAT BRUSHED ROOF	5557	5687	5634				5502	5687	5634			
GUTTERS/ DOWNSPOUTS	BEAVER BROWN	RUSTIC BROWN	RUSTIC BROWN	80 WHITE	80 WHITE	80 WHITE	BEAVER BROWN	BEAVER BROWN	BEAVER BROWN	RUSTIC BROWN	RUSTIC BROWN	RUSTIC BROWN



SHUTTERS & FRONT ENTRY DOOR



**FASCIA, TRIM, EAVES, BEAMS,
GABLE TRIM, LINTELS & GARAGE DOOR**



BASE STUCCO



SIDING



**FLAT BRUSHED ROOF
EAGLE 5557**



**EDORADO STONE
LANTANA CLIFFSTONE**



LEHMAN SELWAY

COLOR SELECTION BOOK

AUGUST 18, 2011

Bassenian Lagoni
ARCHITECTURE • DESIGN • INTERIORS



SHUTTERS & FRONT ENTRY DOOR

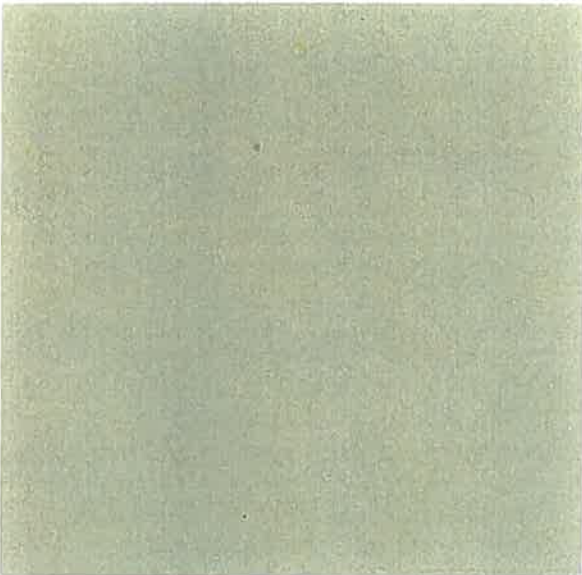


**FLAT BRUSHED ROOF
EAGLE 5687**

**FASCIA, TRIM, EAVES, BEAMS,
GABLE TRIM, LINTELS & GARAGE DOOR**



**ELDORADO STONE
MANZANITA CLIFFSTONE**



BASE STUCCO



SIDING



LEHMAN SELWAY

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SCHEME 3

RANCH ELEVATIONS



SHUTTERS & FRONT ENTRY DOOR



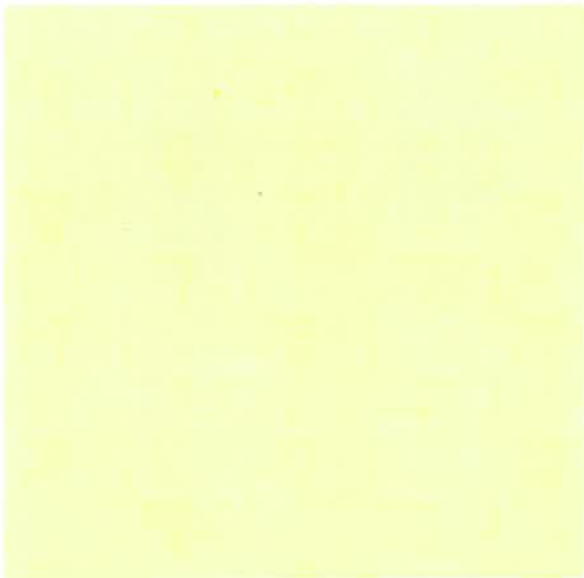
**FASCIA, TRIM, EAVES, BEAMS,
GABLE TRIM, LINTELS & GARAGE DOOR**



**FLAT BRUSHED ROOF
EAGLE 5634**



**EL DORADO STONE
DURANGO MOUNTAIN LEDGE**



BASE STUCCO



SIDING



LEHMAN SELWAY

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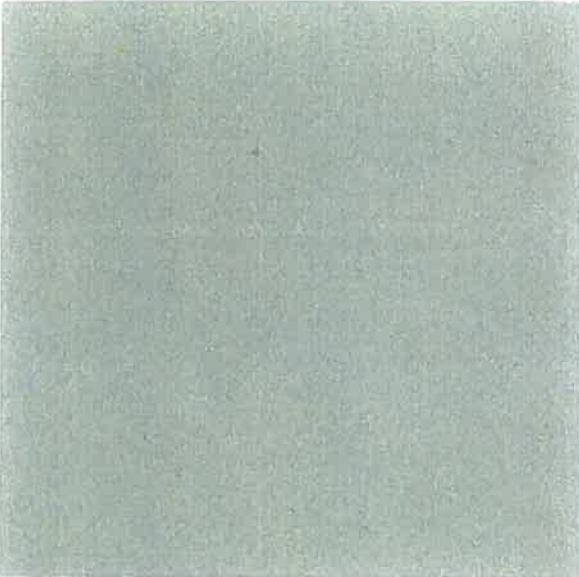


SHUTTERS & FRONT ENTRY DOOR



**FLAT SMOOTH ROOF
EAGLE 4689**

**FASCIA, TRIM, EAVES, BEAMS,
LINTELS & GARAGE DOOR**



BASE STUCCO



**ELDORADO STONE
ANDANTE FIELDLEDGE**



SIDING



LEHMAN SELWAY

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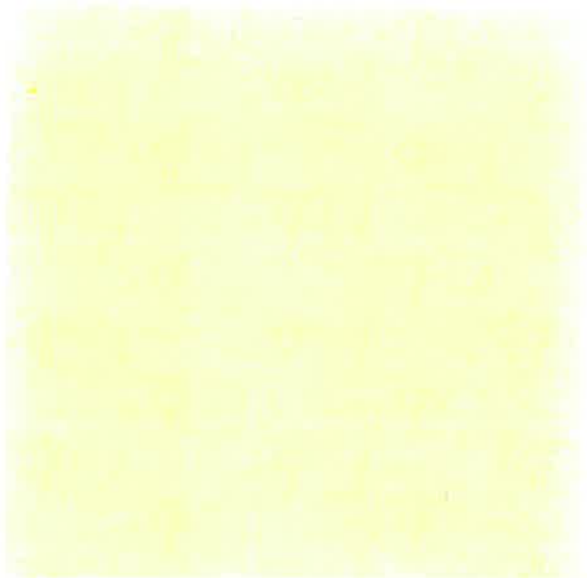


SHUTTERS & FRONT ENTRY DOOR



**FLAT SMOOTH ROOF
EAGLE 4634**

**FASCIA, TRIM, EAVES, BEAMS,
LINTELS & GARAGE DOOR**



BASE STUCCO



**ELDORADO STONE
MESQUITE CLIFFSTONE**



SIDING



LEHMAN SELWAY

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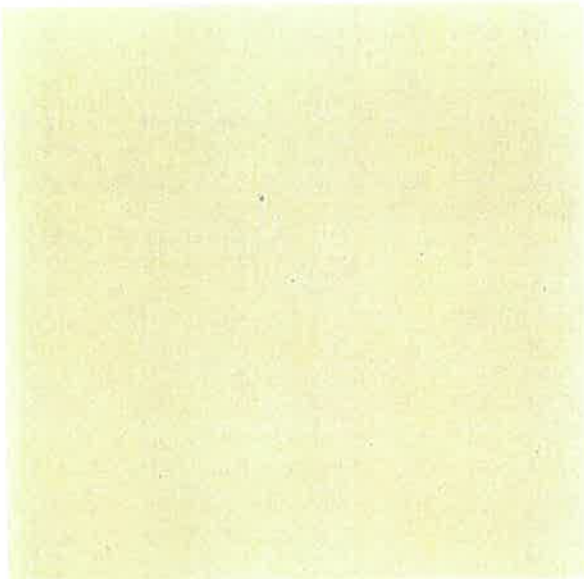


SHUTTERS & FRONT ENTRY DOOR



**FLAT SMOOTH ROOF
EAGLE 4697**

**FASCIA, TRIM, EAVES, BEAMS,
LINTELS & GARAGE DOOR**



BASE STUCCO



**ELDORADO STONE
VENETO FIELDLEDGE**



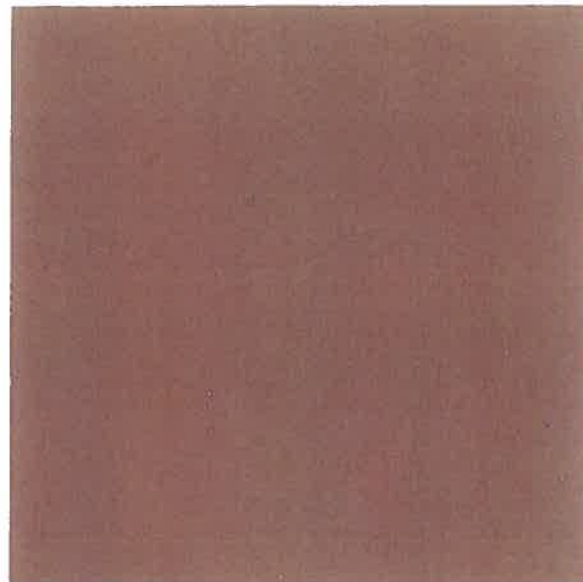
SIDING



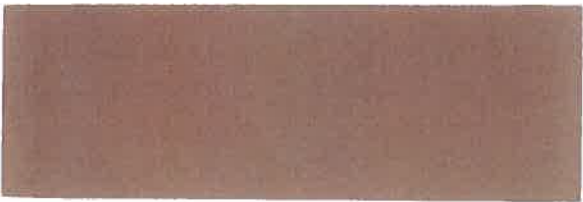
SHUTTERS & FRONT ENTRY DOOR



**FASCIA, TRIM, EAVES, BEAMS, LINTELS,
GABLE TRIM & GARAGE DOOR**



BASE STUCCO



SHINGLE



**FLAT BRUSHED ROOF
EAGLE 5502**



**ELDORADO STONE
MONTECITO CLIFFSTONE**



**ROBINSON BRICK
MESQUITE**



LEHMAN SELWAY

COLOR SELECTION BOOK

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SHUTTERS & FRONT ENTRY DOOR

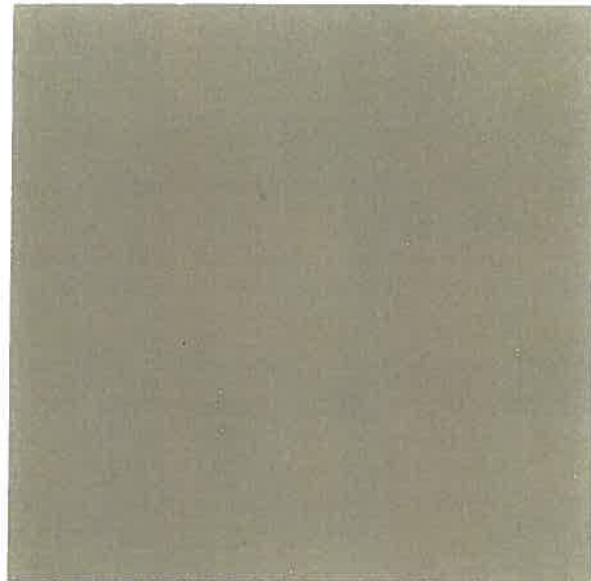


**FLAT BRUSHED ROOF
EAGLE 5687**

**FASCIA, TRIM, EAVES, BEAMS, LINTELS,
GABLE TRIM & GARAGE DOOR**



**ELDORADO STONE
SADDLEBACK RUSTIC LEDGE**



BASE STUCCO



**ROBINSON BRICK
MESQUITE**



SHINGLE



LEHMAN SELWAY

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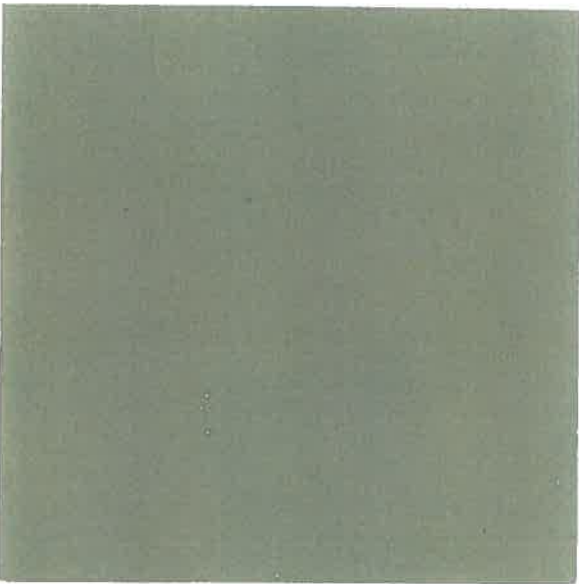
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SHUTTERS & FRONT ENTRY DOOR



**FASCIA, TRIM, EAVES, BEAMS, LINTELS,
GABLE TRIM & GARAGE DOOR**



BASE STUCCO



SHINGLE



**FLAT BRUSHED ROOF
EAGLE 5634**



**ELDORADO STONE
SANTA CRUZ COASTAL LEDGE**



**ROBINSON BRICK
MESQUITE**



LEHMAN SELWAY

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SHUTTERS & FRONT ENTRY DOOR



**FASCIA, TRIM, EAVES, BEAMS,
LINTELS, TRELIS & GARAGE DOOR**



**FLAT SMOOTH ROOF
EAGLE SCB 8806**



**OLD VIRGINIA BRICK
OLD SALEM WOOD MOULD**

BASE STUCCO



LEHMAN SELWAY

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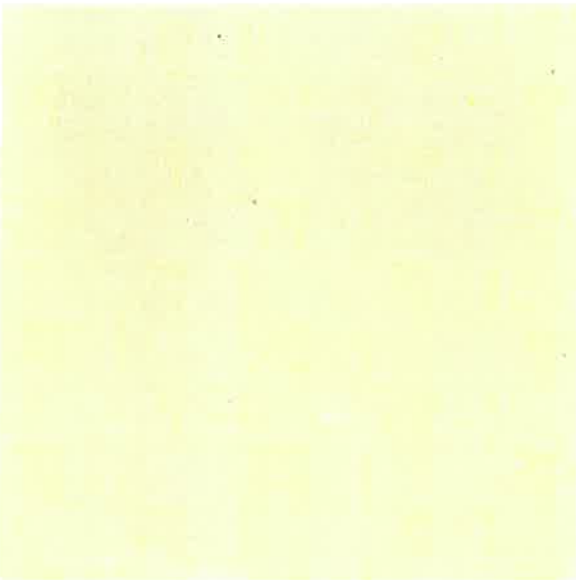
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SHUTTERS & FRONT ENTRY DOOR



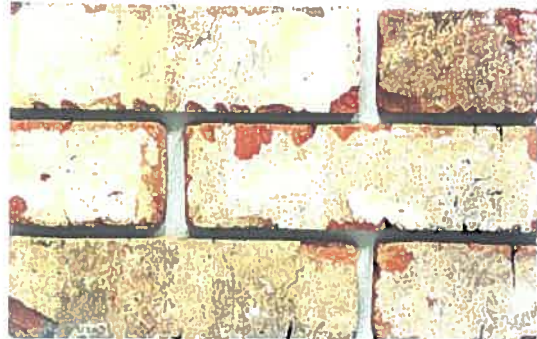
**FASCIA, TRIM, EAVES, BEAMS,
LINTELS, TRELLIS & GARAGE DOOR**



BASE STUCCO



**FLAT SMOOTH ROOF
EAGLE 480**



**MC NEAR BRICK
DORADO TUMBLED**

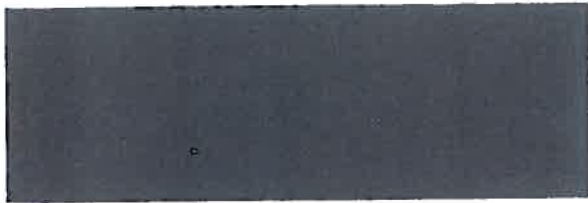


LEHMAN SELWAY

COLOR SELECTION BOOK

AUGUST 18, 2011

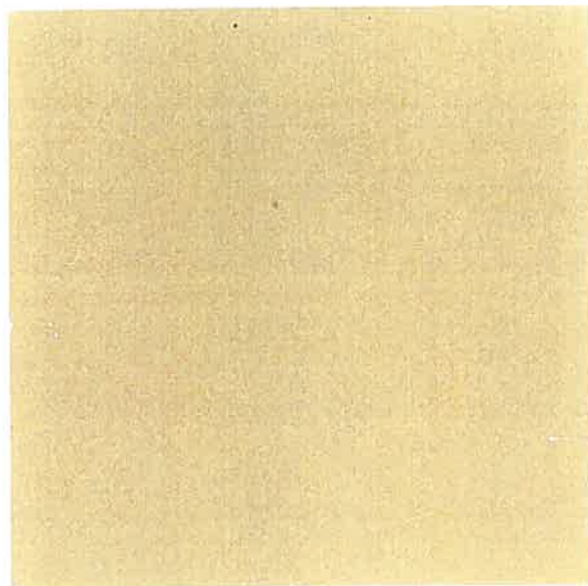
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SHUTTERS & FRONT ENTRY DOOR



**FASCIA, TRIM, EAVES, BEAMS,
LINTELS, TRELIS & GARAGE DOOR**



BASE STUCCO



**FLAT SMOOTH ROOF
EAGLE SCB 8827**



**CA CLAY BRICK
CFS SIENNA TUMBLED**



LEHMAN SELWAY

COLOR SELECTION BOOK

AUGUST 18, 2011

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ARCHITECTURE • PLANNING • INTERIORS

GreenPoint Rated Checklist: Single Family

The GreenPoint Rated checklist tracks green features incorporated into the home. **A home is only GreenPoint Rated if all features are verified by a Certified GreenPoint Rater through Build It Green.** GreenPoint Rated is provided as a public service by Build It Green, a professional non-profit whose mission is to promote healthy, energy and resource efficient buildings in California. The minimum requirements of GreenPoint Rated are: verification of 50 or more points; Earn the following minimum points per category: Energy (30), Indoor Air Quality/Health (5), Resources (6), and Water (9); and meet the prerequisites A.2.a, H10a., J.2., N.1, and Q0.

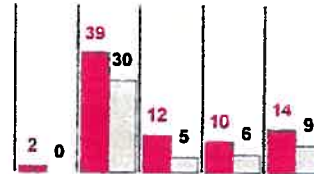
This checklist accommodates the verification of mandatory CALGreen measures but does not signify compliance unless accepted by enforcing agency. All CALGreen measures within the checklist must be selected as "Yes" or "n/a" for compliance with GreenPoint Rated. Build It Green is not a code enforcement agency.

The criteria for the green building practices listed below are described in the GreenPoint Rated Single Family Rating Manual. For more information please visit www.builditgreen.org/greenpointrated

Single Family New Home 4.2 / 2008 Title 24



Total Points Targeted: 77



PUD-50-0114
EXHIBIT B

RECEIVED

AUG 26 2011

CITY OF PLEASANTON
PLANNING DIVISION

LEHMAN		Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
A. SITE			Possible Points					
1. Protect Topsoil and Minimize Disruption of Existing Plants & Trees								
TBD	a. Protect Topsoil and Reuse after Construction	0	1				1	
TBD	b. Limit and Delineate Construction Footprint for Maximum Protection	0					1	
2. Divert/Recycle Job Site Construction Waste (Including Green Waste and Existing Structures)								
Yes	a. Required: Divert 50% (by weight) of All Construction and Demolition Waste (Recycling or Reuse) (CALGreen Code)	Y				R		
TBD	b. Divert 100% of Asphalt and Concrete and 65% (by weight) of Remaining Materials	0				2		
TBD	c. Divert 100% of Asphalt and Concrete and 80% (by weight) of Remaining Materials	0				2		
3. Use Recycled Content Aggregate (Minimum 25%)								
TBD	a. Walkway and Driveway Base	0				1		
TBD	b. Roadway Base	0				1		
TBD	4. Cool Site: Reduce Heat Island Effect On Site	0	1					
5. Construction Environmental Quality Management Plan, Duct Sealing, and Pre-Occupancy Flush-Out [This credit is a requirement associated with J4: EPA IAPI]								
Yes	a. Duct openings and other related air distribution component openings shall be covered during construction. (CALGreen code if applicable)	1			1			
TBD	b. Full environmental quality management plan and pre-occupancy flush out is conducted (Prerequisite is A5a)	0			1			
Total Points Available in Site = 12		1						
B. FOUNDATION			Possible Points					
TBD	1. Replace Portland Cement in Concrete with Recycled Fly Ash and/or Slag (Minimum 20%)	0				2		

LEHMAN

		Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes	
TBD	2. Use Frost-Protected Shallow Foundation in Cold Areas (CEC Climate Zone 16)	0				2			
TBD	3. Use Radon Resistant Construction [*This credit is a requirement associated with J4: EPA IAP]	0			2				
TBD	4. Install a Foundation Drainage System [*This credit is a requirement associated with J4: EPA IAP]	0				2			
TBD	5. Moisture Controlled Crawlspace [*This credit is a requirement associated with J4: EPA IAP]	0			2				
6. Design and Build Structural Pest Controls									
TBD	a. Install Termite Shields & Separate All Exterior Wood-to-Concrete Connections	0				1			
TBD	b. All Plants Have Trunk, Base, or Stem Located At Least 36 Inches from Foundation	0				1			
		Total Points Available in Foundation = 12							
C. LANDSCAPE			Possible Points						
0%	<i>Enter in the % of landscape area. (Projects with less than 15% of the total site area (i.e. total lot size) as landscape area are capped at 6 points for the following measures: C1 through C7 and C9 through C11.</i>								
Yes	1. Group Plants by Water Needs (Hydrozoning)	2					2		
TBD	2. Mulch All Planting Beds to the Greater of 3 Inches or Local Water Ordinance Requirement	0					2		
3. Construct Resource-Efficient Landscapes									
TBD	a. No Invasive Species Listed by Cal-IPC Are Planted	0					1		
TBD	b. No Plant Species Will Require Shearing	0			1				
TBD	c. 75% of Plants Are Drought Tolerant, California Natives or Mediterranean Species or Other Appropriate Species	0					3		
4. Minimize Turf in Landscape Installed by Builder									
TBD	a. Turf Shall Not Be Installed on Slopes Exceeding 10% and No Overhead Sprinklers Installed in Areas Less than 8 Feet Wide	0					2		
No	b. Turf is Small Percentage of Landscaped Area (2 Points for ≤25%, 4 Points for ≤10%)	0					4		
TBD	5. Plant Shade Trees	0	1	1			1		
6. Install High-Efficiency Irrigation Systems									
TBD	a. System Uses Only Low-Flow Drip, Bubblers, or Sprinklers	0					2		
Yes	b. System Has Smart (Weather-Based) Controller (CALGreen code if applicable)	3					3		
TBD	7. Incorporate Two Inches of Compost in the Top 6 to 12 Inches of Soil	0					3		
8. Rain Water Harvesting System									
TBD	a. Cistem(s) is Less Than 750 Gallons	0					1		
TBD	b. Cistem(s) is 750 to 2,500 Gallons	0					1		
TBD	c. Cistem(s) is Greater Than 2,500 Gallons	0					1		
TBD	9. Irrigation System Uses Recycled Wastewater	0					1		
TBD	10. Submetering for Landscape Irrigation	0					1		
11. Design Landscape to Meet Water Budget									
TBD	a. Install Irrigation System That Will Be Operated at ≤70% Reference ET (Prerequisites for Credit are C1. and C2.)	0					1		
TBD	b. Install Irrigation System That Will Be Operated at ≤50% Reference ET (Prerequisites for Credit are C1, C2, and C6a or C6b.)	0					1		

LEHMAN		Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
TBD	12. Use Environmentally Preferable Materials for 70% of Non-Plant Landscape Elements and Fencing A) FSC-Certified Wood, B) Reclaimed, C) Rapidly Renewable, D) Recycled-Content E) Finger-Jointed or F) Local	0				1		
TBD	13. Reduce Light Pollution by Shielding Fixtures and Directing Light Downward	0	1					
Total Points Available in Landscape = 35		5						
D. STRUCTURAL FRAME & BUILDING ENVELOPE			Possible Points					
1. Apply Optimal Value Engineering								
TBD	a. Place Joists, Rafters and Studs at 24-Inch On Center	0				3		
Yes	b. Door and Window Headers are Sized for Load	1				1		
TBD	c. Use Only Cripple Studs Required for Load	0				1		
2. Construction Material Efficiencies								
TBD	a. Wall and Floor Assemblies (Excluding Solid Wall Assemblies) are Delivered Panelized from Supplier (Minimum of 80% Square Feet)	0				2		
TBD	b. Modular Components Are Delivered Assembled to the Project (Minimum 25%)	0				6		
3. Use Engineered Lumber								
Yes	a. Engineered Beams and Headers	1				1		
Yes	b. Wood I-Joists or Web Trusses for Floors	1				1		
TBD	c. Engineered Lumber for Roof Rafters	0				1		
TBD	d. Engineered or Finger-Jointed Studs for Vertical Applications	0				1		
Yes	e. Oriented Strand Board for Subfloor	1				1		
Yes	f. Oriented Strand Board for Wall and Roof Sheathing	1				1		
TBD	4. Insulated Headers	0		1				
5. Use FSC-Certified Wood								
TBD	a. Dimensional Lumber, Studs and Timber (Minimum 40%)	0				6		
TBD	b. Panel Products (Minimum 40%)	0				3		
6. Use Solid Wall Systems (Includes SIPS, ICFs, & Any Non-Stick Frame Assembly)								
TBD	a. Floors	0				2		
TBD	b. Walls	0				2		
TBD	c. Roofs	0				1		
TBD	7. Energy Heels on Roof Trusses (75% of Attic Insulation Height at Outside Edge of Exterior Wall)	0		1				
8. Install Overhangs and Gutters								
TBD	a. Minimum 16-Inch Overhangs and Gutters	0				1		
TBD	b. Minimum 24-Inch Overhangs and Gutters	0		1				
9. Reduce Pollution Entering the Home from the Garage [*This credit is a requirement associated with J4: EPA IAP]								
TBD	a. Install Garage Exhaust Fan OR Build a Detached Garage	0			1			
TBD	b. Tightly Seal the Air Barrier between Garage and Living Area (Performance Test Required)	0			1			
Total Points Available in Structural Frame and Building Envelope = 39		5						
E. EXTERIOR			Possible Points					
TBD	1. Use Environmentally Preferable Decking	0				2		
TBD	2. Flashing Installation Techniques Specified and Third-Party Verified [*This credit is a requirement associated with J4: EPA IAP]	0				1		

LEHMAN		Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
TBD	3. Install a Rain Screen Wall System	0				2		
Yes	4. Use Durable and Non-Combustible Siding Materials	1				1		
Yes	5. Use Durable and Fire Resistant Roofing Materials or Assembly	2				2		
Total Points Available in Exterior = 8		3						
F. INSULATION			Possible Points					
1. Install Insulation with 75% Recycled Content								
Yes	a. Walls	1				1		
Yes	b. Ceilings	1				1		
TBD	c. Floors	0				1		
Total Points Available in Insulation = 3		2						
G. PLUMBING			Possible Points					
1. Distribute Domestic Hot Water Efficiently (Max. 5 points, G1a. is a Prerequisite for G1b-e)								
TBD	a. Insulate All Hot Water Pipes [*This credit is a requirement associated with J4: EPA IAP1]	0		1			1	
TBD	b. Use Engineered Parallel Plumbing	0					1	
TBD	c. Use Engineered Parallel Plumbing with Demand Controlled Circulation Loop(s)	0					1	
TBD	d. Use Traditional Trunk, Branch and Twig Plumbing with Demand Controlled Circulation Loop(s)	0		1			2	
TBD	e. Use Central Core Plumbing	0		1		1	1	
2. Water Efficient Fixtures								
Yes	a. High Efficiency Showerheads ≤2.0 Gallons Per Minute (gpm) at 80 psi. (Multiple showerheads shall not exceed maximum flow rates) (CALGreen code if applicable)	3					3	
Yes	b. High Efficiency Bathroom Faucets ≤ 1.5 gpm at 60psi (CALGreen code)	1					1	
Yes	c. High Efficiency Kitchen and Utility Faucets ≤1.8 gpm (CALGreen code if applicable)	1					1	
Yes	3. Install Only High Efficiency Toilets (Dual-Flush or ≤1.28 Gallons Per Flush (gpf)) (CALGreen code if applicable)	2					2	
Total Points Available in Plumbing = 12		7						
H. HEATING, VENTILATION & AIR CONDITIONING			Possible Points					
1. Properly Design HVAC System and Perform Diagnostic Testing								
Yes	a. Design and Install HVAC System to ACCA Manual J, D, and S Recommendations (CALGreen code if applicable) [*This credit is a requirement associated with J4: EPA IAP1]	4		4				
TBD	b. Test Total Supply Air Flow Rates [*This credit is a requirement associated with J4: EPA IAP1]	0		1				
TBD	c. Third Party Testing of Mechanical Ventilation Rates for IAQ (meet ASHRAE 62.2)	0		1				
2. Install Sealed Combustion Units [*This credit is a requirement associated with J4: EPA IAP1]								
Yes	a. Furnaces	2			2			
TBD	b. Water Heaters	0			2			
TBD	3. Install High Performing Zoned Hydronic Radiant Heating	0		1	1			
TBD	4. Install High Efficiency Air Conditioning with Environmentally Preferable Refrigerants	0	1					
5. Design and Install Effective Ductwork								
TBD	a. Install HVAC Unit and Ductwork within Conditioned Space	0		1				
TBD	b. Use Duct Mastic on All Duct Joints and Seams [*This credit is a requirement associated with J4: EPA IAP1]	0		1				

LEHMAN

LEHMAN		Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
TBD	c. Pressure Relieve the Ductwork System [*This credit is a requirement associated with J4: EPA IAP]	0		1				
Yes	6. Install High Efficiency HVAC Filter (MERV 6+) [*This credit is a requirement associated with J4: EPA IAP]	1			1			
Yes	7. No Fireplace OR Install Sealed Gas Fireplace(s) with Efficiency Rating >60% using CSA Standards [*This credit is a requirement associated with J4: EPA IAP]	1			1			
Yes	8. Install ENERGY STAR Bathroom Fans on Timer or Humidistat (CALGreen code if applicable)	1			1			
TBD	9. Install Mechanical Ventilation System for Cooling (Max. 4 Points)	0		1				
Yes	a. Install ENERGY STAR Ceiling Fans & Light Kits in Living Areas & All Bedrooms	1		1				
TBD	b. Install Whole House Fan (Credit Not Available if H9c Chosen) (CALGreen code if applicable)	0		3				
Yes	10. Advanced Mechanical Ventilation for IAQ a. Required: Compliance with ASHRAE 62.2 Mechanical Ventilation Standards (as adopted in Title 24 Part 6) [*This credit is a requirement associated with J4: EPA IAP]	Y			R			
TBD	b. Advanced Ventilation Practices (Continuous Operation, Sone Limit, Minimum Efficiency, Minimum Ventilation Rate, Homeowner Instructions)	0			1			
TBD	c. Outdoor Air Ducted to Bedroom and Living Areas of Home	0			2			
Yes	11. Install Carbon Monoxide Alarm(s) (or No Combustion Appliances in Living Space and No Attached Garage) [*This credit is a requirement associated with J4: EPA IAP]	1			1			
Total Points Available in Heating, Ventilation and Air Conditioning = 27		11						
I. RENEWABLE ENERGY			Possible Points					
TBD	1. Pre-Piumb for Solar Water Heating	0				1		
TBD	2. Install Wiring Conduit for Future Photovoltaic Installation & Provide 200 ft ² of South-Facing Roof	0				1		
0.0%	3. Offset Energy Consumption with Onsite Renewable Generation (Solar PV, Solar Thermal, Wind) <i>Enter % total energy consumption offset. 1 point per 4% offset</i>	0		25				
Total Available Points in Renewable Energy = 27		0						
J. BUILDING PERFORMANCE			Possible Points					
Yes	1. Building Envelope Diagnostic Evaluations a. Verify Quality of Insulation Installation & Thermal Bypass Checklist before Drywall [*This credit is a requirement associated with J4: EPA IAP]	1		1				
Yes	b. House Passes Blower Door Test [*This credit is a requirement associated with J4: EPA IAP]	1		1				
TBD	c. Blower Door Results are Max 2.5 ACH ₅₀ for Unbalanced Systems (Supply or Exhaust) or Max 1.0 ACH ₅₀ for Balanced Systems (2 Total Points for J1b. and J1c.)	0		1				
TBD	d. House Passes Combustion Safety Backdraft Test	0			1			
15%	2. Required: Building Performance Exceeds Title 24 (Minimum 15%) <i>(Enter the Percent Better Than Title 24, Points for Every 1% Better Than Title 24)</i>	30		≥30				
TBD	3. Design and Build Near Zero Energy Homes <i>(Enter number of points, minimum of 2 and maximum of 6 points)</i>	0		6				

LEHMAN		Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
TBD	4. Obtain EPA Indoor airPlus Certification (Total 42 points, not including Title 24 performance; read comment)	0			2			
TBD	5. Title 24 Prepared and Signed by a CABEC Certified Energy Plans Examiner (CEPE)	0		1				
6. Participation in Utility Program with Third Party Plan Review								
TBD	a. Energy Efficiency Program [*This credit is a requirement associated with J4: EPA IAP]	0		1				
TBD	b. Renewable Energy Program with Min. 30% Better Than Title 24 (High Performing Home)	0		1				
Total Available Points in Building Performance = 45+		32						
K. FINISHES			Possible Points					
TBD	1. Design Entryways to Reduce Tracked-In Contaminants	0			1			
2. Use Low-VOC or Zero-VOC Paint (Maximum 3 Points)								
Yes	a. Low-VOC Interior Wall/Ceiling Paints (CALGreen code if applicable) (<50 Grams Per Liter (gpl) VOCs Regardless of Sheen) [*This credit is a requirement associated with J4: EPA IAP]	1			1			
TBD	b. Zero-VOC: Interior Wall/Ceiling Paints (<5 gpl) VOCs Regardless of Sheen)	0			2			
Yes	3. Use Low-VOC Coatings that Meet SCAQMD Rule 1113 (CALGreen code if applicable) [*This credit is a requirement associated with J4: EPA IAP]	2			2			
Yes	4. Use Low-VOC Caulks, Construction Adhesives and Sealants that Meet SCAQMD Rule 1168 (CALGreen code if applicable)	2			2			
TBD	5. Use Recycled-Content Paint	0				1		
6. Use Environmentally Preferable Materials for Interior Finish A) FSC-Certified Wood, B) Reclaimed, C) Rapidly Renewable, D) Recycled-Content or E) Finger-Jointed F) Local								
TBD	a. Cabinets (50% Minimum)	0				3		
TBD	b. Interior Trim (50% Minimum)	0				2		
TBD	c. Shelving (50% Minimum)	0				2		
TBD	d. Doors (50% Minimum)	0				2		
TBD	e. Countertops (50% Minimum)	0				2		
Yes	7. Reduce Formaldehyde in Interior Finish - Meet Current CARB Airborne Toxic Control Measure (ATCM) for Composite Wood Formaldehyde Limits by Mandatory Compliance Dates (CALGreen code if applicable) [*This credit is a requirement associated with J4: EPA IAP]	Y			0			
8. Reduce Formaldehyde in Interior Finish - Exceed Current CARB ATCM for Composite Wood Formaldehyde Limits Prior to Mandatory Compliance Dates								
TBD	a. Doors (90% Minimum)	0			1			
TBD	b. Cabinets & Countertops (90% Minimum)	0			2			
TBD	c. Interior Trim and Shelving (90% Minimum)	0			1			
TBD	9. After Installation of Finishes, Test of Indoor Air Shows Formaldehyde Level <27 ppb	0			3			
Total Available Points in Finishes = 27		5						
L. FLOORING			Possible Points					

LEHMAN

LEHMAN		Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
TBD	1. Use Environmentally Preferable Flooring (Minimum 15% Floor Area) A) FSC-Certified Wood, B) Reclaimed or Refinished, C) Rapidly Renewable, D) Recycled-Content, E) Exposed Concrete, F) Local. <i>Flooring Adhesives Must Meet SCAQMD Rule 1168 for VOCs</i>	0				4		
TBD	2. Thermal Mass Floors (Minimum 50%)	0		1				
TBD	3. Low Emitting Flooring (Section 01350, CRI Green Label Plus, Floorscore [*This credit is a requirement associated with J4: EPA IAP])	0			3			
Yes	4. All carpet and 50% of Resilient Flooring is low emitting. (CALGreen code if applicable)	Y						
Total Available Points in Flooring = 8		0						
M. APPLIANCES AND LIGHTING			Possible Points					
Yes	1. Install ENERGY STAR Dishwasher (Must Meet Current Specifications)	2		1			1	
	2. Install ENERGY STAR Clothes Washer							
TBD	a. Meets ENERGY STAR and CEE Tier 2 Requirements (Modified Energy Factor 2.0, Water Factor 6.0 or less)	0		1			2	
TBD	b. Meets ENERGY STAR and CEE Tier 3 Requirements (Modified Energy Factor 2.2, Water Factor 4.5 or less)	0					2	
	3. Install ENERGY STAR Refrigerator							
TBD	a. ENERGY STAR Qualified & < 25 Cubic Feet Capacity	0		1				
TBD	b. ENERGY STAR Qualified & < 20 Cubic Feet Capacity	0		1				
	4. Install Built-In Recycling Center or Composting Center							
TBD	a. Built-In Recycling Center	0				1		
TBD	b. Built-In Composting Center	0				1		
	5. Install High-Efficacy Lighting and Design Lighting System							
TBD	a. Install High-Efficacy Lighting	0		1				
TBD	b. Install a Lighting System to IESNA Footcandle Standards or Hire Lighting Consultant	0		1				
Total Available Points in Appliances and Lighting = 13		2						
N. OTHER			Possible Points					
Yes	1. Required: Incorporate GreenPoint Rated Checklist in Blueprints [*This credit is a requirement associated with J4: EPA IAP]	Y				R		
TBD	2. Pre-Construction Kick-Off Meeting with Rater and Subs	0	1					
TBD	3. Homebuilder's Management Staff are Certified Green Building Professionals	0	1					
	4. Develop Homeowner Education							
Yes	a. Develop Homeowner Manual of Green Features/Benefits (CALGreen code if applicable) [*This credit is a requirement associated with J4: EPA IAP]	2		1			1	
TBD	b. Conduct Educational Walkthroughs (Prerequisite is N4a) [*This credit is a requirement associated with J4: EPA IAP]	0			1			
TBD	5. Install a Home System Monitor OR Participate in a Time-of-Use Pricing Program	0		1				
Total Available Points in Other = 6		2						
O. COMMUNITY DESIGN & PLANNING			Possible Points					
	1. Develop Infill Sites							
TBD	a. Project is an Urban Infill Development	0	1			1		
TBD	b. Home(s)/Development is Located within 1/2 Mile of a Major Transit Stop	0	2					
TBD	2. Build on Designated Brownfield Site	0	3					

LEHMAN

		Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes
3. Cluster Homes & Keep Size in Check								
TBD	a. Cluster Homes for Land Preservation	0	1			1		
TBD	b. Conserve Resources by Increasing Density (10 Units per Acre or Greater)	0	2			2		
	c. Home Size Efficiency	0				9		
	i. Enter Average Unit Square Footage							
	ii. Enter Average Number of Bedrooms/Unit							
4. Design for Walking & Bicycling								
a. Site Has Pedestrian Access Within 1/2 Mile of Community Services:								
TIER 1: Enter Number of Services Within 1/2 Mile								
1) Day Care 2) Community Center 3) Public Park 4) Drug Store								
5) Restaurant 6) School 7) Library 8) Farmer's Market 9) After School Programs								
10) Convenience Store Where Meat & Produce are Sold								
TIER 2: Enter Number of Services Within 1/2 Mile								
1) Bank 2) Place of Worship 3) Laundry/Cleaners 4) Hardware								
5) Theater/Entertainment 6) Fitness/Gym 7) Post Office								
8) Senior Care Facility 9) Medical/Dental 10) Hair Care								
11) Commercial Office or Major Franchise 12) Full Scale Supermarket								
	i. 5 Services Listed Above (Tier 2 Services Count as 1/2 Service Value)	0	1					
	ii. 10 Services Listed Above (Tier 2 Services Count as 1/2 Service Value)	0	1					
TBD	b. Development is Connected with A Dedicated Pedestrian Pathway to Places of Recreational Interest Within 1/4 mile	0	1					
TBD	c. Install Traffic Calming Strategies (Minimum of Two):							
	- Designated Bicycle Lanes are Present on Roadways;	0	2					
	- Ten-Foot Vehicle Travel Lanes;							
	- Street Crossings Closest to Site are Located Less Than 300 Feet Apart;							
	- Streets Have Rumble Strips, Bulbouts, Raised Crosswalks or Refuge Islands.							
5. Design for Safety & Social Gathering								
TBD	a. All Home Front Entrances Have Views from the Inside to Outside Callers	0	1					
TBD	b. All Home Front Entrances Can be Seen from the Street and/or from Other Front Doors	0	1					
TBD	c. Orient Porches (min. 100sf) to Streets and Public Spaces	0	1					
TBD	d. Development Includes a Social Gathering Space	0	1					
6. Design for Diverse Households (6a. is a Prerequisite for 6b. and 6c.)								
TBD	a. All Homes Have At Least One Zero-Step Entrance	0	1					
TBD	b. All Main Floor Interior Doors & Passageways Have a Minimum 32-Inch Clear Passage Space	0	1					
TBD	c. Locate Half-Bath on the Ground Floor	0	1					
TBD	d. Provide Full-Function Independent Rental Unit	0	1					
Total Achievable Points in Community Design & Planning = 35		0						
P. INNOVATION			Possible Points					
A. Site								
1. Stormwater Control: Prescriptive Path (Maximum of 3 Points, Mutually Exclusive with PA2.)								
TBD	a. Use Permeable Paving for 25% of Driveways, Patios and Walkways	0	1					
Yes	b. Install Bio-Retention and Filtration Features	2	2					
TBD	c. Route Downspout Through Permeable Landscape	0	1					
TBD	d. Use Non-Leaching Roofing Materials	0	1					
TBD	e. Include Smart Street/Driveway Design	0	1					

LEHMAN

		Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Notes	
TBD	2. Stormwater Control: Performance Path (Mutually Exclusive with PA1): Perform Soil Percolation Test and Capture and Treat 85% of Total Annual Runoff	0	3						
C. Landscape									
TBD	1. Meet Local Landscape Program Requirement	0					2		
D. Structural Frame & Building Envelope									
1. Design, Build and Maintain Structural Pest and Rot Controls									
TBD	a. Locate All Wood (Siding, Trim, Structure) At Least 12" Above Soil	0				1			
TBD	b. All Wood Framing 3 Feet from the Foundation is Treated with Borates (or Use Factory-Impregnated Materials) OR Walls are Not Made of Wood	0				1			
TBD	2. Use Moisture Resistant Materials in Wet Areas: Kitchen, Bathrooms, Utility Rooms, and Basements [*This credit is a requirement associated with J4: EPA IAP]	0			1	1			
E. Exterior									
TBD	1. Vegetated Roof (Minimum 25%)	0	2	2					
G. Plumbing									
TBD	1. Greywater Pre-Plumbing (Includes Washing Machine at Minimum)	0					1		
TBD	2. Greywater System Operational (Includes Washing Machine at Minimum)	0					2		
TBD	3. Innovative Wastewater Technology (Constructed Wetland, Sand Filter, Aerobic System)	0					1		
TBD	4. Composting or Waterless Toilet	0					2		
TBD	5. Install Drain Water Heat-Recovery System	0		1					
TBD	6. Install a Hot Water Desuperheater	0		2					
H. Heating, Ventilation, and Air Conditioning									
TBD	1. Humidity Control Systems (Only in California Humid/Marine Climate Zones 1,3,5,6,7) [*This credit is a requirement associated with J4: EPA IAP]	0			1				
TBD	2. Design HVAC System to Manual T for Register Design	0		1					
K. Finishes									
TBD	1. Materials Meet SMaRT Criteria (Select the number of points, up to 5 points)	0				5			
N. Other									
TBD	1. Detailed Durability Plan and Third-Party Verification of Plan Implementation	0				2			
TBD	2. Educational Signage of Project's Green Features	0							
TBD	a. Promotion of Green Building Practices	0	1						
TBD	b. Installed Green Building Educational Signage	0	1						
3. Innovation: List innovative measures that meet green building objectives. Enter in the number of points in each category for a maximum of 4 points for the measure in the blue calls. Points achieved column will be automatically fill in based on the sum of the points in each category. Points and measures will be evaluated by Build It Green.									
TBD	Innovation: Enter up to 4 Points at right. Enter description here	0							
TBD	Innovation: Enter up to 4 Points at right. Enter description here	0							
TBD	Innovation: Enter up to 4 Points at right. Enter description here	0							
TBD	Innovation: Enter up to 4 Points at right. Enter description here	0							
TBD	Innovation: Enter up to 4 Points at right. Enter description here	0							
		Total Achievable Points in Innovation = 33+	2						
Q. CALIFORNIA CALGreen CODE									
								Possible Points	
Yes	Home meets all applicable CAL Green measures listed in above Sections A - P of the GreenPoint Rated checklist.	Y	R						

CITY COUNCIL CITY OF PLEASANTON

ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. 11-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON, APPROVING A NEGATIVE DECLARATION FOR THE APPLICATION OF PONDEROSA HOMES, CAROL LEHMAN, AND WILLIAM SELWAY, AS FILED UNDER CASE PUD-50-01M.

WHEREAS, at its meeting of November 15, 2011, the City Council received a proposed Negative Declaration for the application of Ponderosa Homes, Carol Lehman, and William Selway for a Planned Unit Development major modification to modify the approved development plan to increase the density from 27 lots to 31 lots on an approximately 19.47-acre site (3157 Trener Drive and 2313 Martin Avenue) and to construct 29 new one-story homes, change the house designs and sizes, retain two existing lots and for related on- and off-site modifications; and

WHEREAS, the City Council received and reviewed the Initial Study, dated August 24, 2011, and received the recommendations of the staff and the Planning Commission; and

WHEREAS, a duly noticed public hearing was held on November 15, 2011, at which time the public was given the opportunity to comment on the environmental impacts of the proposed project, and where the City Council was able to receive written comments from other organizations and interested persons; and

WHEREAS, the City Council has reviewed the potential impacts of the proposed project amendment in accordance with the applicable state and local laws and guidelines governing the preparation of Negative Declarations; and

WHEREAS, the City Council finds that the proposed project amendment would not have any significant adverse effects on the environment.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES RESOLVE, DECLARE, DETERMINE, AND ORDER THE FOLLOWING:

SECTION 1. Approves the Negative Declaration for the application of Ponderosa Homes, Carol Lehman, and William Selway for a Planned Unit Development major modification to modify the approved development plan to increase the density from 27 lots to 31 lots on an approximately 19.47-acre site (3157 Trener Drive and 2313 Martin Avenue) and to construct 29 new one-story homes, change the house designs and sizes, retain two existing homes and for related on- and off-site modifications.

SECTION 2. The City staff is directed to cause a Notice of Determination to be filed pursuant to Section 5.4(g) of Resolution No. 77-66.

SECTION 3. This resolution shall become effective immediately upon its passage and adoption.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on November 15, 2011.

I, Karen Diaz, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on the 15th day of November 2011 by the following vote:

- Ayes:
- Noes:
- Absent:
- Abstain:

Karen Diaz, City Clerk

APPROVED AS TO FORM:

Jonathan P. Lowell, City Attorney

**CITY OF PLEASANTON
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR
PUD-50-01M**

November 15, 2011

An Initial Study/Mitigated Negative Declaration has been prepared under the direction of the Planning Division of the City of Pleasanton Department of Community Development regarding an application submitted by Ponderosa Homes, for PUD-50-01M.

The proposal is a major modification to the approved Planned Unit Development (PUD-50) to increase the number of lots on an approximately 19.43-acre site from 27 lots to 31 lots; to construct 29, one-story homes from the previous combination of 25, one- and two-story homes; to change the house designs and sizes from the previous approval; to retain two existing lots; to construct street improvements for neighborhood traffic calming; and to construct a public sidewalk that will link the proposed and existing neighborhoods to the public sidewalk on Martin Avenue to the Mohr Elementary school. The existing Lehman and Selway homes would remain. This Initial Study may be used by the City at its discretion to cover the environmental review of future land use applications including tentative and/or final subdivision maps or parcel maps, tree removal permits, etc.

The project site consists of two parcels totaling approximately 19.43-acres or 846,371 square feet in area, located on 3157 Trener Drive and 2313 Martin Avenue (Assessor's Parcel Nos. 946-4574-006-00 and 946-4574-007-00). The entire project site is generally defined by Cameron Avenue, Martin Avenue, and Trener Drive.

Based upon the following Initial Study that evaluated the environmental effects of the proposed project, the City of Pleasanton has found that the proposed project (including any mitigation measures that would be incorporated into the project) would not have a significant effect on the environment. The City of Pleasanton has concluded, therefore, that it is not necessary to prepare an Environmental Impact Report for this project.

ENVIRONMENTAL CHECKLIST

I. BACKGROUND

1. Project Title: PUD-50-01M
Ponderosa Homes (Lehman/Selway Property.)
2. Lead Agency: City of Pleasanton
Planning and Community Development
200 Old Bernal Avenue
Pleasanton, CA 94566
3. Contact Person: Marion Pavan
Phone: (925) 931-5610
Fax: (925) 931-5483
mpavan@ci.pleasanton.ca.us
4. Project Location: 3157 Trenerly Drive and 2313 Martin Avenue.
5. Project Sponsor's Name and Address: Ponderosa Homes
Pamela J. Hardy, Manager Land Planning
6671 Owens Drive
Pleasanton, California 94588-3398
6. General Plan Designation: Low Density Residential (< 2.0 du/ac)¹.
7. Zoning: PUD – LDR (Planned Unit Development – Low Density Residential) District.
8. Description of Project: See "Project Description" section of the Initial Study.
9. Surrounding Land Uses and Setting: See "Project Description" section of the Initial Study.

II. PROJECT DESCRIPTION

Introduction

This Initial Study (IS) with the Mitigated Negative Declaration (MND) and the Mitigation Monitoring and Implementation Program (MMIP) provide the California Environmental Quality Act (CEQA) environmental analysis for PUD-50-01M, the proposed 31-lot residential development of the approximately 19.43-acre Lehman-Selway property located on the north side of Cameron Avenue addressed as 3157 Trenerly Drive and 2313 Martin Avenue.

The proposal is a major modification to the approved Planned Unit Development (PUD-50) to increase the number of lots on an approximately 19.43-acre site from 27 lots to 31 lots; to construct 29, one-story homes from the previous combination of 25, one- and two-story homes; to change the house designs and sizes from the previous approval; to construct street improvements for neighborhood traffic calming; and to construct a public sidewalk that will link the proposed and existing neighborhoods to the public sidewalk on Martin Avenue to the Mohr Elementary school. The existing Lehman and Selway homes would remain. This Initial Study may be used by the City at its discretion to cover the environmental review of future land use applications including and tentative and/or final subdivision maps or parcel maps, tree removal permits, etc.

Environmental Analysis

The environmental analysis for the proposed project uses current and historical documented information for the site and surrounding area; from the plans, technical reports and analyses prepared for the proposed development application of this site by the proponent's consultants; and by the peer review conducted of these analyses by City-retained consultants.

In accordance with CEQA Section 15070, the City conducted Initial Study along with the comments received from the California State and Federal Responsible Agencies resulted in mitigation programs for the project that reduced the effects of the proposed development including mitigation measures to a less-than-significant level. This reduction was achieved by a combination of the following:

1. The revisions made to the project plans and/or agreed to as conditions of approval by the applicants, resulting from the analyses including peer review comments, with subsequent City approvals and project construction, would avoid or mitigate the effects of development, and,
2. There is no substantial evidence in light of the entire record before the City of Pleasanton including CEQA that the project as now revised and proposed would have a significant effect on the environment.

The mitigation measures are put into effect by the revised project plans and/or by the enforcement of permit conditions, agreements, or other instruments. The measures are described in the Initial Study and are summarized in the attached Mitigation Monitoring and Implementation Program (MMIP). In the case of the Lehman/Selway Development, the mitigation measures and implementation mechanisms will mitigate the impacts of the 31-lot proposal to a less-than-significant-impact or a less-than-significant-impact-with-mitigation-incorporated, meaning that the proposal will not have a significant environmental impact. The Initial Study also identified some effects of the proposal project as no-impact.

Mitigation Monitoring and Implementation Program (MMIP)

The lead agency is required by California law (Public Resources Code Section 21081.6) to adopt a reporting or monitoring program to ensure that the mitigation measures are implemented. Monitoring provides for ongoing project oversight to ensure that project compliance is checked on a regular basis during (and, if necessary, continuing after)

compliance. (CEQA Guidelines Section 15097(c)). The MMIP for the Ponderosa development is attached.

II. PROJECT DESCRIPTION

Project Location

The Lehman/Selway property with surrounding streets and land uses are shown on Figure 1, “2010 Aerial Photograph/Location Map of the Lehman/Selway Development and Surrounding Land Uses”, below.



Figure 1: 2010 Aerial Photograph/Location Map of the Lehman/Selway Development and Surrounding Land Uses

The proposed project consists of two parcels totaling approximately 19.43-acres or 846,371 square feet in area, located on 3157 Trenerly Drive and 2313 Martin Avenue (Assessor's Parcel Nos. 946-4574-006-00 and 946-4574-007-00). The entire project site is generally defined by Cameron Avenue, Martin Avenue, and Trenerly Drive.

General Plan

The 2005 – 2025 Pleasanton General Plan designates the Lehman-Selway property for Low Density Residential land uses, with a maximum density of less than 2.0 dwelling units

per acre and a midpoint density of 1.0 dwelling unit per acre. The proposed, gross density for this development is 1.60 dwelling units per acre following the General Plan's methodology of calculating density based upon "Gross Developable Acres" as follows:

*"Gross Developable Acres shall include all privately owned acreage within a parcel and shall exclude all publicly owned facilities (e.g., City-owned parks, flood control channels, and public school sites) or such sites planned to be purchased by a public agency. Acreage to be devoted to publicly owned facilities dedicated as part of project (e.g., roadway rights-of-way, parks, and trails) shall be included as "gross developable acres" unless such acreage is rendered undevelopable by other General Plan provisions."*²

The proposed density is consistent with the Pleasanton General Plan and with the development pattern of the surrounding area including single-family detached homes on lots of varying size.

Zoning

The Lehman-Selway properties are zoned PUD-LDR (Planned Unit Development – Low Density Residential). On April 1, 1997, the City Council adopted Ordinance No. 1709, which rezoned a 34.5-acre, unincorporated area including the Lehman-Selway properties, to the PUD-LDR District reflecting the underlying land use designation of the Pleasanton General Plan. With its approval, the City Council:

- Found a gross project density approaching two dwelling units per acre consistent with the Pleasanton General Plan.
- Deferred the project-specific environmental review to the review of the site-specific PUD development plan applications for these properties;
- Deferred the project-specific review of building designs, density, setbacks, floor area ratios, etc., to the review of the respective development plan applications for these properties.
- Exempted these properties from providing on-site amenities if the project-specific densities exceed the mid-point density of one dwelling unit per acre.

The PUD development plan will place the development of the Lehman-Selway property under unified control, planned and developed as a whole under a single series of development approvals. The purpose and intent of the PUD development plan process is to provide greater flexibility in the design of integrated developments than is otherwise possible through strict application of zoning regulations.

Subject Property, Surrounding Land Uses, and Setting

Subject Property

The Lehman-Selway property is a relatively flat property, developed with two single-family homes and accessory structures on separate sites belonging to Lehman and Selway, respectively, and sloping gently downward from an elevation of approximately 354.2 feet at

Cameron Avenue to approximately 348.2 feet at Trener Drive. The Lehman portion of the project site was a former walnut orchard; most of the existing walnut trees have died and have been removed. Except for the remaining walnut trees adjoining the Lai and Wiggett properties, all of the remaining walnut trees will be removed with the site's development.

Site Access

Across Martin Avenue to the east is the former buffer area between the Mohr-Martin residential neighborhoods and the former Kaiser gravel quarries. The buffer area provides a sidewalk/bicycle trail connection from Mohr Avenue to Mohr Elementary School. Attached is a colored aerial photograph, which shows the project site and the adjoining properties.

Overall access to the site is from Santa Rita Road a major City arterial. Direct access to the site from Santa Rita Road is provided by Mohr Avenue to Martin Avenue and by Kamp Drive, and then to Cameron Avenue from Martin Avenue to the east and Palmer Drive to the west. All City streets providing access to the Lehman-Selway property are sized to handle the additional traffic generated by the proposed project.

Surrounding Land Uses

Surrounding uses are described on Table 1, Surrounding Land Uses, below.

Table 1, Surrounding Land Uses

Direction	Land Use	General Plan Designation
North	Trener Drive neighborhood. Single-family homes on lots varying from 1-acre to 1+ acres.	Low Density Residential (< 2.0 du/ac)
East	Mohr Martin neighborhood. Single-family homes on lots generally varying from approximately 20,000+ sq. ft. to 38,000+ sq. ft.	Low Density Residential (< 2.0 du/ac) and Public (High School)
South	Mohr Martin neighborhood. Single-family homes on lots generally varying from approximately 20,000+ to 38,000+ sq. ft.	Low Density Residential (< 2.0 du/ac)
West	Mohr Martin neighborhood. Single-family homes on Palmer Drive on lots generally varying from 8,000+ sq. ft. to 13,000+ sq. ft.	Medium Density Residential (2.0 to 8.0 du/ac)

Figure 2 and Figure 3 on the following page are photographs of the Lehman-Selway property taken from Cameron Avenue.



Figure 2, Northwest from Cameron Avenue.



Figure 3, Northeast from Cameron Avenue.

Figure 4 and Figure 5, on the following page, are photographs of two homes in the Palmer Drive neighborhood on the west side of the Lehman-Selway development.



Figure 4, Palmer Drive Home.



Figure 5, Palmer Drive home.

Figure 6 and Figure 7 on the following page are photographs of two homes of the Bass Homes development on the east side of the Lehman-Selway development.



Figure 6, Bass Development Home.



Figure 7, Bass Development Home.

Project Description

The proposed development plan modification is shown on Figure 8, below, with portions of the existing Trenergy Drive, Martin Avenue, Cameron Avenue, and Palmer Drive neighborhoods also shown.

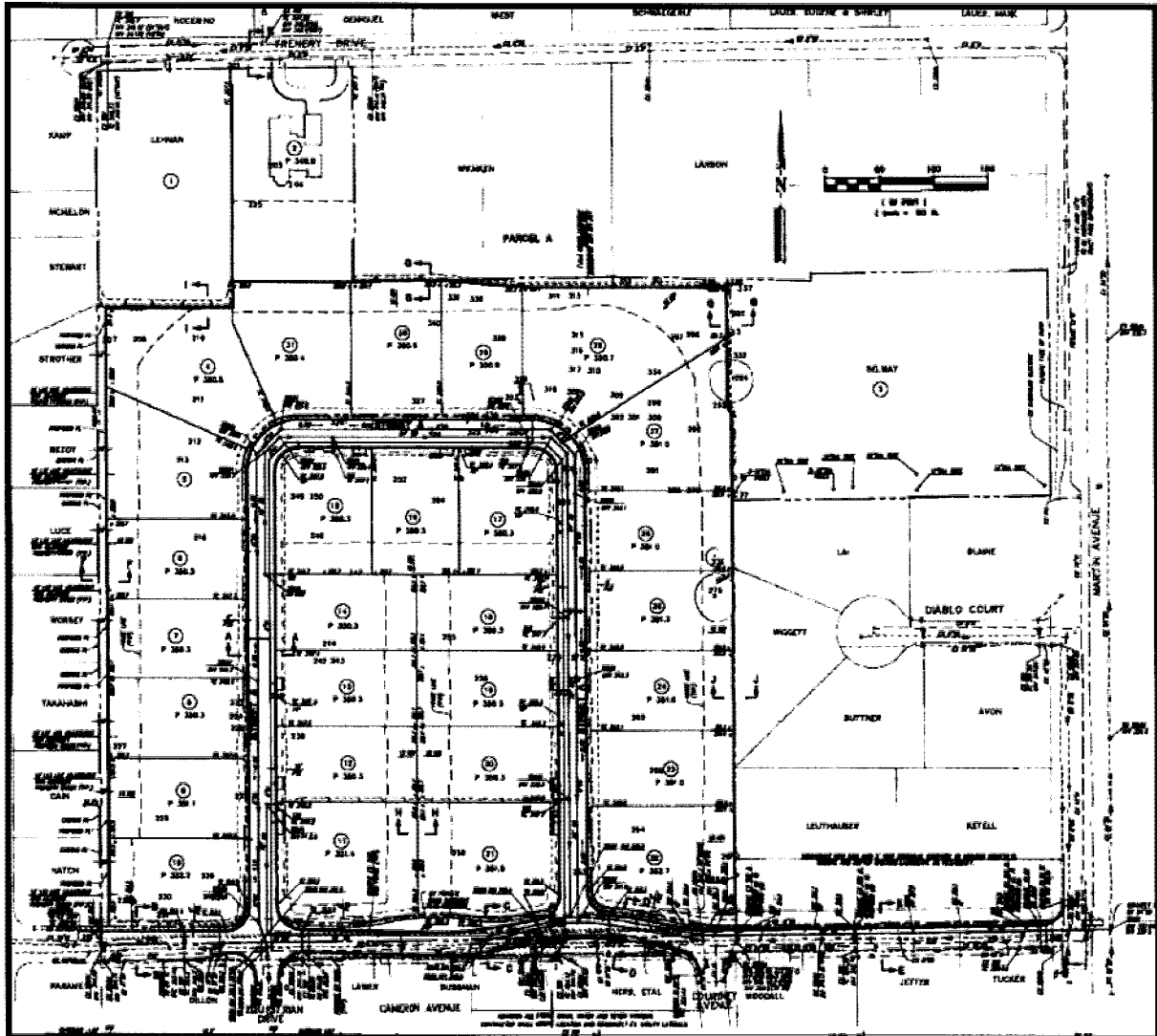


Figure 8: Proposed Development Plan Modification

Proposed Site Design

- Ponderosa Homes will subdivide the Lehman-Selway property into 29 production lots, varying in size from approximately 16,767 square feet (0.39-acres) for Lot 12 to approximately 37,618 square feet (0.86-acres) for Lot 28. Lot 2, a production lot facing Trenergy Drive, will be approximately 41,574 square feet (0.95-acres) in area.
- Lot 3 will be resubdivided for the Selway home and will be approximately 113,917 square feet (2.62-acres) in area. Lot 4 will be created for the Lehman home and will be approximately 51,075 square feet (1.17-acres) in area.

- At the request of the Palmer Drive neighbors adjoining the west side of the Lehman-Selway property, Ponderosa will convey a 10-foot wide strip of land from the site to these neighbors to increase the depth of their rear yards and setbacks. Reflecting City policy, the land transfer benefiting the Palmer Drive neighbors must be entirely agreed to by these neighbors to provide for a continuous separation of property lines between Palmer Drive and Lehman-Selway. The planned property transfer explains the gross/net areas stated on the development plan for Lot 4 through Lot 10.
- Except for Lot 2 and the Lehman property facing Trenery Drive and the Selway property facing Martin Avenue, all proposed lots will be accessed from Street “A”, a public street connected to Cameron Avenue at two intersections. The west intersection will be aligned with Equestrian Drive forming a four-way intersection. The alignment of the east intersection will be offset from Courtney Avenue by 170-feet, measured centerline to centerline, which exceeds the City’s design goal of 128 feet.
- Bioswales will be installed along both sides of the interior loop Street “A” for storm water treatment.
- Ponderosa Homes will only construct single-story homes on their production lots. The single-story only provision will be conditioned with the PUD development plan.

Proposed Building Design

- Three building plans are proposed: Plan One – one-story at 3,210 square feet, Plan Two – one-story at 3,633 square feet, and Plan Three – one-story at 3,691 square feet. Each building plan includes three design styles: “Craftsman,” “French Cottage,” and “Craftsman” with varied color palettes per model. The proposed building architecture is designed, proportioned, and detailed with a significant degree of variation in the building footprint to compliment the building designs of surrounding properties.

Public Improvements and Traffic Mitigation

- Cameron Avenue will be rebuilt across the entire project frontage from its present straight alignment to a curvilinear alignment replacing as a traffic calming measure.
- Applicant will construct a public sidewalk from Palmer Drive to Martin Avenue. As shown on the site plan, the sidewalk will be a separated sidewalk across the entire project frontage and will be monolithic sidewalk across the Leuthauser property (3623 Cameron Avenue, 946-4574-008-02) and the Ketell property (3611 Cameron Avenue, APN 946-4574-027-02). The sidewalk will be located entirely within the public right-of-way. The proposed alignment of Cameron Avenue will require the City abandoning the surplus Cameron Avenue right-of-way and offering that right-of-way to the property owners on the south side of Cameron Avenue.

- The project developer will pay City and Tri-Valley Traffic Impact Fees to mitigate its trip impacts to the Santa Rita Road/Stoneridge Drive intersection.
- The project developer has agreed to modify the signal at the Mohr Avenue/Santa Rita Road intersection will to provide protected/permmissive left-turn phasing for the eastbound and westbound approaches prior to the occupancy of the project.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

IV. DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Marion Pavan

Signature

August 24, 2011

Date

Marion Pavan

Printed Name

V. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the Proposed Project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project specific mitigations, which have been incorporated into the project design as a part of the Proposed Project.

For this project, the following designations are used:

- **Potentially Significant Impact:**
An impact that could be significant and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.
- **Less Than Significant With Mitigation Incorporated:**
An impact that requires mitigation to reduce the impact to a less-than-significant level.
- **Less Than Significant:**
Any impact that would not be considered significant under CEQA relative to existing standards.
- **No Impact:**
Any impact that does not apply to the project.

1. AESTHETICS

Environmental Setting

The project site is currently developed with two homes and various accessory structures, which will remain. Views onto the site consist of the flat, semi-vacant property and the remnants of the former walnut orchard. Surrounding properties include single-family detached homes on varying-sized parcels. Views into the site are from the adjoining properties and across Cameron Avenue, a City street.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Substantially alter or degrade the existing visual character or quality of the project site;
- Have a substantial effect on a scenic resource; or,
- Substantially increase light or glare in the project site or vicinity, which would adversely affect day or nighttime views.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Aesthetics

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- The proposed project is not located in an area designated as a scenic resource, scenic vista, or a scenic highway. Therefore, this would be categorized as ***no-impact***.
- The project site is currently flat, semi-vacant terrain with two existing single-family homes and several accessory buildings that was a producing walnut orchard. It is surrounded on all sides by residential developments, and is devoid of rock outcroppings, historic buildings, trees or groups of trees. The remaining walnut trees of the former orchard are dead or in severe decline and will be removed. Therefore, this would be categorized as ***no-impact***.
- The project consists of developing the site with 29 production homes on lots consistent with the development pattern of the surrounding area varying in size from 20,786 square feet (0.48-acres) to 35,755 square feet (0.82-acres). Development standards and the building models related to these lots are a part of the project. The visual character of the proposed development's site plan, building layout, and

building design will ensure that the visual character and the quality of the neighborhood and its surroundings will be maintained. Therefore, this would be categorized as a **less-than-significant-impact**.

- d) The proposed project includes standard site lighting for the roadways as well as typical residential lots. Residential structures do not typically create substantial amounts of glare because of the types of materials used and the height of the structures. Residential projects are generally required to not provide up lighting of the building or landscaping and to ensure that the lowest wattage and luminosity will be used in exterior lighting applications so as not to add to 'night sky pollution'. Therefore, this will be categorized as a **less-than-significant-impact**.

2. AGRICULTURAL RESOURCES

Environmental Setting

The site was once a producing walnut orchard. Most of the walnut trees are declining. Some have died and have been removed. The project site is designated as "Urban and Built-up Land" by the California Department of Conservation². "Urban and Built-up Land" is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a ten acre parcel. Common examples provided by the CDC are residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses;
- Conflict with or result in the cancellation of a Williamson Act contract;
- Adversely affect agricultural production.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Agricultural Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

a) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

Discussion

a) The subject property is classified “Urban and Built-up Land” by the California Department of Conservation. Agriculture Resource impacts are not applicable to this project related to the California Department of Conservation land use designations³. Therefore, this will be categorized as **no-impact**.

b-c) The proposed project is an infill site zoned within an existing residential area zoned PUD – LDR, and is surrounded on all sides by developed residential properties. Therefore, this will be categorized as **no-impact**.

3. AIR QUALITY

Environmental Setting

The Ponderosa Lehman/Selway site is within the San Francisco Bay Area Air Basin and, therefore, under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The Livermore-Amador Valley forms a smaller sub-regional air basin that is distinct from the larger Bay Area Air Basin, surrounded by terrain that influences both the local climate and air pollution potential.

BAAQMD

The Bay Area Air Quality Management District (BAAQMD) is the main permitting agency for air pollutant sources and regulates air quality in the Bay Area Region through its permit authority over most stationary emission sources and through its planning and review activities.

ABAG Growth Assumptions

A project is determined to conflict with or obstruct implementation of the regional air quality plan if it would be inconsistent with the growth assumptions derived from the Association of Bay Area Governments assumptions for population, employment, or regional growth in Vehicle Miles Traveled. These ABAG assumptions utilize the information provided in City and County General Plans.

Ozone/Bay Area 2000 Clean Air Plan

The San Francisco air basin is currently non-attainment for ozone (state and federal ambient standards) and particulates (PM₁₀, state ambient standards). While air quality plans exist for ozone, none exists or is currently required for PM₁₀. The “2005 Bay Area Ozone Strategy” is the current ozone air quality plan required under the Federal “Clean Air Act”. The state-mandated regional air quality plan is the “Bay Area 2000 Clean Air Plan”. These plans contain mobile source controls, stationary source controls, and transportation

control measures to be implemented in the region to attain the state and federal ozone standards with the San Francisco Bay Area Basin.

Greenhouse Gas Emissions

In 2006, the Governor of California signed AB 32, the “Global Warming Solutions Act”, into law that requires California cap its Greenhouse Gas (GHG) emissions at 1990 levels by the year 2020. On December 11, 2008, the California Environmental Protection Agency Air Resources Board (ARB) adopted the, “*Climate Change Scoping Plan*” to achieve the GHG reductions required by AB 32. The Scoping Plan contains the main strategies California will implement to reduce GHG emissions by 174 million metric tons (MMT), or approximately 30 percent, from the state’s projected 2020 emissions level of 596 MMT of CO₂e under a business-as-usual scenario.

The Scoping Plan also breaks down the GHG emissions reductions for each emission. While the ARB has identified a GHG reduction target of 15 percent for local governments, it has not as yet determined its recommended GHG emissions from local government land use decisions. However, the Scoping Plan does rely on local governments’ land use planning and urban growth decision-making for the successful implementation of the Scoping Plan. The measures approved by ARB must be enacted by 2012. The BAAQMD’s June 2010 Guidelines include screening levels, thresholds of significance, and methods of analysis for GHG emissions.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in pollution emission levels above those established by BAAQMD in either short term (construction related) or long term (traffic);
- Expose sensitive receptors to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people; and,
- Exceed the BAAQMD GHG emissions standard of 1,100 metric tons per year of CO² or 4.6 metric tons CO² per service population per year.

The California Natural Resources Agency, pursuant to Senate Bill 97, amended the CEQA Guidelines on December 30, 2009, which became effective on March 18, 2010, that included the addition of Green House Gas emissions topics and checklist items that were incorporated into the Initial Study Checklist for this project under Items f) and g).

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) The proposed project will add four lots to a previously approved 25-unit residential development that was anticipated by the Pleasanton General Plan for this site. It is assumed to be built and, therefore, is incorporated in the Base Line land use assumptions and analyses that the City uses to prepare its Baseline Traffic Model, estimate its needs for utilities, and to project population growth. The City's growth assumptions were used by ABAG for its growth projections used in the assumptions of the "Bay Area 2000 Clean Air Plan", the California state mandated regional air quality plan. Therefore, the proposed project would be categorized as **no-impact** related to consistency with GHG reduction plans, policies or regulations.
- b) The proposed project is expected to generate short-term impacts related to construction activities (e.g., clearing/grubbing, site grading, etc.). Temporary

construction-related exhaust would be an additional source of GHG emissions. Sources of construction-related GHG emissions include exhaust from on-site construction equipment and trucks and worker vehicles coming to and leaving the site. The best management practices that will reduce GHG emissions include, but are not limited to:

- Implement dust control measures, such as periodic watering of the site and covering all trucks hauling soil, sand, debris, and other loose material, to control airborne particulate.
- Require all construction equipment meet all current exhaust standards for emissions.
- Use alternative fueled construction vehicles/equipment, such as biodiesel and/or electric vehicles, for at least 15 percent of the fleet or 15 percent of the construction miles/hours of operation;
- Implement Leed/Green Building Measures directed towards using local building materials for at least 10 percent of the construction;
- Recycle or have recycled or reused at least 80 percent of construction waste or demolition materials.
- These requirements will be made as conditions of the project approval. Implementing the above measures as well as other Greenhouse Gas reduction measures identified with the review of construction plans will further reduce the construction-period GHG emissions.

Therefore, this would be a ***less-than-significant-impact***.

- c) Long term operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activities on site subsequent to construction completion. Stationary area source emission would be generated by the consumption of natural gas for space (HVAC) and water heating devices and operation of landscape maintenance equipment. Mobile source emissions would be generated by motor vehicles traveling to and from the project site.

The proposed residential development will result in small, incremental insignificant increases. Residential development is subject to the City's Growth Management Policies, which are consistent with the area wide air quality management plan. Therefore, this will be categorized as a ***less-than-significant-impact***.

- d) Land uses such as residences may be considered sensitive receptors to poor air quality because people in residential areas are often at home and, therefore, exposed to pollutants for extended periods of time. The closest source of air pollutants that may affect public health is the I-580 freeway to the north of the site. However, the building pads are separated from the freeway right-of-way by approximately 4,840 lineal feet (0.92 miles) for Lot 2, exceeding the 500-foot standard of the California Air Resources Board. There are no other sources of significant air pollution nearby. Therefore, this will be categorized as ***no-impact***.

- e) The proposed project will result in the construction of residential and open space uses and will not result in producing objectionable odors. Therefore, this will be categorized as **no-impact**.
- f) The proposed project at 29 new units will have a negligible impact to greenhouse gas emissions in that the number of units is less than the 56 unit threshold identified by the draft BAAQMD guidelines.
- g) Additionally, the City has adopted a Green Building Ordinance to increase energy efficiency, and thereby reduce the City's contribution to generate greenhouse gases through green building practices that are incorporated into new residential, commercial, and civic development. This project will achieve a minimum 77 Build-It-Green points, exceeding the City's 50-point minimum standard of the ordinance, thereby achieving a "green home" rating on the single-family green building rating system.

The proposed project is required to meet Title 24 energy efficiency standards and the City's Green Building Ordinance, both of which will help to reduce future energy demand. The City's adopted Green Building Ordinance increases energy efficiency in buildings, thereby reducing the City's contribution to GHG emissions. The Green Building Ordinance requires green building practices be incorporated into new residential developments. Under this ordinance, the proposed homes must achieve a minimum BuildItGreen 50 points or greater. The project is also conditioned to implement the applicable Best Management Practices of Program 6.3 of the 2005 – 2025 Pleasanton General Plan¹:

- BMP #1: Incorporate as feasible resource efficient landscaping, energy efficient hot water distribution systems, high efficiency toilets and other low flow plumbing fixtures, high efficiency heating/cooling systems, pre-plumbing for solar water heating, install conduit for photovoltaic systems, etc. (Condition of approval.)
- BMP #2: Development shall incorporate energy efficient appliances and systems that meet Energy Star standards. (Condition of approval.)
- BMP #9: Incorporate "heat island" treatments that include cool roofs, cool pavements, and/or strategically placed shade trees. (Condition of approval.)

Implement as applicable programs from the 2005 – 2025 Pleasanton General Plan¹ Community Character Element on providing/maintaining shade trees, Energy Element on implementing green building and energy reduction, and Public Facilities and Community Programs Element on reducing solid waste. Therefore, this would be categorized as a **less-than-significant-impact**.

4. **BIOLOGICAL RESOURCES**

Environmental Setting

Wetlands are regulated under federal, state and local laws, regulations and policies. Primary wetland regulatory compliance is under the federal Clean Water Act, the California

Department of Fish and Game (CDFG), United States Fish and Wildlife Service (USFWS) and California Environmental Quality Act (CEQA).

The Clean Water Act requires avoidance of wetlands whenever a practicable alternative exists. For unavoidable impacts, the regulatory agencies have policies calling for mitigation to provide “no net loss” of acreage or habitat value. Under Section 404 of the Clean Water Act, a permit must be obtained for the discharge of dredged or fill material into waters of the United States.

Under the CDFG code, Sections 1601-1607 regulate projects with divert, obstruct, or change the natural flow, bed, channel, or bank of a river, stream, or lake. Proponents of such projects must notify CDFG and enter into a streambed alteration agreement. CDFG normally exerts jurisdiction over natural streams and artificial channels that have habitat value for wildlife species. The jurisdiction extends to the bank top.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Adversely affect, either directly or through habitat modification, any endangered, threatened or rare species, as listed in Title 14 of the California Code of Regulations (Sections 670.5) or in Title 50, Code of Regulations (Sections 17.11 or 17.12 or their habitats (including but not limited to plants, fish, insects, animals, and birds);
- Have a substantial adverse impact, either directly or through habitat modification, on any species identified as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations or by the CDFG or USFWS;
- Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFG or USFWS;
- Adversely affect federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites; or,
- Conflict with any local or regional policies or ordinances designed to protect or enhance biological resources, such as a tree preservation policy or ordinance.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Biological Resources

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a-d) The subject property is fairly level, and dominated by native grasses vegetation, remnant walnut trees of the former orchard, and domestic tree groupings near the existing houses. Based on the site survey conducted for the previous development by Live Oak Associates⁴, there are no known endangered, threatened, or rare species of flora or fauna known to inhabit the project site, nor is the site considered to be habitat area for said species. Therefore, this would be categorized as **no-impact**.

- e) Pursuant to the Tree Preservation Ordinance, a tree survey and analysis for this project site has been prepared by HortScience, Inc. The report concluded that 12 existing trees warranted saving; that 10 of these trees were technically located off-site on the Leuthauser and Selway properties adjoining the proposed east property line of Lot 22 and 23 and 27 and 28; and that eight of these trees qualified as Heritage trees according to the Pleasanton Municipal Code. As proposed and conditioned with the PUD approval, these trees will be preserved and incorporated into the rear yards of the proposed development. The applicant will be required to pay the value of the non-orchard trees to be removed to the City’s Urban Forestry fund. Therefore, this would be categorized as a **less-than-significant-impact**.
- f) There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional or state habitat conservation plan and this is not applicable to this project. Therefore, this would be categorized as **no-impact**.

5. CULTURAL RESOURCES

Environmental Setting

The subject site is not located in an area identified as having site-specific historical, archeological, paleontological or geologic features or resources.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Cause a substantial change in the significance of a historical or archeological resource as defined in the CEQA Guidelines Section 15064.5; or,
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Cultural Resources

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique Paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-d) There are no known archaeological or historical sites identified on the subject site. If human remains are discovered during grading trenching or other on-site excavation, the City requires the applicant to:

- Stop all construction and construction-related work within 20 meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find prior to resuming ground-breaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of Appendix “K” of the California State CEQA Guidelines.
- In the event of discovery or recognition of any human remains in any on-site location, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County coroner has determined, in accordance with any law concerning investigation of the circumstances, the manner and cause of death and has made recommendations concerning treatment and dispositions of the human remains to the person responsible for the excavation, or to his/her authorized representative.
- The archaeologist and the Native American Heritage Commission and/or their representative shall be consulted to develop, if necessary, further mitigation measures to reduce any archaeological impact to a less-than-significant level before construction continues.

Therefore, this would be categorized as *no-impact*.

6. GEOLOGY AND SOILS

Environmental Setting

The subject site lies within the Alquist-Priolo Fault Zone⁵, Seismic Zone 8. The approval of a project by a city or county must be in accordance with policies and criteria established by the State Mining and Geology Board. Cities and counties shall require, prior to the approval of a project, a geologic report defining and delineating any hazard of surface fault rupture. If the city or county finds that no undue hazard of that kind exists, the geologic report on the hazard may be waived, with the approval of the State Geologist. After a report has been approved or a waiver granted, subsequent geologic reports shall not be required, provided that new geologic data warranting further investigations is not recorded.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in a project being built that will either introduce geologic, soils, or seismic hazard by allowing the construction of the project on such a site without protection against those hazards.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Geology and Soils

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-i) There are no Alquist-Priolo earthquake faults on the site. Therefore, this would be categorized as ***no-impact***.

- a-ii) Except for very small storage sheds and pre-fabricated buildings, the structures on these building sites are required to secure a City-issued building permit utilizing the standards of the California Uniform Building Code. The California Uniform Building Code is based on the Uniform Building Code and has been modified for California conditions with numerous more detailed and/or stringent regulations. Specific seismic safety requirements are set forth in Chapter 23 of the Uniform Building Code. The State earthquake protection law requires that buildings be designed to resist stresses produced by lateral forces caused by earthquakes. The proposed project will be required to comply with the applicable codes and standards to provide earthquake resistant design to meet or exceed the current seismic Zone 8 requirements. Therefore, this would be a **less-than-significant-impact**.
- a-iii) The site is composed of fill material compacted to the standards of the California Building Code and, therefore, is not anticipated to fail during a seismic event. This site is also flat and, therefore, will not be subject to landslides. Therefore, this would be categorized as **no-impact**.
- a-iv) The site is generally flat and, therefore, will not be subject to landslides. Therefore, this would be categorized as **no-impact**.
- b) Natural erosion is frequently accelerated by human activities such as site preparation for construction. Grading and excavation and trenching for on-site utility lines, will disturb soils, which could increase the rate of erosion if controls or best management practices are not in place. The City requires that all projects meet the requirements for storm water control measures during design, construction and implementation phases of the project. Grading is prohibited from October 15 to April 1 to reduce Citywide impacts. Therefore, this would be a **less-than-significant-impact**.
- c) All cut and fill material will be stabilized according to the standards of the California Building Code and, therefore, is not anticipated to fail. Therefore, this would be categorized as **no-impact**.
- e) Except for the Selway home, currently served by a septic tank and leach field, the project will be connected to the City's sanitary sewer system. Therefore, this would be categorized as **no-impact**.

7. HAZARDS AND HAZARDOUS MATERIALS

Environmental Setting

The subject property is a flat, semi-vacant site that was a former walnut orchard, surrounding on all sides by a single-family detached homes on lots of varying size. It can be considered an infill property.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in exposing people to existing contaminated soil during construction activities;
- Result in exposing people to asbestos containing materials;
- Result in exposing people to contaminated groundwater if dewatering activities take place.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Hazards And Hazardous Materials

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a-b) During construction potentially hazardous liquid materials such as oil, diesel fuel, gasoline, and hydraulic fluid would be used at the site. If spilled, these substances could pose a risk to the environment and to human health. In the event of a spill, the Livermore-Pleasanton Fire Department is responsible for responding to non-emergency hazardous materials reports. The use, handling, and storage of hazardous materials is highly regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). The City has in place an Emergency Response Plan to meet the needs should a spill or a hazardous event take place. Routine transport, use and disposal of hazardous materials are already regulated by federal, state and local regulations. This project will require disclosure of any hazardous materials, the amounts anticipated and where those materials will be stored or used. Therefore, this would be a **less-than-significant-impact**.
- c) The Lehman-Selway site is located within 0.31 miles (1,650 lineal feet) of the Mohr Elementary School operated by the Pleasanton Unified School District. Uses allowed in residential development are not associated with the substantial use, storage, or transportation of hazardous substances. These substances would not pose a risk to any existing or proposed schools proximate to this project. Therefore, this would be categorized as **no-impact**.
- d) The site was previously analyzed for the potential presence of residual pesticides and pesticide-related metals resulting from the former orchard. Eight soil samples were collected from random locations on the site and one sample was collected from inside an existing structure for laboratory analysis. Residual pesticides and metals were detected at very low levels less than the Preliminary Remediation Goals (PRG) established by the United States Environmental Protection Agency (USEPA) and the California Human Health Screening Levels (CHHSLs) for residential sites. The site is not included on the list of hazardous materials sites compiled pursuant to Government Code 65962.5 (Cortese List). Therefore, this would be categorized as a **less-than-significant-impact**.
- e-f) The site is located approximately 1.85 miles from the Livermore Municipal Airport and is not likely to result in a safety hazard for future residents of this development. The project will be conditioned to provide a disclosure to buyers related to the Livermore Municipal Airport activities. Therefore, this would be categorized as a **less-than-significant-impact**.
- g) The proposed streets are sized for the fire apparatus and emergency service vehicles used by the Livermore-Pleasanton Fire Department. Fire hydrants will be added as required by the Fire Chief and the structures on these lots will include automatic fire sprinkler systems. The proposed project will not result in interference with an emergency plan or evacuation plan. Therefore, this would be categorized as **no-impact**.

- h) Wildlands do not exist within or adjacent to the subject site. Therefore, this would be categorized as **no-impact**.

8. HYDROLOGY AND WATER QUALITY

Environmental Setting

The subject property is a relative flat site sloping down from Cameron Avenue to its north property line. At the request of the Palmer Drive and Diablo Court neighbors, the proposed lots adjoining the lots facing Palmer Drive and Diablo Court will have their building pads graded at or lower than the grades of the adjoining lots, while still ensuring positive drainage of the lots conforming to City standards. At its closest point, the Zone 7 chain-of-lakes – former Kaiser gravel quarry – is located approximately 500 feet from the project site.

The National Pollutant Discharge Elimination System (NPDES) was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the U.S. Non-point sourced diffuse and originate over a wide area rather than from a definable point. Two types of non-point source discharges are controlled by the NPDES program; discharges caused by general construction activities and general quality of storm water in municipal storm water systems.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in substantially degrading water quality or violate any water quality objectives set by the State Water Resources Control Board due to increased sediments or other contaminants generated by consumption and/or operation activities;
- Result in exposing people or property to the risk of injury and damage in the event of a 100-year flood.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Hydrology and Water Quality

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a,e,f) Drainage systems will be reviewed by the City Engineer to ensure that the velocity of the runoff is slowed. The landscape areas adjoining the project’s internal loop street will be designed and graded to function as a bio-retention treatment swales. The individual lots will be graded to drain towards the retention swales before entering the City’s storm drain system. The project will be required through the building permit and construction process to incorporate best management practices for discharges resulting from this development. The City has adopted the most recent Regional Water Quality Control Board storm water discharge requirements related to design, construction and implementation of the subject site. Therefore, this would be a **less-than-significant-impact**.

b) The project will not use ground water for this project. Any existing wells will be required to be abandoned pursuant to the Alameda County Department of

Environmental Health unless permitted to remain by the City for landscape irrigation purposes. The development of this project does not anticipate a loss of groundwater recharge potential. Therefore, this would be categorized as **no-impact**.

- c-d) Site development will alter the existing drainage pattern from its existing condition. The improvements will not alter the alignment or stability of any Arroyo within Pleasanton’s jurisdiction. Therefore, this would be categorized as **no-impact**.
- g, h, i) The site’s elevation and topography is well-above the 100-year flood elevation ensuring that no proposed housing will be subject to the 100-year flood hazard. Therefore, the development will not expose people or structures to a significant risk of loss, injury or death involving flooding. Therefore, this would be categorized as **no-impact**.
- j) The City of Pleasanton is not at risk from seiche or tsunami. There are no identified mudflows or potential mudflows on the site. Therefore, this would be categorized as **no-impact**.

9. LAND USE PLANNING

Environmental Setting

The project site is developed two single-family detached homes, several accessory structures, and ornamental landscaping, which will remain. The project proposes to subdivide the Lehman-Selway property into 29 lots for 27 new single-family detached homes in conformance to the site’s PUD – LDR (Planned Unit Development – Low Density Residential) district, which, in turn, was found by the City Council to be conformance to the site’s Low Density Residential (< 2.0 du/ac) land use designation.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Substantially alter an approved land use plan that would result in physical change to the environment.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Land Use Planning

Would the project:

- a) Physically divide an established community?

- b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Discussion

a-c) The Pleasanton General Plan¹ designates the Lehman-Selway property for Low Density Residential land uses, with a maximum density of less than 2.0 dwelling units acre and a midpoint density of 1.0 dwelling unit per acre. The proposed, gross density for this development is 1.56 dwelling units per acre following the General Plan’s methodology of calculating density based upon “Gross Developable Acres.”. The proposed density is consistent with the densities and development pattern of the surrounding area

10. MINERAL RESOURCES

Environmental Setting

The subject site has not been identified to have mineral resource deposits.

Standards of Significance

For purposes of this environmental document, an impact is categorized as significant if the proposed project would:

- Result in the depletion of a mineral resource.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mineral Resources

Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Discussion

a-b) The proposed project site is not included or delineated as a Mineral Resource Zone. Mining has not occurred on the project site, and implementation of the project would

not affect the availability of any mineral resource. Therefore, this would be categorized as **no-impact**.

11. NOISE

Environmental Setting

External noise sources that could affect the site include airport noise from the Livermore Airport and traffic noise from adjacent streets. Noise emanating from the site includes construction related noise from site grading and building construction.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in exterior noise levels above the acceptable level of 60 dBA;
- Result in interior noise levels exceeding 45 dBA;
- Result in construction noise levels that do not meet the City of Pleasanton Noise Ordinance.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Noise

Would the project:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a-c) The noise emanating from the new single-family homes is expected to fall within the acceptable levels identified in the City's noise ordinance for residential properties – less than 60 dBA. Therefore, this would be categorized as **no-impact**.
- d) As a result of project construction, there will be a temporary increase in noise due to construction activities. However, the hours of construction will be limited to minimize any impact to surrounding land uses. Therefore, this would be a **less-than-significant-impact**.
- e) Table 11-2, **2006 Monitoring Locations and Noise Levels**, of the Pleasanton General Plan 2002 - 2025¹, measured an ambient noise level varying from 61 dBA Ldn to 63 dBA Ldn for the noise receptor #14, located approximately 40 feet from the centerline of Mohr Avenue and east of Kolln Avenue or approximately 2,500 lineal feet from the south side of the project site on Cameron Avenue. Staff forecasts an ambient noise level for the site of approximately 60 dBA. This noise level is considered to be "Normally Acceptable" for *Single-Family Residential* by Table 11-5, **Noise and Land Use Compatibility Guidelines** of the Pleasanton General Plan 2002 - 2025¹.

Figure 11-3, **Noise Contours of the Livermore Municipal Airport**, of the Pleasanton General Plan 2002 - 2025¹, shows the 2020, 60 dBA CNEL contour for the airport's operations located approximately 3,000 lineal feet from the easternmost side of the project site (Lot 27). The Noise Element of the Pleasanton General Plan 2002 - 2025¹ states, "...the airport is located far enough from most development within Pleasanton that daily average noise levels within the Planning Area were measured at 56 dBA L_{DN}. State Noise Standards generally allow residential development in areas where noise due to aircraft is less than a 65 dBA day/night average." Staff notes that Livermore has ceased work on the **Master Plan Update** for the Livermore Airport and thus the **1975 Master Plan** continues to control planning for the airport. The Pleasanton General Plan generally discourages residential developments where the exterior noise level due to aircraft noise sources exceeds 55 dBA L_{DN}. However, the site is between the 55 dBA/60 dBA noise contours.

Based on the above analyses, the potential noise impacts to the homes proposed for this development would be categorized as a **less-than-significant-impact**.

- f) The subject site is located within approximately 1.85 miles from the Livermore Municipal Airport. This distance will not likely create significant noise impacts. Normal residential construction required by the California Building Code for energy efficiency can mitigate noise levels to a **less-than-significant-impact**.

12. POPULATION AND HOUSING

Environmental Setting

Over the past ten years, there has been several development projects proposed in this area, including for constructed developments in the Stoneridge Drive Specific Plan Area to the north and northeast and the Ironwood development by Ponderosa Homes to the southeast. The Lehman-Selway properties were also part of the 34.5-acre rezoning approved by the City Council on April 1, 1997 to the PUD - LDR District reflecting the underlying land use designation of the Pleasanton General Plan. The site and surrounding area has been considered for some time as a desired location for single-family residential development. Build out of the area does not constitute direct or indirect growth inducing impacts for the City of Pleasanton.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Induce substantial growth that is inconsistent with the approved land use plans in place;
- Displace affordable housing.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Population and Housing

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) The subject site is consistent with the Pleasanton General Plan and land use zoning. The project implements existing development projects from the 1997 zoning approvals. Therefore, build out of the area does not constitute direct or indirect growth inducing impacts for the City of Pleasanton. Therefore, this would be categorized as ***no-impact***.

- b-c) The site is vacant and its development will not displace any existing residents or will remove any existing housing or require the construction of replacement housing. Therefore, this would be categorized as **no-impact**.

13. PUBLIC SERVICES

Environmental Setting

The City of Pleasanton has public services and infrastructure planned to meet the build out of the General Plan, implemented by the Growth Management Plan.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Create an increase in demand for police protection services which could substantially interfere with the ability of the Police Department to provide adequate response time to the project site;
- Create an increased demand for fire protection services that would substantially interfere with the ability of the Fire Department to provide adequate response time to the project site;
- Create an increased demand for schools that would exceed existing school capacity; or,
- Create an increased demand for parks and other public facilities that would exceed existing capacity.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Public Services

Would the project:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|-----------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iv) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| v) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

a-e) The project developer will contribute to the construction of schools/school facilities through the payment of school impact fees. Police, Fire, Park and related service capacities exist to adequately serve the project and will be mitigated through the design phase of the project to meet the current City development standards. Therefore, this would be categorized as a ***less-than-significant-impact***.

14. RECREATION

Environmental Setting

Amaral Park is a City park located at the end of Martin Avenue approximately 0.57 miles (3,025 feet) from the midpoint of the site on Cameron Avenue. The project site will not be providing on-site parkland. Staff believes that the proposed building sites will provide sufficient private rear yard areas so as to function as on-site amenities for the development's residents.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the failure to meet City standards for the provision of parkland.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Recreation

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a-b) The proposed development will not accelerate the substantial deterioration of existing facilities near the subject site. Therefore, this would be a ***no-impact***.

15. TRANSPORTATION AND TRAFFIC

Environmental Setting

The project's primary access roads include Cameron Avenue, Martin Avenue and Kamp Drive. Cameron Avenue is a two lane residential street without sidewalks on the street's north and south sides. The western segment is 36 feet in width with parking allowed on both sides. There are no driveways on this segment of roadway. The segment of Cameron Avenue in front of the proposed project and to the east of the project is 26 feet in width with parking prohibited on both sides.

Martin Avenue is a residential street with a 26-foot roadway width. Parking is prohibited on the east side of the street. Six homes are located between Mohr Avenue and Cameron Drive, all having direct driveway access to Martin Avenue. Martin Avenue does not have sidewalks, but a paved pedestrian trail exists to the east of the roadway on the Zone 7 buffer area and serves pedestrians including children walking and bicycling to/from Mohr Elementary School and Amaral Park.

Kamp Drive is a residential collector roadway with several traffic calming elements in place. Sidewalks are present on both sides of the roadway. This roadway collects traffic from several residential streets and connects directly to Stoneridge Drive and Mohr Avenue.

The proposed project will primarily feed traffic onto the City's arterial roadway network from Mohr Avenue. Mohr Avenue serves as a minor arterial collecting residential traffic from the Mohr-Martin, Mohr Park, Pleasanton Village, Sycamore Place, Rosewood and Heritage Valley Neighborhoods. Mohr Avenue is a two-lane roadway with sidewalks on both sides. Mohr Avenue has the regional Iron Horse trail crossing about midway through the section.

The majority of project trips pass through the Mohr Avenue intersection with Santa Rita Road. Santa Rita Road is a six-lane roadway with left turn pockets for protected access onto Mohr Avenue. The intersection of Santa Rita Road and Mohr Avenue is controlled by a five-phase traffic signal.

Trip Generation and Traffic Analysis

The proposed project would generate 22 a.m. peak hour trips and 29 p.m. peak hour trips adding this traffic to the following streets: Cameron Avenue, Martin Drive, and Kamp Drive and to Santa Rita Road. The City defines Cameron Avenue and Martin Drive as residential streets, Kamp Drive as a residential collector street, and Santa Rita Road as an arterial. The following mitigation measures that were identified and required with the previous project will be required of the proposed development plan modification:

- Santa Rita Road/Stoneridge Drive Intersection**
 The Santa Rita Road/Stoneridge Drive intersection operates at LOS “E” for the p.m. peak hour. The construction of a new southbound right-turn lane at this intersection will mitigate this intersection to LOS “D” and is needed with/without this development, as the combined traffic from all approved development projects produces the LOS “E” condition. Because this mitigation is considered to be a City-wide responsibility, the project developer’s payment of City and Tri-Valley Traffic Impact Fees is considered to be its mitigation, and will be conditioned of this project.
- Mohr Avenue/Santa Rita Road Intersection**
 The Mohr Avenue/Santa Rita Road intersection will experience an increase in the a.m. peak hour and the p.m. peak hour trips. While this intersection operates at an acceptable level of service in both a.m./p.m. peak hours with the additional trips generated by the proposed project, the increase in the westbound volume creates delay for the eastbound and westbound left-turn movements. The applicant has agreed to modify this intersection’s signal timing to provide a protected/permissive left-turn phasing for the eastbound/westbound approaches prior to the occupancy of the project. This signal modification will reduce the overall delay at the intersection and provide added safety during the peak hours. The applicant’s commitment is reflected in the conditions of approval.
- Cameron Avenue Sidewalk**
 The proposal includes a public sidewalk along the north side of Cameron Avenue connecting the Palmer Drive neighborhood to the public sidewalk/trail in the buffer area by Martin Avenue.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in reducing the Level of Service from “D” to “E” or worse.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Transportation and Traffic

Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a-b) The construction of a new southbound right-turn lane at the Santa Rita Road/ Stoneridge Drive is needed with/without this development as the combined traffic from all approved development projects produces an LOS “E” condition. This mitigation would bring the LOS at this intersection into conformance with City’s LOS “D” standard. Because this mitigation is considered to be City wide, the project’s payment of City and Tri-Valley Traffic Impact Fees is considered to be its mitigation, and will be conditioned of this project with its approval. Therefore, this impact is categorized as a ***less-than-significant-with-mitigation-incorporated***.

The Mohr Avenue/Santa Rita Road intersection will operate at an acceptable level of service in both the a.m./p.m. peak hours with the additional trips generated by the proposed project. However, the increase in the westbound volume creates delay for the eastbound and westbound left turns. It is recommended that this intersection be modified to provide protected/permissive left turn phasing for the eastbound and westbound approaches prior to the occupancy of the project. This signal modification will reduce the overall delay at the intersection and provide added safety during the peak hours. Therefore, this impact is categorized as a ***less-than-significant-with-mitigation-incorporated***.

c) The proposed project will add traffic to Cameron Avenue and Kamp Drive or Martin Avenue during the a.m./p.m. peak hour. The existing LOS “C” on these streets for the a.m./p.m. peak hour will not change with the addition of this project’s traffic. However, as a traffic calming measure, Cameron Avenue will be reconstructed across the entire project frontage with a curvilinear alignment replacing the present straight alignment. The proposed project will have no effect on existing air traffic patterns. Therefore, this would be categorized as a ***less-than-significant-impact***.

d-e) Public street access is provided directly from Cameron Avenue and indirectly from Martin Avenue and Kamp Drive to Mohr Avenue. All access driveways and public

streets are designed to City standards. Therefore, this would be categorized as **no-impact**.

- f) The loop street serving the lots of this development will have parking provided on one side of the street. All residential lots covered by this development will include a three-car garage and at least three on-site parking spaces in the driveway aprons. Therefore, this would be categorized as **no-impact**.
- g) Bicycle racks are not required with single-family residential developments. However, a sidewalk will be provided along the north side of Cameron Avenue to link with the sidewalk on the east side of Martin Avenue. Therefore, this would be categorized as **no-impact**.

16. UTILITIES AND SERVICE SYSTEMS

Environmental Setting

The City of Pleasanton has public services and infrastructure planned to meet the build out of the General Plan, implemented by the Growth Management Plan.

Standards of Significance

For purposes of this environmental document, an impact is considered significant if the proposed project would:

- Result in the construction of new water facilities or expansion of existing facilities;
- Result in exceeding the wastewater treatment requirements of the Regional Water Quality Control Board;
- Result in or require the construction or expansion of existing wastewater treatment facilities;
- Be served by a landfill that has inadequate permitted capacity.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------	--------------------------------	--	------------------------------	-----------

Utilities and Service Systems

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a,b,d) The proposed project consisting of a 29 single-family detached homes and public streets will not exceed projected wastewater treatment requirements and there are sufficient water supplies available to serve the project. Therefore, this would be categorized as a ***less-than-significant-impact***.
- c) New storm water drainage facilities will be constructed as a part of the project. Storm water pre-treatment will be implemented by constructed bio-retention swales on the loop street. Site drainage will not cause significant environmental effects. Therefore, this would be categorized as a ***less-than-significant-impact***.

13. MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
--------	--------------------------------	--	------------------------------	-----------

Mandatory Findings of Significance

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

The project proposes to re-subdivide 19.43-acres into 31 parcels creating 29 buildable lots varying in size from 20,786 square feet (0.48-acres) to 35,755 square feet (0.82-acres). This development is consistent with the Pleasanton General Plan land use designation of Low Density Residential (< 2.0 du/ac). The project will not include any activities or uses causing substantial adverse effects on human beings either directly or indirectly or on the environment. The project has been designed to meet the general development standards required by the City of Pleasanton and will incorporate conditions of approval to meet local codes and regulations. The project design and conditions of approval reduces potential impacts to a ***less-than-significant-impact-with-mitigation*** or to a ***less-than-significant-impact*** or ***no-impact***.

Endnotes

- ¹ The City of Pleasanton General Plan 2005 - 2025, July 21, 2009.
- ² Page 2-32 of the City of Pleasanton General Plan 2005 - 2025, July 21, 2009.
- ³ California Department of Conservation, Division of Land Resource Protection, Alameda County, Pleasanton, Important farmland, 2003.
- ⁴ “Biological Section, Initial Study, Lehman/Selway Property”, prepared by Live Oak Associates, Inc., dated February 10, 2005.
- ⁵ California Division of Mines and Geology, Alquist-Priolo Hazard Mapping, www.conserv.ca.gov.

MITIGATION MONITORING AND IMPLEMENTATION PLAN

PUD-50-01M – PONDEROSA LEHMAN-SELWAY DEVELOPMENT

August 24, 2011

INTRODUCTION

The Ponderosa Lehman-Selway Development (PUD-50-01M) is a residential development on an approximately 19.43-acre site located in the City of Pleasanton, County of Alameda. The City is the lead agency under the California Environmental Quality Act and has prepared an Initial Study/Mitigated Negative Declaration for this project.

The project addressed by the Initial Study/Mitigated Negative Declaration will develop the site with 29 production homes in addition to retaining the two existing homes belonging to the Lehman and Selway families, respectively; it will pretreat its storm water runoff on-site; it will contribute funds to the construction of traffic mitigations on two City intersections that will go towards maintaining their levels-of-service; it will realign Cameron Avenue for traffic calming and it will construct a public sidewalk on Cameron Avenue for pedestrian access to neighborhoods and to public schools.

When a lead agency approves a project that it has found to have the potential to result in one or more significant impacts, it adopts mitigation measures in the form of changes or alterations incorporated into the project that would avoid or substantially lessen those impacts. Generally, the mitigation measures are put into effect by enforcement of permit conditions, agreements, or other instruments. In the case of the Ponderosa Lehman-Selway Development, the mitigation measures and their implementation mechanisms will mitigate the proposal's impacts to a less-than-significant-impact. The Initial Study also identified some California Environmental Quality Act categories as no-impact.

The lead agency is required by California law (Public Resources Code Section 21081.6) to adopt a reporting or monitoring program to ensure that the mitigation measures are implemented. Monitoring provides for ongoing project oversight to ensure that project compliance is checked on a regular basis during (and, if necessary, continuing after) compliance. (California Environmental Quality Act Guidelines Section 15097(c)).

The Mitigation Monitoring and Implementation Plan presented in the following table addresses the specific topic areas discussed in the environmental impact report for this project. Each mitigation measure is identified and the location of the full discussion of the

measure in the Initial Study/Mitigated Negative Declaration documents is provided. The Mitigation Monitoring and Implementation Plan sets forth the mitigation measure, the party responsible for implementing the mitigation measure, the timing of implementation, and the monitoring agency and action required for each mitigation measure incorporated into the proposal.

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Agency/Action
1. Hydrology and Water Quality			
<p>a. The proposed project shall fully comply with the specific requirements and intent of the County NPDES C.3 permit requirements with respect to runoff water treatment. The final drainage plan shall include bio-treatment swales on both sides of the internal loop street to pretreat storm water runoff before its entry into the City's storm drain system.</p>	<p>The project developer shall design the improvement plans and the building developer shall design the lot-specific grading and drainage plans in compliance with the NPDES requirements.</p>	<p>Time of the improvement plans or the time of the lot-specific grading plan approvals and during project construction.</p>	<p>The City Engineer shall review the grading and drainage plans and shall verify their compliance with NPDES requirements.</p> <p>The City Engineer or the Building and Safety Division shall monitor the plans' implementation during grading and construction.</p>
2. Transportation and Circulation			
<p>a. The project developer shall pay the City's Traffic Impact fees towards the construction of a new southbound right-turn lane at the Stoneridge Drive/Santa Rita Road intersection.</p>	<p>The project developer for payment.</p>	<p>With the issuance of building permits.</p>	<p>Chief Building Official for the payment of fees with each building permit.</p>
<p>c. The project developer shall extend a public sidewalk along the north side of Cameron Avenue to Martin Avenue, connecting the proposed and existing neighborhoods to the public sidewalk in the buffer area by Martin Avenue.</p>	<p>The project developer for the design and construction of the improvements.</p>	<p>By the project developer with the first phase of development before issuance of building permits.</p>	<p>City Engineer for the review of construction drawings.</p>
<p>d. The project developer shall modify Cameron Avenue from its present straight alignment to the curvilinear alignment shown on the</p>	<p>The project developer for the design and construction of the improvements.</p>	<p>By the project developer with the improvement plans for the Final Subdivision Map and then with the construction of the subdivision</p>	<p>City Engineer for the review of construction drawings.</p>

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Monitoring Agency/Action
development plan as a neighborhood traffic calming measure.		improvements.	
e. All access driveways and internal streets will be designed and constructed to City standards.	The project developer for the designing the site plan and circulation plan in compliance with the PUD development plan and conditions.	The City Engineer and Chief Building Official shall review the site plan and circulation plan for compliance with this requirement.	The Planning Division and City Engineer shall verify the design compliance of the site plan and circulation plan, and the Chief Building Official and/or the City Engineer shall monitor the construction in compliance with the approved plans.

< End >

RESOLUTION NO. 11-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLEASANTON, APPROVING AN AMENDMENT TO AFFORDABLE HOUSING AGREEMENT BETWEEN THE CITY OF PLEASANTON AND PONDEROSA HOMES II, INC., REGARDING THE DEVELOPMENT OF 29 NEW SINGLE FAMILY HOMES (PUD-50)

WHEREAS, Ordinance No.1488 of the City of Pleasanton sets forth a Lower Income Housing Fee requirement to support an affordable housing program (at Chapter 17.40 of the Pleasanton Municipal Code); and

WHEREAS, Ponderosa Homes II, Inc., has made an application to the City to amend the existing Affordable Housing Agreement for PUD-50 approved September 2, 2007, to increase the density from 25 to 29 new single family homes and pay a larger fee because of this increased density; and

WHEREAS, the Ponderosa Homes II, Inc., project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), Section 15332, In-Fill Development Projects, Article 19; and

WHEREAS, a duly noticed public hearing concerning the Amendment to Affordable Housing Agreement was held by the City Council on November 15, 2011; and

WHEREAS, the City Council considered all the information presented at the public hearing by Ponderosa Homes II, Inc., staff, and members of the public regarding the terms of the Amendment to Affordable Housing Agreement.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES RESOLVE, DECLARE, DETERMINE, AND ORDER THE FOLLOWING:

SECTION 1. Finds that the proposed Amendment to Affordable Housing Agreement between the City of Pleasanton and Ponderosa Homes II, Inc., is consistent with the City's General Plan and the objectives of the Lower-Income Housing Fee ordinance and the City's affordable housing policies.

SECTION 2. Approves the Amendment to Affordable Housing Agreement between the City of Pleasanton and Ponderosa Homes II, Inc., a copy of which is attached hereto as Exhibit A and incorporated herein by this reference; and authorizes the City Manager to execute the Amendment to Affordable Housing Agreement.

SECTION 3. This resolution shall become effective immediately upon its passage and adoption.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Pleasanton at a regular meeting held on November 15, 2011.

I, Karen Diaz, City Clerk of the City of Pleasanton, California, certify that the foregoing resolution was adopted by the City Council at a regular meeting held on the 15th day of November 2011 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Karen Diaz, City Clerk

APPROVED AS TO FORM:

Jonathan P. Lowell, City Attorney

AMENDMENT TO AFFORDABLE HOUSING AGREEMENT

This Amendment to Affordable Housing Agreement ("Amendment") is entered into this _____ day of _____ 2011 by the City of Pleasanton ("City") and Ponderosa Homes II, Inc., a California Corporation ("Developer").

Whereas, on September 1, 2007 City and Developer entered into an Affordable Housing Agreement for Developer's Project (PUD-50) for the development of 25 new single family homes ("Agreement"); and

Whereas, Developer has received City approval to increase the density of the Project from 25 to 29 new single family homes; and

Whereas, the parties desire to amend to the Agreement to provide for an increase in Developer's one-time payment of the City's Lower Income Housing Fee to reflect the increased density of the Project; and

Whereas, the City will use the payment to increase affordability of units at the Gardens at Ironwood Senior Apartments.

Now, therefore, in exchange for valuable consideration, the receipt of which is hereby acknowledged, the parties agree as follows:

1. Section 1 of the Agreement is amended to read: "Developer shall pay the City at the time of recording of the final map for the Project a Lower Income Housing Fee of \$392,805."
2. All other terms and conditions of the Agreement shall remain in full force and effect.

In witness whereof, authorized representatives of the parties have executed this Amendment as of the date and year first above written.

City of Pleasanton

Ponderosa Homes, Inc., a California corporation

Nelson Fialho, City Manager

Richard D. Baker, President

Attest:

Karen Diaz, City Clerk

Linda F. Morasch, Vice President

Approved as to Form:

Jonathan P. Lowell, City Attorney

PUD-50-01M, Ponderosa Homes, Carol Lehman, and William and Kathryn Selway
Application for a Major Modification to the approved Planned Unit Development (PUD-50) to increase the number of lots on an approximately 19.47-acre site from 27 lots to 31 lots, to construct 29 one-story homes from the previous combination of 25 one- and two-story homes, and to change the house designs and sizes; and for related on- and off-site modifications. The two existing single-family homes belonging to Lehman and Selway would be retained. The subject site is located at 3157 Trenery Drive and 2313 Martin Avenue and is zoned PUD – LDR (Planned Unit Development – Low Density Residential) District.
Also consider the Negative Declaration prepared for the project.

Marion Pavan presented the staff report and described the scope, layout, and key elements of the proposal.

Commissioner Blank thanked Mr. Pavan and Mr. Dolan for an outstanding job of doing the additional research which provided him with a good historical perspective. Referring to the grading and utility plan, he inquired if there was a side-by-side view showing a “before” and “after,” what it looked like with precious approval and what specific changes they made.

Mr. Pavan suggested that the applicant address this question.

Commissioner Blank inquired if staff took the time to review all the workshops for this project.

Mr. Pavan said yes.

Commissioner Blank inquired why, given the controversy and the number of hours that were put into this project by previous Planning Commissions and City Councils, staff did not hold any workshop that would have allowed more public input.

Mr. Dolan explained that when the proposal was first brought to staff a few months ago, Ponderosa Homes staff indicated to City staff that they had already begun outreach and were meeting individually with concerned neighbors, and that they would not be bringing any project forward that did not have the support of the neighborhood. He indicated that because Ponderosa is quite experienced in doing this, staff took them at their word. He stated that staff had actually not heard any unresolved issues until right after the staff report was issued. He noted that staff did not feel the additional four lots were creating a problem; the trade-off that the houses would all be one story seemed to be something that was well received. He added that with all the protections in the previous project carried over, staff did not feel the need to conduct a workshop.

Commissioner Blank stated that he does not disagree with staff's decision but expressed concern that a surprise email would come in at the last minute even though outreach was done.

THE PUBLIC HEARING WAS OPENED.

Commissioner Pentin and Chair Narum disclosed that they met with Jeff Schroeder, Ponderosa Homes, regarding the project.

Jeff Schroeder, Ponderosa Homes, stated that this project is from a different time and a different era in the housing industry, and things have changed a lot since then. He indicated that he and his staff went through a lot of discussion about this project internally and with the property owners over the last two years and were able to reach a point where they thought they could come back with a project that would address today's market conditions, which would not be wildly different than what was approved previously, and which would actually be an improvement in several ways.

Mr. Schroeder stated that they did a focused outreach process to the neighborhood, primarily to those most concerned about the project, those who are most closely affected by it, those who back up to the project on Palmer Drive and those who live on Cameron Avenue, people who live on the east and west sides of the project. He indicated that they did not do the full scope but held a couple of meetings, followed by an open house to address concerns that were brought up. He noted that they did not receive a lot of negatives about the plan.

In response to Commissioner Blank's inquiry regarding a comparative view of what was previously approved and what is being proposed, Mr. Schroeder displayed a site plan with overlapping colored lines showing the old lot lines, the new lot lines, and the new building footprints.

Commissioner Blank asked Mr. Schroeder for a copy of the drawing after the meeting.

Mr. Schroeder continued that the original lots were 118 to 125 feet wide, 180 feet deep and 20,000 to 38,000 square feet. He added that the lots were narrowed down with one lot placed on each side of the string and two lots with the smallest houses in the middle. He indicated that one of the comments they received from neighbors on Cameron Avenue was not to shrink the front lots; although the houses are considerably smaller, the reduction of these lots were minimized by five feet to address that concern, with the houses that are seen from the neighborhood still retaining the character of the original project.

Mr. Schroeder stated that the significant change is the addition of four lots, an issue stemming from what they could economically make to work for the property owner who went through the process and talked to some other builders but really did not want to get on a different course. He indicated that the owners might have gotten better offers from a couple of other builders, but not enough to make them change the game. He noted that they were able to make this work out in an environment that is certainly different from what they were doing before.

Mr. Schroeder stated that there is still some demand for large lots, but their experience on Mohr Avenue, where they had seven half-acre lots, turned out to be pretty negative towards large lots. He noted that in today's environment, which is probably the

foreseeable future as well, the per-square-foot house price has gone through the floor, and people are not buying square footage any longer. He stated that the bigger issue for them is that they are competing in the resale market, and the houses they build cannot be priced over it. He added that buyers of their house versus a resale house can buy their house for the same price and will not have to spend for landscaping that cannot be financed in the home purchase. He pointed out that significantly, developers no longer build houses with big footprints of 3,800 to 4,600 square feet because they are very expensive to build. He noted that the proposed houses, while very detailed, will have nice features, structurally a little bit simpler but smaller at 3,200 to 3,600 square feet. He added that one of the concerns they addressed with these plans was making them all single-story, which they believe will be well received.

Mr. Schroeder stated that they received positive responses with respect to the issues they addressed. He noted that most people did not think adding four lots would create a huge impact. He indicated that one other thing they did for the project, which is important to the neighbors, is spending more time on engineering this plan. He explained that they had gone through two plan checks on the previous set of improvement plans, and the new plan issues about grading were important to them as it would entail a pretty good size to import dirt for this piece of property. He stated that engineers spent a lot of time to come up with a new design for the storm drain, pushed hard on what they could on the sewer elevation, and were able to get those pads down. He noted that this resulted in about one-third the amount of import, which would be better for everybody with not that much dirt, dust, and trucks coming into the neighborhood.

With regard to the last minute email, Mr. Schroeder stated that he has spoken with Mr. Lawer, and they have gone back and forth on issues. He indicated that Mr. Lawer attended the neighborhood meetings and had requested at last minute that something be done about the house across from his place. He noted that they are trying to create different styles, all single stories with some variety with the roofs; and for the house at issue, their architect dropped down the roof, which was acceptable to Mr. Lawer.

Mr. Schroeder indicated that they always do what they say they will do; they do not cut corners or skirt issues, and they are always available to the neighbors. He stated that they do not know what market will be in six months or a year, but they feel confident enough to do this because it is an improvement to the community.

Commissioner Blank noted that hundreds and thousands of hours went into the last approval in 2006, and five years later, the applicant is coming back to increase the number of units to 31. He indicated that he tries to keep an open mind, but when he first saw the plans, he was concerned that five years from now, the applicant may come back once more to increase the number to 34 units. He noted that he wants to be respectful of prior Planning Commission work and City Council approvals, and he is trying to understand what makes the applicant think they can build the project with 31 units when they could not build it at 27 in the first place.

Mr. Schroeder replied that the project is significantly different economically than it was five years ago. He stated that he understood Commissioner Blank's recollection of issues back then, and they had spent a lot of time working with the community at that point. He noted that there were one or two Planning Commission Work Sessions, but they mostly settled down with a group that they worked with extensively to come up with what the project is going to be. He added that in the end, he thinks everything went fairly smoothly, although there were and will always be people who are still in the community who will never be happy with these types of projects. He indicated that if they do not do this project as proposed, they will not be involved in it; if the property owners will not work with them, then they will have to work with someone else. He emphasized that they has pushed the project as far as they can, and he does not see them coming back again and adding three more lots.

Commissioner Blank noted that the previous project had a price tag on the houses of between \$1.3 and \$1.5 million each. He inquired what they, as a developer, would do to make these houses more marketable in this economy. He added that he is not looking for a commitment or budget number and inquired if these houses will be 10 or 20 percent cheaper; if there is a reasonable chance that these homes would sell for \$1 million.

Mr. Schroeder replied that the original product would have been more expensive to construct. He noted that the market now is somewhat more stabilized over last year, and in the last six months a little bit ahead of last year. He indicated that the proposed homes would most likely sell in the \$1 million to \$1.2 million range. He added that they are optimistic that the housing industry will change for the positive at some point. He indicated that they will not be in the market with this product until 2013 at the earliest, and so they are taking a gamble on it because they think they can make it work with single-story house. He added that people want to live in Pleasanton, and when business starts to improve and people get some confidence, they will want to buy these homes.

THE PUBLIC HEARING WAS CLOSED.

Commissioner Blank moved to find that the proposed project will not have a significant environmental impact and that the proposed PUD Development Plan conforms to the Pleasanton General Plan for the purposes of the PUD ordinance, and that; to make the PUD Development Plan findings as stated in the staff report; and to recommend approval of the Negative Declaration and of Case PUD-50-01M, subject to the Conditions of Approval, Exhibit A of the staff report, and the modifications listed on the staff memo dated September 12, 2011, revising Conditions Nos. 3.c., 3.f., and 3.g. regarding a 30-foot street sideyard setback from the Cameron Avenue property line and adding two new conditions regarding red curbs and parking on Cameron Avenue and the Plan 3 house model to be constructed on Lot 11.

Commissioner O'Connor seconded the motion.

ROLL CALL VOTE:

AYES: Commissioners Blank, Narum, O'Connor, Pearce, and Pentin
NOES: None
ABSTAIN: None
RECUSED: None
ABSENT: Commissioner Olson

Resolution No. PC-2011-30 recommending approval of the Negative Declaration, and Resolution No. PC-2011031 recommending approval of Major Modification, were entered and adopted as motioned.

Tree Report

Lehman - Selway property
Pleasanton CA

PREPARED FOR:
Ponderosa Homes of N. California
6671 Owens Drive
Pleasanton CA 94588

PREPARED BY:
HortScience, Inc.
P.O. Box 754
Pleasanton CA 94566

PUD-50-01M
EXHIBIT B

RECEIVED

AUG 16 2011

CITY OF PLEASANTON
PLANNING DIVISION

August 2011

Tree Report
Lehman - Selway property

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Attachments

Tree Survey Forms

Tree Survey Map

Introduction and Overview

Ponderosa Homes is planning to develop the Lehman – Selway property located on Trenary Drive in Pleasanton CA. Existing site use consists of an abandoned walnut orchard. Hortscience, Inc. prepared a **Tree Report** for the site in 2006. Ponderosa Homes asked Hortscience update the Tree Report to reflect current tree condition and a revised site plan.

This report provides the following information:

1. An evaluation of the current health and structural condition of the trees from a visual inspection.
2. An evaluation of the impacts of the proposed development on the trees.
3. Recommendations for tree preservation and removal.
4. Recommendations for tree protection during the demolition and construction phases.

Assessment Method

Trees were surveyed in August 2011. The survey included trees 6" in diameter and greater, located within or immediately adjacent to the proposed development area. The survey procedure consisted of the following steps:

1. Identifying the tree as to species;
2. Verifying the presence of a numerically coded metal tag on the trunk. If the tag is missing, replace it;
3. Recording each tree's location on a map;
4. Measuring the trunk diameter at a point 54" above grade;
5. Evaluating the health and structural condition using a scale of 0 – 5:
 - 5** - A healthy, vigorous tree, reasonably free of signs and symptoms of disease, with good structure and form typical of the species.
 - 4** - Tree with slight decline in vigor, small amount of twig dieback, minor structural defects that could be corrected.
 - 3** - Tree with moderate vigor, moderate twig and small branch dieback, thinning of crown, poor leaf color, moderate structural defects that might be mitigated with regular care.
 - 2** - Tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated.
 - 1** - Tree in severe decline, dieback of scaffold branches and/or trunk; most of foliage from epicormics; extensive structural defects that cannot be abated.
 - 0** - Dead.
6. Rating the suitability for preservation as "good", "moderate" or "poor". Suitability for preservation considers the health, age and structural condition of the tree species, and its potential to remain an asset to the site for years to come.

Good: Trees with good health and structural stability that have the potential for longevity at the site.

Moderate: Trees with somewhat declining health and/or structural defects than can be abated with treatment. The tree will require more intense management and monitoring, and may have shorter life span than those in 'good' category.

Poor: Trees in poor health or with significant structural defects that cannot be mitigated. Tree is expected to continue to decline,

regardless of treatment. The species or individual tree may have characteristics that are undesirable for landscapes, and generally are unsuited for use areas.

Description of Trees

A total of 110 trees, representing 6 species were surveyed (Table 1). Descriptions of each tree are provided in the **Tree Assessment Forms** and locations are shown on the **Tree Assessment Map** (see **Attachments**).

A comparison between the 2006 assessment and the current assessment reveals the following:

- Thirty (30) of the trees assessed in 2006 had been removed, including: #202, 209, 214-217, 219-222, 226, 233, 236, 241, 245, 246, 251, 253, 254, 257, 259-261, 281, 289, 298, 303, 308 and 319.
- Nine (9) additional trees were assessed in the northeast corner of the site, including #332-340.
- Eight (8) of the trees were dead, including #225, 237, 240, 247, 256, 276, 290 and 304. Some were standing dead, some had fallen over and others were stumps.

A young coast live oak (#335) was the only tree indigenous to the Pleasanton area. The remaining 109 trees were planted exotics. Forty-five (45) trees met the City of Pleasanton’s criteria as Heritage, 41 of which were walnut trees.

English walnut was the most frequently encountered species (97 trees, 88% of the total) and dominated the site. Trees were mature and semi-mature in character. The largest stem on 59 of the 97 English walnuts was 12” or less in diameter. Four (4) trees had at least one stem with a diameter of 30” or greater (#267, 275, 282 and 328). The majority of English walnuts (51 trees) had more than one stem with diameters ranging from 6” to 25”.

Condition of this species varied from dead to excellent. Condition appeared to vary by tree size, as no tree with a diameter greater than 15” was in poor condition. Eight (8) of the trees were dead, 42 were in poor condition, 21 were in fair condition, and 26 were in good or excellent condition. Common defects included extensive wounds to the trunk and base, decay, and poor form.

**Table 1. Species composition and frequency of occurrence.
Lehman - Selway property site. Pleasanton CA.**

Common Name	Scientific Name	Condition				No. of Trees
		Dead	Poor	Fair	Good	
Calif. black walnut	<i>Juglans hindsii</i>	-	-	5	1	6
English walnut	<i>Juglans regia</i>	8	42	21	26	97
Aleppo pine	<i>Pinus halepensis</i>	-	1	1	-	2
Monterey pine	<i>Pinus radiata</i>	-	1	-	-	1
Coast live oak	<i>Quercus agrifolia</i>	-	-	-	1	1
Coast redwood	<i>Sequoia sempervirens</i>	-	-	-	2	2
Mexican fan palm	<i>Washingtonia robusta</i>	-	-	-	1	1
Total		8	44	27	31	110
		7%	40%	25%	28%	100%

Also present on the site were six (6) Calif. black walnuts, including one in good condition (#314) and five (5) in fair condition. These trees were also semi-mature in development. A single Monterey pine (#201) in poor condition and a Mexican fan palm in excellent condition were also present.

Trees in the northeast corner of the site (on the Selway property-line), included two (2) coast redwoods (#332, 333), two Aleppo pines (#336, 337), and young coast live oak #335. Coast redwoods were experiencing drought stress, Aleppo pines had fair to poor structure and the coast live oak was bowed slightly south.

Suitability for Preservation

Before evaluating the impacts that will occur during development, it is important to consider the quality of the tree resource itself, and the potential for individual trees to function well over an extended length of time. Trees that are preserved on development sites must be carefully selected to ensure that they survive development impacts, adapt to a new environment, and perform well in the landscape.

Our goal is to identify trees that have the potential for long-term health, structural stability and longevity. For trees growing in the open areas, structural defects and/or poor health presents a low risk of damage or injury if they fail. However, we must be concerned about safety when sites will be developed. Therefore, where development encroaches into existing plantings, we must consider the potential for trees to grow and thrive in a new environment as well as their structural stability. Where development will not occur, the normal life cycles of decline, structural failure and death should be allowed to continue.

Evaluation of suitability for preservation considers several factors:

- **Tree health**
Healthy, vigorous trees are better able to tolerate impacts such as root injury, demolition of existing structures, changes in soil grade and moisture, and soil compaction than are non-vigorous trees.
- **Structural integrity**
Trees with significant amounts of wood decay and other structural defects that cannot be corrected are likely to fail. Such trees should not be preserved in areas where damage to people or property is likely.
- **Species response**
There is a wide variation in the response of individual species to construction impacts and changes in the environment. In our experience, for example, Calif. black walnut and English walnut are difficult to preserve. They rarely recover from injuries to the root system. In contrast, fan palms are quite tolerant of site disturbance.
- **Tree age and longevity**
Old trees, while having significant emotional and aesthetic appeal, have limited physiological capacity to adjust to an altered environment. Young trees are better able to generate new tissue and respond to change.
- **Invasiveness**
Trees with the potential to invade native habitats, reproduce rapidly, and grow in sub-optimal environments are considered invasive. Species with these qualities

may alter the functional and aesthetic qualities of the habitats they invade. Tree of heaven is considered invasive.

Each tree was rated for suitability for preservation based upon its age, health, structural condition and ability to safely coexist within a development environment (see **Tree Assessment Form**). Table 2 provides a summary of suitability ratings, the eight 98) dead trees are not included in the Table 2 totals.

**Table 2. tree suitability for Preservation.
Lehman - Selway property site. Pleasanton CA.**

Good	These are trees with good health and structural stability that have the potential for longevity at the site. Nineteen (19) trees had good suitability for preservation including 14 English walnuts, two (2) coast redwoods, one (1) Calif. black walnut, one (1) coast live oak, and the Mexican fan palm.
Moderate	Trees in this category have fair health and/or structural defects that may be abated with treatment. Trees in this category require more intense management and monitoring, and may have shorter life-spans than those in the "good" category. Twenty-seven (27) trees had moderate suitability for preservation including 23 English walnuts, three (3) Calif. black walnuts, and one (1) Aleppo pine.
Poor	Trees in this category are in poor health or have significant defects in structure that cannot be abated with treatment. These trees can be expected to decline regardless of management. The species or individual tree may possess either characteristics that are undesirable in landscape settings or be unsuited for use areas. Fifty-six (56) trees had poor suitability for preservation including 52 English walnuts, two (2) Calif. black walnuts, one (1) Aleppo pine, and one (1) Monterey pine.

We do not recommend retention of trees with poor suitability for preservation in areas where people or property will be present. Retention of trees with moderate suitability for preservation depends upon the intensity of proposed site changes.

Evaluation of Impacts and Proposed Action

Appropriate tree retention develops a practical match between the location and intensity of construction activities and the quality and health of trees. The **Tree Assessment Form** was the reference point for tree condition and quality. Potential impacts from construction were evaluated using the PUD Plan (dated July, 13 2011) prepared by Ruggeri - Jensen - Azar & Associates, project engineers.

The plan included the location of 29 new lots as well as a new road (Street A) that would service them. Proposed pad grades and building footprints were provided. Tree trunks were not located. Tree canopies, however, were depicted.

The project would involve removal of the existing orchard and construction of new homes and infrastructure. The site is relatively flat but would be graded to drain towards new Street A. An estimated 1' to 2' of fill will be required to provide drainage. The existing

Lehman and Selway homes, lot 1 and 3 respectively, would remain in place. Cameron Avenue would be improved and widened to accommodate parking on the north edge. Differences in grade between the proposed project area and existing properties to the north will require construction of retaining walls at the property line. Similarly, 7' boundary walls are proposed along the property lines, requiring tree pruning for installation.

Impacts to trees will occur primarily from grading the site to create positive drainage to the street. Based on my review of the plans, I identified 98 of the trees for removal (Table 3, following page). Included in this group were 64 trees directly impacted by the lot grading, 18 trees within the roads and sidewalks, eight (8) trees that were of poor suitability for preservation and the eight (8) dead trees.

I recommend preservation of 12 trees, including #266, 267, 275, 277, 278, 294, 295, 332, 333, 335, 336 and 337 (Table 3, following page). Ten (10) were located off-site on the Leuthauser and Selway properties along the eastern property boundary. Eight (8) trees qualified as Heritage trees, per the City of Pleasanton ordinance.

Impacts to trees recommended for preservation will occur in two ways. First fill will be placed on each lot in order to meet requirements for drainage to the street. Second, trees immediately adjacent to the property line such as #294 may be impacted by construction of the new fence or masonry wall. Each tree recommended for preservation will have be impacted to some degree. Specific **Tree Preservation Guidelines** are provided at the end of this document.

Appraisal of Value

The City of Pleasanton required that the value of all trees on the Lehman - Selway property site be established and included as part of a **Tree Report** for bonding purposes. To establish these values, I employed the standard methods found in **Guide for Plant Appraisal**, 9th edition (published in 2000 by the International Society of Arboriculture, Savoy IL). In addition, I referred to **Species Classification and Group Assignment** (1993), a publication of the Western Chapter of the International Society of Arboriculture. These two documents outline the methods employed in tree appraisal.

The value of landscape trees is based upon four factors: size, species, condition and location. Size is measured as trunk diameter, normally 54" above grade. The species factor considers the adaptability and appropriateness of the plant in the East Bay. The **Species Classification and Group Assignment** lists recommended species ratings and evaluations. Condition reflects the health and structural integrity of the trees prior to removal. The location factor considers the site, placement and contribution of the tree in its surrounding landscape.

Considering the four factors noted above, I established the value of the 37 Heritage trees recommended for removal to be \$97,200 (Table 3). The appraised value of the three trees to be preserved is \$20,800 (\$7,750 for #267; \$6,400 for #275 and \$6,650 for #294).

Table 3. Recommendations for action. Lehman – Selway project. Pleasanton CA.

Tree No.	Species	Trunk Diameter	Heritage Tree?	Impact/Recommendation
201	Monterey pine	36	Yes	Poor suitability.
203	English walnut	8	No	Within Lot 2 grading
204	English walnut	20,17,11	Yes	Within Lot 2 grading
205	English walnut	7,7,6,6,5,5	No	Poor suitability.
206	English walnut	12,7,4	Yes	Poor suitability.
207	English walnut	15	No	Poor suitability.
208	English walnut	14	No	Impacted by Lot 4 grading
210	English walnut	8	No	Within Lot 4 grading
211	English walnut	9	No	Within Lot 4 grading
212	English walnut	12	No	Within Lot 5 grading
213	English walnut	20	Yes	Within Lot 5 grading
218	English walnut	8,4	No	Within Lot 6 grading
223	English walnut	7,7	No	Within Lot 8 grading
224	English walnut	23,9	Yes	Within Lot 8 grading
225	English walnut	7,6,6	No	Dead
227	English walnut	17,12,11	Yes	Poor suitability.
228	English walnut	11	No	Within Lot 9 grading
229	English walnut	14,13	Yes	Within Lot 10 grading
230	English walnut	16	No	Within Lot 10 grading
231	English walnut	17,15	Yes	Within Lot 10 grading
232	English walnut	13	No	Poor suitability.
234	English walnut	16,16,10	Yes	Within Lot 10 grading
235	English walnut	9,4,4,3,3	No	Within Lot 10 grading
237	English walnut	6,4	No	Dead
238	English walnut	10	No	Within Lot 12 grading
239	English walnut	7,6,4	No	Within road
240	English walnut	8,5	No	Dead
242	English walnut	10	No	Within Lot 13 grading
243	English walnut	12,10	Yes	Within Lot 13 grading
244	Calif. black walnut	14,13	Yes	Within Lot 14 grading
247	English walnut	7	No	Dead
248	English walnut	11,9,9	Yes	Within Lot 15 grading
249	English walnut	15	No	Within Lot 15 grading
250	English walnut	9,8	No	Within Lot 15 grading
252	English walnut	20	Yes	Within Lot 16 grading
255	English walnut	9	No	Within Lot 18 grading
256	English walnut	8,8,8	No	Dead

(Continued, following page)

**Table 3. Recommendations for action, continued. Lehman – Selway project.
Pleasanton CA.**

Tree No.	Species	Trunk Diameter	Heritage Tree?	Impact/Recommendation
258	English walnut	11,8	Yes	Within Lot 21 grading
262	Calif. black walnut	16	No	Within sidewalk
263	English walnut	21,20,19	Yes	Within road
264	English walnut	11	No	Within Lot 22 grading
265	English walnut	8,8	No	Poor suitability.
266	English walnut	16,16,12	Yes	Preserve, off-site
267	English walnut	30,30,7,7	Yes	Preserve, off-site
268	English walnut	9,7	No	Within Lot 23 grading
269	English walnut	17,14,13	Yes	Within Lot 24 grading
270	English walnut	13	No	Within road
271	English walnut	25,16,14	Yes	Within road
272	English walnut	10	No	Within road
273	English walnut	28	Yes	Within road
274	English walnut	9,8	No	Within road
275	English walnut	32	Yes	Preserve Lot 25.
276	English walnut	6,6,5,4	No	Dead
277	Calif. black walnut	13,13,6	Yes	Preserve, off-site
278	English walnut	16	No	Preserve, off-site
279	English walnut	12,11,9,5	Yes	Within Lot 26 grading
280	English walnut	6,6	No	Within Lot 26 grading
282	English walnut	31	Yes	Within road
284	English walnut	29	Yes	Within Lot 16 grading
285	English walnut	12	No	Within Lot 16 grading
286	English walnut	9	No	Within Lot 17 grading
287	English walnut	7	No	Within road
288	English walnut	17,11,9,8,7	Yes	Within Lot 17 grading
290	English walnut	16	No	Dead
291	English walnut	14	No	Within Lot 27 grading
292	English walnut	10	No	Within Lot 27 grading
293	English walnut	11,10	Yes	Within Lot 27, grading
294	English walnut	19,19,17	Yes	Preserve, off-site
295	English walnut	9,9	Yes	Preserve, off-site
296	English walnut	9,9	Yes	Within Lot 28 grading
297	English walnut	13	No	Poor suitability.
299	English walnut	9	No	Within Lot 27 grading
300	English walnut	8,7,5	No	Within Lot 27 grading
301	English walnut	8,8,7,7,6,5	No	Within Lot 27 grading

(Continued, following page)

**Table 3. Recommendations for action, continued. Lehman – Selway project.
Pleasanton CA.**

Tree No.	Species	Trunk Diameter	Heritage Tree?	Impact/Recommendation
302	English walnut	9,9,9	Yes	Within Lot 27 grading
304	English walnut	9	No	Dead
305	English walnut	7,7,7	No	Within Lot 27 grading
306	English walnut	9,8,8,6	No	Within road
307	English walnut	24	Yes	Within Lot 28 grading
309	English walnut	7	No	Within Lot 28 grading
310	English walnut	16	No	Within Lot 28 grading
311	Calif. black walnut	16,16,14,12,10	Yes	Within Lot 28 grading
312	Mexican fan palm	18	Yes	Within Lot 28 grading
313	English walnut	16	No	Within Lot 28 grading
314	Calif. black walnut	21,19	Yes	Within Lot 28 grading
315	English walnut	10,9,9,9,8	Yes	Within Lot 28 grading
316	English walnut	16,13	Yes	Within Lot 28 grading
317	English walnut	7	No	Within Lot 28 grading
318	English walnut	8	No	Within Lot 28 grading
320	English walnut	9,8,8,8	No	Within road
321	English walnut	6,4,3	No	Within Lot 28 grading
322	English walnut	9,6	No	Within Lot 28 grading
323	English walnut	9,9,8,7	Yes	Within Lot 29 grading
324	English walnut	16,15	Yes	Within road
325	English walnut	10	No	Within road
326	English walnut	10	No	Within road
327	English walnut	24,19,14	Yes	Within Lot 30 grading
328	English walnut	38	Yes	Within road
329	English walnut	11,11	Yes	Within Lot 29 grading
330	English walnut	14	No	Within Lot 29 grading
331	English walnut	22,17	Yes	Within Lot 29 grading
332	Coast redwood	11	No	Preserve, off-site
333	Coast redwood	12	No	Preserve, off-site
334	English walnut	7	No	Impacted Lot 28 grading
335	Coast live oak	10	No	Preserve, outside impacts
336	Aleppo pine	24	Yes	Preserve, off-site
337	Aleppo pine	25	Yes	Preserve, off-site.
338	English walnut	7	No	Within road
339	English walnut	7	No	Within road
340	Calif. black walnut	6,5,5,4,3,3	No	Impacted Lot 30 grading

**Table 4. Appraisal of value: Heritage trees recommended for removal.
Lehman - Selway property. Pleasanton CA.**

Tree No.	Species	Trunk Diameter (in.)	Appraised Value
201	Monterey pine	35	\$600
204	English walnut	17,14,10	\$4,150
213	English walnut	17	\$1,650
221	English walnut	10,8,8,7,7,6,6	\$1,600
224	English walnut	20,9	\$1,950
227	English walnut	15,8,8	\$700
229	English walnut	12,11	\$1,900
231	English walnut	15,13	\$1,600
234	English walnut	14,12,8,7	\$1,850
236	English walnut	14,14	\$1,600
243	English walnut	10,9	\$950
244	Calif. black walnut	12,11	\$1,600
251	English walnut	11,9	\$1,450
252	English walnut	18	\$1,950
263	English walnut	17,16,16	\$5,700
266	English walnut	13,13,9	\$3,850
269	English walnut	15,11,11	\$1,900
271	English walnut	22,14,13	\$3,450
273	English walnut	23	\$3,200
277	Calif. black walnut	10,10,5	\$1,350
279	English walnut	10,8,7,4	\$1,200
282	English walnut	27	\$4,450
284	English walnut	21	\$4,050
288	English walnut	15,10,8,8,7	\$3,550
293	English walnut	11,10	\$1,050
302	English walnut	8,8,8	\$1,000
307	English walnut	22	\$4,450
311	Calif. black walnut	13,13,12,11,9	\$4,050
312	Mexican fan palm	18	\$1,300
314	Calif. black walnut	18,17	\$5,100
316	English walnut	14,12	\$2,450
323	English walnut	8,8,7,6	\$1,950
324	English walnut	14,13	\$1,600
327	English walnut	19,16,13	\$5,550
328	English walnut	33	\$7,550
329	English walnut	8,8	\$950
331	English walnut	19,14	\$3,950

Tree Preservation Guidelines

The goal of tree preservation is not merely tree survival during development but maintenance of tree health and beauty for many years. Trees retained on sites that are subject to extensive injury during construction and are not adequately maintained become a liability rather than an asset. However, the response of individual trees will depend on the amount of excavation, the care with which demolition is carried out and

the degree of compaction needed to install new paving. These impacts can be minimized by coordinating construction activity in the **TREE PROTECTION ZONE**. The following recommendations will help maintain and improve the health and vitality of the trees.

Design recommendations

1. Any plan affecting trees should be reviewed by the Consulting Arborist with regard to tree impacts. These include, but are not limited to, improvement plans, utility and drainage plans, grading plans, landscape and irrigation plans and demolition plans.
2. Where possible hold fill 2' from the trunk of any tree to be preserved.
3. Designing new property fence or masonry wall to limit root disturbance. Locate pier holes a maximum distance from tree trunks. This may require field adjustment of pier hole locations and/or use of larger panels in some areas to avoid excavating pier holes immediately adjacent to tree trunks.
4. A normal **TREE PROTECTION ZONE** cannot be provided for trees to be preserved as all are located within, or in close proximity, areas proposed for grading and construction. We recommend that hay bales be stacked around the trunks of all trees to be preserved to a height of 6'.
5. Any herbicides placed under paving materials must be safe for use around trees and labeled for that use.

Pre-construction treatments and recommendations

1. Prior to the start of site demolition, the Consulting Arborist will meet with the demolition, grading and other relevant contractors to review limits of construction activity, identify areas requiring fencing, identify trees to be removed and review work procedures.
3. Prior to the start of grading, trees may require pruning to clean the crown and/or provide clearance. All pruning shall be completed by a Certified Arborist or Tree Worker and adhere to the *Tree Pruning Guidelines* of the International Society of Arboriculture.

Recommendations for tree protection during construction

1. Any root pruning required for construction purposes shall receive the prior approval of, and be supervised by, the Consulting Arborist.
2. If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.
3. Root-injured trees have a limited capacity to absorb water. Therefore, it is important to insure adequate soil moisture in the area of active roots. One to several irrigations may be needed for trees that are at risk. Irrigations should be specified by the Consulting Arborist.

Maintenance of impacted trees

Trees recommended for preservation at the Lehman-Selway project will experience a physical environment different from that pre-development. Provisions for monitoring both tree health and structural stability following construction must be made. As trees age, the likelihood of failure of branches or entire trees increases.

HortScience, Inc.



John Leffingwell
Board Certified Master Arborist #WE3966B
Registered Consulting Arborist #442

Attached: **Tree Assessment Form**
 Tree Assessment Map



LIVE OAK ASSOCIATES, INC.

an Ecological Consulting Firm

October 3, 2011

Pamela Hardy and Jeff Schroeder
Ponderosa Homes
6670 Owens Drive
Pleasanton, CA 94558

Subject: Results of the Follow-up Survey for the Lehman-Selway Property, Pleasanton, Alameda County, California (PN 726-03)

Dear Ms. Hardy and Mr. Schroeder:

Per your request, Live Oak Associates, Inc. (LOA) has completed a follow-up survey for the Lehman-Selway Property in the City of Pleasanton, Alameda County, California.

The original site survey was conducted on January 12, 2005. A follow-up survey was conducted on July 27, 2006 to reassess site conditions, and determined that the original biological report (LOA February 10, 2005) adequately addressed special status species and/or sensitive habitats. A second follow-up survey was conducted on September 29, 2011 in order to reevaluate the site conditions and habitat for differences that may have occurred on the site since the reports prepared by LOA dated August 2, 2006 and the original biological report dated February 10, 2005 and to assess the site for biological concerns brought forth in the comment letter dated September 14, 2011. All three site surveys focused on the presence/absence of ground-nesting raptors (i.e. burrowing owls (*Athene cunicularia*)), tree-nesting raptors, and other potential sensitive species on the property.

The site conditions generally remain the same as conditions observed during the 2006 site survey with the site consisting primarily of a remnant orchard with wide spaces between walnut trees and ruderal, non-native vegetation as ground cover. Two existing single-family residences are also onsite. These habitats appear to be unchanged since the 2006 site survey with the exception of a few orchard trees being cut down recently and a stick nest has been built in a walnut tree onsite. The remainder of the site remains unchanged from the observations noted during the 2006 site survey.

Avian species observed during the September 29, 2011 site survey include the Canada goose (*Branta canadensis*), white-tailed kite (*Elanus caeruleus*), mourning dove (*Zenaida macroura*), black phoebe (*Sayornis nigricans*), western scrub jay (*Aphelocoma californica*), American crow (*Corvus brachyrhynchos*), American robin (*Turdus migratorius*), Brewer's blackbird (*Euphagus cyanocephalus*), and house finch (*Carpodacus mexicanus*). Mammals observed include

California ground squirrel (*Otospermophilus beecheyi*) burrows, Botta's pocket gopher (*Thomomys bottae*) sign, eastern fox squirrel (*Sciurus niger*) and their nests, and one dead and one living domestic cat (*Felis catus*).

An initial burrowing owl survey was conducted on July 27, 2006 in accordance with CDFG's *Staff Report on Burrowing Owl Mitigation* (CDFG 1995) and the *Burrowing Owl Survey Protocol and Mitigation Guidelines* (Burrowing Owl Consortium 1997). In summary, these protocols recommend conducting pedestrian surveys of the subject parcel in such a way as to allow 100% coverage. The purpose of this survey was to walk transects on the property to ascertain if the site supported potential breeding habitat (e.g. ground squirrel burrows). Potential breeding habitat was confirmed to be present onsite, however, no burrowing owls or evidence (i.e. feathers, pellets, or white wash at the entrance of the burrows) of their presence were detected during this initial survey. On September 29, 2011 during the site reevaluation, ground squirrel burrows were also noted, and burrowing owls and their sign were not observed on the site. Therefore, it is unlikely that burrowing owls are currently utilizing the project site. These findings are consistent with those of the previous surveys of the site. However, as potentially suitable habitat does exist on the site, to be prudent, protocol pre-construction surveys for burrowing owls should occur, as was originally recommended in the Initial Study (LOA February 10, 2005).

On July 27, 2006, the site was evaluated for tree-nesting raptors and raptors including the turkey vulture (*Cathartes aura*), white-tailed kites, and red-shouldered hawk (*Buteo lineatus*). The 2006 survey found nesting raptors to be absent from the site. On September 29, 2011, the site was reevaluated for tree-nesting raptors and one stick nest was observed onsite in the walnut tree tagged with number 328. This is the same tree that two white-tailed kites were observed during the same site visit. A second stick nest was located just off-site from the southeast corner of the site. These findings differ from the previous reports. Raptors are likely to nest onsite in future nesting seasons, and a preconstruction tree-nesting raptor survey should be completed prior to construction activities, as was originally recommended in the Initial Study (LOA February 10, 2005).

The comment letter dated September 14, 2011 states that "It is a mistake not to require Ponderosa to prepare an Environmental Impact Report in compliance with CEQA. It is incorrect to assert that Riparian birds do not gather, hunt or nest in the 19.43 acres." Riparian habitat is absent from the site, and the nearest body of water is the Gravel Pits and Arroyo Mocho. These are a manmade pit that holds water and a manmade channeled waterway. The edges of the Gravel Pits appears to be devoid of true riparian habitat, and supports some well-spaced trees along the top edge of the bank. On September 29, 2011, the water level in the Gravel Pits was far below its banks. Arroyo Mocho supports some riparian habitat, but it is not of high quality. While riparian birds may migrate to and from these two locations, and may even nest in the riparian vegetation of Arroyo Mocho, the upland habitat that the site in question supports is highly unsuitable for nesting riparian birds, as riparian vegetation and low, dense cover that riparian birds require to nest in is completely absent from the site. However, the site may support foraging habitat and a resting point for migrants such as the Canada goose, as noted in the comment letter dated September 14, 2011, as they stop off on their way through the area. As this site is within a half mile from both the Gravel Pits and Arroyo Mocho, it can be assumed that the development of this land will not be detrimental to migratory waterfowl, as more suitable habitat is available nearby. Development of this land will not reduce any nesting habitat for riparian or migratory waterfowl, and reduces only a relatively small amount of poor foraging habitat for

these species. Therefore, this project will have a less-than-significant effect on riparian birds and migratory waterfowl.

The August 2, 2006 report notes a sighting of a non-native invasive species, the red fox (*Vulpes vulpes*). This agrees with the comment letter dated September 14, 2011. The September 29, 2011 survey confirmed a fox den and fox scat onsite. The den had fresh prints on the mound, and was located onsite near the southern boundary of the site next to a walnut tree. This species does not have any regulatory protection as it is an invasive species from Europe that is highly adapted to urban settings and displaces and threatens a number of native species. However, as the project wishes to avoid harm to individual foxes during construction, the den will be hand-excavated and collapsed prior to the start of construction and before the pupping season which begins in March.

Current site conditions remain similar to previous site conditions (LOA 2005 and 2006). Pre-construction surveys for burrowing owls and tree-nesting raptors should be completed prior to construction activities, as previously noted in the Initial Study (LOA 2005). These surveys will ensure that negative effects to these species will be avoided, and therefore, this project will have a less-than-significant effect on ground and tree-nesting raptors. The current site conditions as upland habitat with an open understory absent of riparian habitat are also unsuitable for nesting riparian birds and migratory waterfowl, therefore, this project will also have a less-than-significant effect on riparian birds and migratory waterfowl.

If you have any questions, please contact Rick Hopkins at (408) 281-5885 or me at (408) 281-5889 at your convenience.

Sincerely,



Katrina Huck
Assistant Project Manager & Staff Ecologist

APPENDIX A: PHOTOS OF THE SITE



Remnant orchard.



Remnant orchard.



Remnant orchard.



Removed orchard tree stumps in remnant orchard.



Stick nest in walnut tree labeled #328.



Stick nest in walnut tree labeled #328.



Fox den near the southern boundary of the site.

CITY COUNCIL OF THE CITY OF PLEASANTON

ALAMEDA COUNTY, CALIFORNIA

ORDINANCE NO. 1311

ORDINANCE APPROVING THE APPLICATION OF BAS HOMES FOR A MAJOR MODIFICATION CHANGING PRIVATE STREETS TO PUBLIC STREETS (PUD-83-10-3M/83-12-2M/86-15-1M)

WHEREAS, PUD-83-10, PUD-83-12 and PUD-86-15 were originally approved to have private streets and since that time bas Homes has requested the streets be changed to public streets; and

WHEREAS, the streets have been determined to be appropriate pursuant to City standards; and

WHEREAS, public street designation is appropriate in order to insure proper emergency access at all times as required by the General Plan; and

WHEREAS, the Planning Commission has recommended approval of the major modification subject to certain conditions;

THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES HEREBY ORDAIN AS FOLLOWS:

Section 1: Approves the application of bas Homes for a major modification to an approved development plan for a 29-unit residential project located on an approximately 25 acre site, located generally in the area bounded by Mohr Avenue, Martin Avenue and Cameron Avenue, to permit private streets serving the development to be changed to public streets, subject to the conditions set forth in Exhibit A, attached hereto and incorporated herein by this reference. (PUD-83-10-3M/83-12-2M/86-15-1M)

Section 2: This ordinance shall be published once within fifteen (15) days after its adoption in "The Valley Times," a newspaper of general circulation published in the City of Pleasanton.

Ordinance No. 1311
Page Two

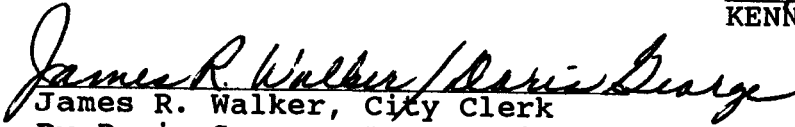
ADOPTED at a regular meeting of the City Council of the City of Pleasanton on May 19, 1987 by the following vote:

AYES: Councilmembers - Brandes, Butler, Mohr and Mayor Mercer
NOES: Councilmember Wilson
ABSENT: None
ABSTAIN: None

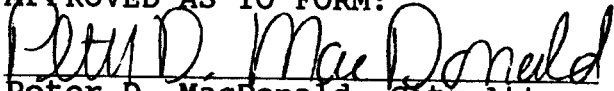
ATTEST:



KENNETH R. MERCER, MAYOR


James R. Walker, City Clerk
By Doris George, Deputy City Clerk

APPROVED AS TO FORM:



Peter D. MacDonald, City Attorney

ORDINANCE NO. 1311

EXHIBIT "A"

CONDITIONS OF APPROVAL OF PUD-83-10-3M/83-12-2M/86-15-1M

1. That the approval be for all streets as shown on Exhibit, on file with the Planning Department, except as modified herein.
2. That at the time the streets are dedicated as public streets, a total of approximately \$50,000 be paid to the City for maintenance of the streets, the total cost of said fee to be pro-rated amongst the various property owners who have not yet developed to be allowed and collected at the time of final map approval.
3. That one side of all the streets shown on Exhibit "A" be posted to prohibit parking at all times, the specific sides to be posted to be approved by the Planning Director and City Engineer, prior to the dedication of the streets to the City.
4. That the owner(s)/developer(s) shall offer for dedication to the City for street right-of-way purposes the parcels of land proposed to be public streets, to the satisfaction of the City Engineer, prior to any further construction.
5. That street name signs shall be installed per City requirements.
6. That the applicant be responsible for obtaining legally adequate deeds from all parties having an interest in the area of streets to be dedicated.
7. That if deeds for all necessary land in the street right-of-way cannot be obtained, the applicant shall bear all costs involved in any condemnation action necessary to secure said right-of-way.

///

CITY COUNCIL OF THE CITY OF PLEASANTON

ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. 88-460

ACCEPTANCE OF DEEDS FOR STREET
RIGHTS-OF-WAY FOR EQUESTRIAN DRIVE,
CAMERON AVENUE, NICHOLE AVENUE, COURTNEY
AVENUE, AND DIABLO COURT

WHEREAS, the City is in receipt of various deed to the City of Pleasanton, copies of which are attached hereto and incorporated herein by this reference, for purposes of street rights-of-way for Equestrian Drive, Cameron Avenue, Nichole Avenue, Courtney Avenue and Diablo Court; and

WHEREAS, at its meeting of October 4, 1988, the City Council received a report from the Assistant City Attorney (SR 88:459) indicating that the acceptance of these deeds is in the public interest;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLEASANTON RESOLVES AS FOLLOWS:

Section 1: The deeds to the City of Pleasanton for street rights-of-way for Equestrian Drive, Cameron Avenue, Nichole Avenue, Courtney Avenue and Diablo Court are hereby accepted and the appropriate City officers are instructed to take whatever action necessary to implement said acceptance.

Section 2: This resolution shall become effective immediately upon its passage and adoption.

THIS RESOLUTION ADOPTED OCTOBER 4, 1988 BY THE FOLLOWING VOTE:

AYES: Councilmembers - Brandes, Butler, Mohr, Wilson, and Mayor Mercer

RECORDING REQUESTED BY

And When Recorded Mail This Deed and, Unless Otherwise Shown Below, Mail Tax Statements To:

NAME [CITY OF PLEASANTON]
STREET ADDRESS [200 OLD BERNAL AVENUE]
CITY, STATE, ZIP [PLEASANTON, CA 94566]

Title Order No. _____ Escrow No. _____

SPACE ABO

DOCUMENTARY TIF

____ COMPUTE

____ OR COMP

ENCUMBRANCES REMAINING AT TIME OF SALE.

Signature of Declarant or Agent determining tax. Firm Name

1st SUBMITTAL COPY
MARKED UP DEED, LEGAL
DESCRIP. + REDUCED
PLAT

GRANT DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,
TAMI ZOTTI and KENNETH ZOTTI, husband and wife, as community
property
hereby GRANT ~~to~~ to
THE CITY OF PLEASANTON, A Municipal Corporation

the following described real property in the CITY OF PLEASANTON
county of Alameda, state of California:

FEE TITLE FOR PUBLIC ROADWAYS CAMERON AVENUE
AND COURTNEY AVENUE

SEE ATTACHED EXHIBITS A & B

Dated September 16, 1987

STATE OF CALIFORNIA }
COUNTY OF Alameda } ss.

On September 16, 1987 before me, the under-
signed, a Notary Public in and for said County and State,
personally appeared Tami Zotti and
Kenneth Zotti

Kenneth Zotti
Tami Zotti

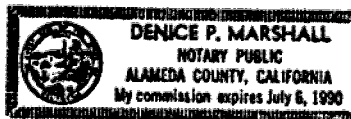
_____ known to me
to be the person s whose name s they subscribed to the
within instrument and acknowledged that they
executed the same.

Denice P. Marshall

Denice P. Marshall

Name (Typed or Printed)

Notary Public in and for Said County and State



(Space above for official notarial seal)

MAIL TAX STATEMENTS TO PARTY SHOWN ON FOLLOWING LINE; IF NO PARTY SO SHOWN, MAIL AS DIRECTED ABOVE

Name _____ Street Address _____ City & State _____

October 13, 1987
CS87030/508

EXHIBIT "A"
LEGAL DESCRIPTION
RIGHT-OF-WAY (FEE TITLE)
DEDICATION FOR CAMERON AVENUE (PARCEL "A")
AND COURTNEY AVENUE (PARCEL "B")
ZOTTI PARCEL
A PORTION OF A.P.N. 946-1151-2-1

REAL PROPERTY in the City of Pleasanton, County of Alameda, State of California, described as follows:

PARCEL "A" - CAMERON AVENUE

A portion of Lot 13, as shown on the Map of Tract 5445, recorded in Book 163 of Maps, at pages 43 through 45, Official Records of Alameda County, California, more particularly described as follows:

BEGINNING at ^{TRACT 5445} the northwest corner of Lot 13, as said lot is shown on said ~~map~~ thence along the northern line of said lot South 89°01'27" East 152.88 feet; thence leaving said line along the eastern line of said Lot 13 South 0°05'14" East 24.00 feet; thence along a line parallel to said northern line and 24.00 feet southerly to said line, measured at right angles, North 89°01'27" West 141.68 feet to a point of curvature; thence along a tangent curve to the left, concave to the southeast, having a radius of 26.00 feet through a central angle of 25°36'25" an arc length of 11.62 feet to a point of on the western line of said Lot 13, said point also being a point of cusp; thence along said western line of Lot 13 North 0°05'26" West 26.56 feet to the POINT OF BEGINNING.

Containing ~~0.084~~ acres more or less.

3678 SQUARE FEET

PARCEL "B" - COURTNEY AVENUE

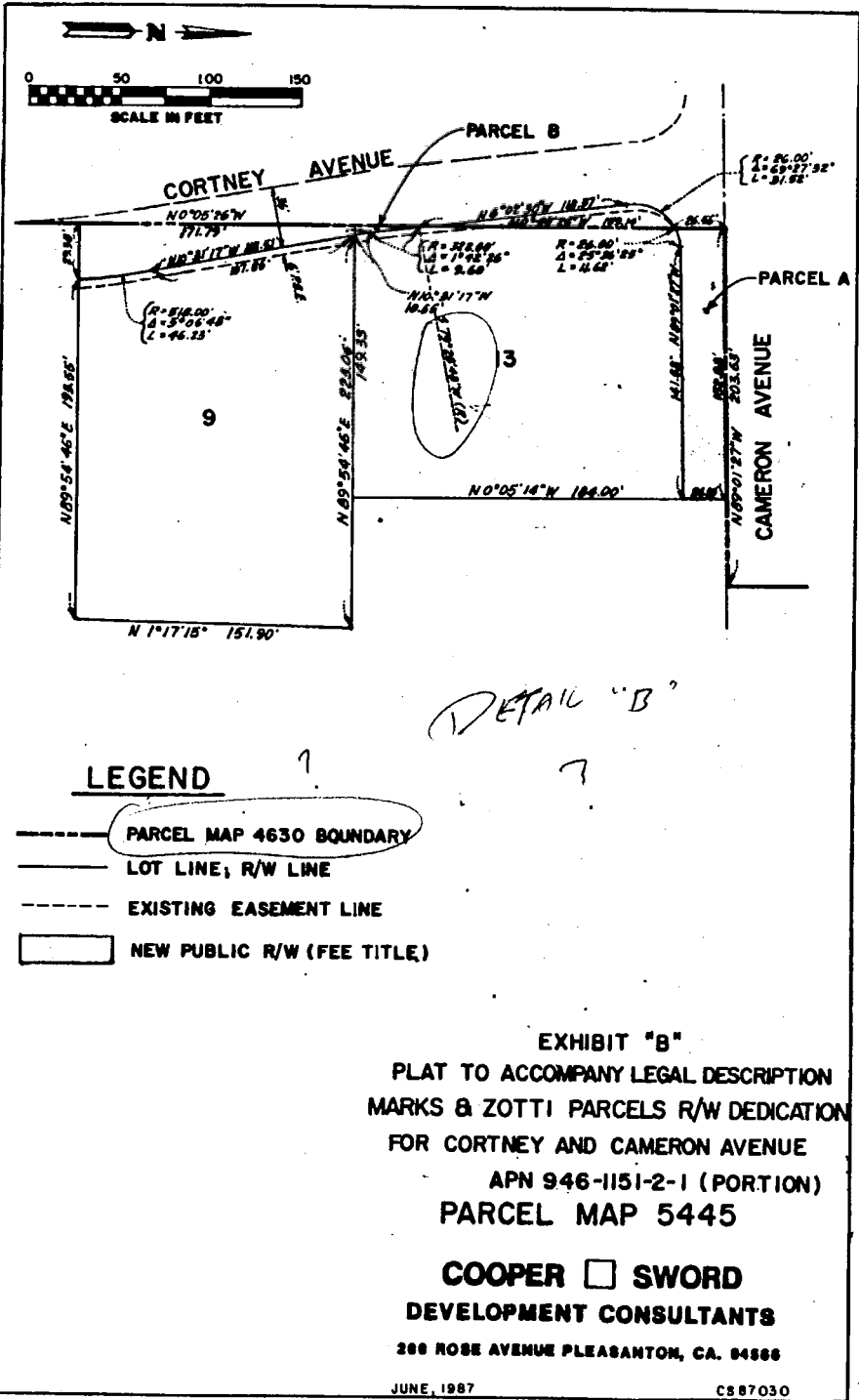
A portion of said Lot 13, as said lot is shown on said Tract Map, more particularly described as follows:

BEGINNING at the southwest corner of said Lot 13; ^{19.94}thence along the western line of said Lot 13 North 0°05'26" West 19.95 feet to a point of cusp; thence leaving said line along a curve concave to the northeast, the beginning of said curve having a radial bearing of South 79°28'43" West, said curve having a radius of 322.00 feet, thence along said curve through a central angle of 1°42'26" through an arc length of 9.60 feet; thence South 10°31'17" East 10.65 feet to a point on the southern line of said Lot 13; thence along said line South 89°54'46" West 3.50 feet more or less to said western line of Lot 13 and the POINT OF BEGINNING.

SOUTH 81° 11' 09" WEST - SEE MAP
Containing 0.001 acres more or less.

84 SQUARE FEET

3.53



AFFORDABLE HOUSING AGREEMENT

This AGREEMENT is made this 1st day of September, 2007, by the CITY OF PLEASANTON, a Municipal Corporation ("City"), and Ponderosa Homes II, Inc., a California Corporation ("Developer").

Recitals

- A. Developer has an option to purchase approximately 19.83 acres of real property located at 3157 Trenner Drive and 2313 Martin Avenue ("the Property").
- B. Developer has obtained City approval (PUD-50) to develop the Property with 25 new one story and two story single-family detached homes ("the Project").
- C. The City's Inclusionary Zoning Ordinance permits a developer, in lieu of constructing affordable housing units on a project site, to pay to the City a Lower Income Housing Fee to meet the City's affordable housing needs.
- D. Due to the nature of the Property and Project, Developer has requested to pay to the City a Lower Income Housing Fee to meet the City's affordable housing needs for the Project.

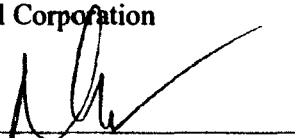
NOW, THEREFORE, in consideration of the mutual covenants, agreements and conditions contained herein, City and Developer agree as follows:

- 1. Developer shall pay City at the time of final map for the Project Lower Income Housing Fee of \$313,126.

THIS AGREEMENT is executed the date and year first above written.

CITY OF PLEASANTON,
a Municipal Corporation

By: _____


Nelson Fialho
City Manager

DEVELOPER:

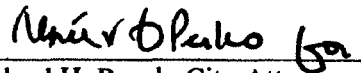
By: _____



ATTEST:


Karel Diaz, City Clerk

APPROVED AS TO FORM:


Michael H. Roush, City Attorney

Marion Pavan

From: Jeff Schroeder
Sent: Wednesday, September 14, 2011 12:05 PM
To: Marion Pavan
Subject: Fw: PUD-50-01M Ponderosa Homes project on Cameron ave Please forward to the planning commission

Jeffrey C. Schroeder
Senior Vice President, Land Acquisition & Planning

PONDEROSA HOMES II, INC.
6671 Owens Drive
Pleasanton, CA 94588
(925) 460-8910 (Direct)
(925) 734-9141 FAX

----- Forwarded by Jeff Schroeder/Ponderosa on 09/14/2011 12:04 PM -----

Marion,

I have some comments for this project. Please forward to the planning commission. We are a "ground zero" home in this complex so we should have a lot of weight on what goes on over there. My comments to the new re-planned development are as follows:

- 1.) Roof Pitch on house across from mine.
- 2.) Roof Pitch on the other styles of houses.
- 3.) Stop sign at Equestrian and Cameron Ave
- 4.) Red Painted lines at the new street into the project at the new street and Cameron Ave.
- 5.) No Swimming Pool or Pavilion on the south side of the back yard of the house directly across from ours

Item #1 and #2.

I met with Jeff Schrader yesterday afternoon briefly and we went over some of the roof line issues that I had. There are probably 3 home styles with steep roofs; the one directly in front of me and 2 models within the complex, possibly one more on Cameron Ave,,, I don't remember. I explained to Jeff that I didn't think that "Monster Home Roofs" didn't fit into any neighborhood around here. He gave his reasons for choosing that style, not sure all what it was but mostly had to do with what could sell and choices for buyers. The one directly across from me seems to be really steep of a roof and I object to that. He is looking into that by talking with his architect to make it less pitched (up and down steepness), not as tall in height and making it more in keeping with the neighborhoods. Ponderosa is good at building nice homes and picking nice things so I have to believe them that it will look good but it sure seems steep to me. I like the house they picked there. I expressed that the gigantic attic spaced steep roofs look out of proportion and make the house seem small and all you see it the roof and not the house. In general with this type of house, it seems that when you look at a house with a 10' plate/gutter line and the roof is 14'-20' high, this looks out of proportion and I hate it in other neighborhoods. All you see is a roof and a fence around the house; you don't see the house. I objected to the roof also because the roof is south facing and that means that our family will have to look at it for a long time and also if the person got solar panels, it would be the south facing spot to install them and lots of them. Solar Panels are unsightly in no matter what. I have them and I hate them but no one sees them really easily. They don't work as sold anyways. Solar panels are a scam in my book.

So I'd appreciate anyone looking into that roof issue across from my house.

Also, the roofs steepness throughout the project seems steep as well and I'd like to have someone go around and check roofs in the area to keep in line with the styles abroad. I don't want to slow down the project but maybe a second look

wouldn't hurt. Again, they are a good builder so maybe it is all befitting already and you already did your homework and don't have to second guess it.

Item #3

Stop sign on Cameron Ave and the new street adjacent to Equestrian.

Marion explained to me that there no plans for stop signs here. That's great by us! I explained to him that if there are suddenly plans to put them here by the city of Pleasanton, that my family and I completely object to the project as it is drawn and we totally do not agree with the project layout and you need to go back to the drawing boards. We do not want to hear thousands of cars and trucks and motorcycles and high school boys and their fancy loud mufflers decelerate and accelerate anymore than we are going to have to hear it. So if your traffic safety people have a sudden change of heart, too bad, re-configure the project.

However, if you keep it as is and we deal with the traffic situation as it unfolds, then it is fine by me to have no stop signs there and to keep this street as is.

Item #4

I want you to paint RED CURBS 60' or a long long row of no parking signs for no parking on both sides of the street on the new street that joins up with Equestrian Ave on to Cameron Ave at the approach to Cameron Ave for the safety of the intersection and the crosswalk at the new sidewalk. To explain in detail, since there is no stop sign on the new street as it adjoins Cameron Ave and Equestrian Ave, then, the vehicles on going into and out of this buy new complex will need to have a clear line of sight to make the turns safely and if there is someone with a motor home and a boat parked in this line of sight to the crosswalk there, or any vehicle for that matter, then the line of sight to the crosswalk will be hindered and we don't want any close calls when anyone, especially students, use the crosswalk. I like no stop sign there and with Cameron Ave being realigned, the street will be safe so why have triple redundancy? Keep no stop sign and **paint the curb and gutter red on both sides of the street on the new street that is across from Equestrian where it comes out onto Cameron Ave.**

I also explained to Jeff and Pam Hardy that I didn't want to see anyone parking their vehicles on the street at the stop sign as I'll have to look at it. Who knows what someone will park there; an old pick up truck, motor home, rusty classic car they are restoring, a boat,,,,,paint the line and we don't have to keep calling the police department to enforce the 72 hour rules. We want to have a good relationship with all the community so, don't upset us with the little stuff and make us start hating that neighborhood or neighbor on the corner and everyone else involved. Those one or two homes wouldn't get street parking for 3 or 4 extra cars in front of their home but, that's what the driveway is for and the garage is for and the rest of the neighborhood is for. I can bitch up a storm to the Police department, just ask them. Make it easy now or pay later. Please make the entrance in and out of the complex a safe one, paint both curbs and gutters.

Item #5

We would like it as a condition of approval that when the neighbor develops their back yard that they do so by not putting a pool or a pavilion area and so on, on the south side of the yard (along Cameron Avenue) as the sound travels with the prevailing wind and will bombard our house with noise. That's a new neighborhood, keep the new noise over there. We are sound sensitive over here. The prevailing wind blows from the north to the south. If those people sneeze, we will bless them. I'm sure they will want a big house to be outfitted with the latest pool, cabana, stereos, tv's, bar's, fancy barking dogs and what ever else life has to offer. All we ask is to do that on the other side of the property where the house will block the noise, where there is plenty of yard in between us to dissipate the fun and I can get my sleep or I'll get grouchy, and when I get grouchy, I call the cops, which cost the city a lot of money. Our bedroom is in the front of our house. Even with new windows up there, its still noisy. Our dog barks up a storm when he hears people out there. I don't want to hear them partying all night and if they do, I don't want to be the one calling the cops all the time. So, please make it a condition of approval that that one new home keeps the side yard across from my bedroom as yard space and puts the fun stuff on the other side (north side) where there is lots of space to do so. I know this sounds picky and I'm sorry about this but it's a big deal for me and my family.

The project otherwise, looks fine to me and we support the project if you meet our requests. Ponderosa seems to be a responsible builder.

Respectfully submitted,
Matt Lawer

Ps. I gather that there is a clean up fund for us when the project is going to remove the dirt from our homes? That was a

condition of approval last time, I'm pretty sure. Years of dirt means dirty homes and back yards. Ponderosa needs to pay to clean that up. We are on the south side of the project and the wind blows right into us.

PPs. We want the underground and realignment of Cameron Ave to be done right away and for the city of Pleasanton to repave all the streets (Cameron, Courtney, Nicole, Equestrian, Martin...) back to the smooth new asphalt of 5 years ago before the city ruined these smooth streets and slurry sealed them. We can't roller blade and enjoy the streets as well as they are noisy and the slurry seal job was sloppy. See my complaint to that department....The underlayment asphalt is shot. Re do these streets!

Click [here](#) to report this email as spam.

Marion Pavan

From: Maria Hoey
Sent: Monday, October 03, 2011 5:11 PM
To: Brian Dolan; Steve Otto; Janice Stern
Cc: Marion Pavan
Subject: FW: PUD-50-01M

From: Joanne Hall
Sent: Monday, October 03, 2011 4:22 PM
To: K cousins; Mayor and City Council
Cc: Maria Hoey
Subject: RE: PUD-50-01M

Dear Ms. Cousins,

Thank you very much for taking the time to write and share your concerns about the Ponderosa development on the Leman-Selway property. Your email has been forwarded to the Mayor and City Council, as well as to the City Manager so that they may have the benefit of your input. In addition, your inquiry has been directed to the appropriate City department for review.

Joanne Hall
Public Information Officer
City of Pleasanton

From: K cousins
Sent: Monday, October 03, 2011 1:16 PM
To: Mayor and City Council
Subject: PUD-50-01M

Dear Ms. Hardy and City Council Members,

Ponderosa Homes has recently been approved by the Planning Commission to resume the development of the Leman-Selway property directly across the street from our home on Cameron Avenue in Pleasanton (PUD 50-01M). We are concerned about the development's impact on the natural habitat and disruption of the rodent (primarily ground squirrel) population once construction has begun. Our yard has been infested with ground squirrels whenever there is cultivating and tilling of the property in the past and we expect significant infestations once the greater disruption caused by the Ponderosa development of this land has begun. We are aware of our neighbor's subsequent rodent infestation of their property along Mohr Ave. when Ponderosa began its development on the Busch Property. We would like to have procedures in place to mitigate the transition of rodents, skunks and other of the property's inhabitants transitioning to our property including extended pest control services specifically for our property and other proactive measures to inhibit this transition of potentially harmful pests from the development.

We would also like assurance that the dust, disruption of access to our homes and noise from the construction and significant earth moving process involved with the development be kept to a minimum including regulated hours of construction, time-lines for earth movers and street closures along Cameron Ave., and periodic power washing/cleaning of our homes to abate the dust that will infiltrate our homes and yards.

Thank you for your consideration to these matter prior to approval of this PUD.

LAW OFFICE OF
SCOTT L. WOODALL

2340 SANTA RITA ROAD, SUITE 5, PLEASANTON, CA 94566
TELEPHONE: (925) 600-0111 / FAX: (925) 600-0003

FAX COVER SHEET

To: Marion Pavan

From: Scott L. Woodall

City of Pleasanton

Fax: (925) 931-5483

Pages: 5

Phone:

Date: September 14, 2011

Re: Project Title: PUD-50-01M

CC:

Objection to Proposed Project

Urgent

For Review

Please Comment

Please Reply

Please Recycle

● **Comments:**

Attached please find a letter of today's date.

RECEIVED
SEP 14 2011
CITY OF PLEASANTON
PLANNING DIVISION

This facsimile and the following pages are a confidential and privileged communication intended solely for the person named above. If you are not that person or their employee or agent for delivery, you are hereby notified that any reading, dissemination or copying is strictly prohibited.

Should you receive this communication in error, please notify the Law Office of Scott L. Woodall immediately. We will gladly reimburse you for any expense associated with the telephone call or postage.

LAW OFFICE OF
SCOTT L. WOODALL

2340 SANTA RITA ROAD, SUITE 5, PLEASANTON, CA 94566
TELEPHONE: (925) 600-0111 / FAX: (925) 600-0003

Litigation Privilege

September 14, 2011

Via Facsimile and Hand Delivery
(925) 931-5483

Marion Pavan,
City of Pleasanton
Planning and Community Development
200 Old Bernal Avenue
Pleasanton, CA 94566

Re: *Project Title: PUD-50-01M*
Objection to Proposed Project

RECEIVED
SEP 14 2011
CITY OF PLEASANTON
PLANNING DIVISION

Greetings:

To all interested persons, parties and/or representatives, please consider this a formal objection to the proposed project. (Hereinafter, referenced as the "Ponderosa Project.")

The objection is based on all filings, documents, writings lodged within the public record, all writings received in connection with Ponderosa's application in the project, including, but not limited to all public and private hearings, all evidence gathered, attachments/exhibits considered/presented to any government agency or its representative in connection with the approval process, all oral or testamentary evidence presented at any open and/or closed door hearing/proceeding relating to the "Project."

BACKGROUND SUMMARY:

Apparently, Ponderosa is again seeking to increase the number of homes, [decrease the square footage per lot] from the original 25 parcels sought to 31 single family residences now demanded. This "major modification,"¹ must be resubmitted to the City Council for approval considering the drastic change in the project's character and length of time delaying development. The original process was approved almost five years ago.

The Ponderosa Project violates the Pleasanton Municipal Project General Purpose and Specific Purposes outlined for PUD.

Pleasanton Municipal Code identifies objectives for the Planning Commission to consider when evaluating any development.

¹ 25 to 31 is an approximately 24% increase from the initial phase.

FACTUAL ANALYSIS

1. The proposed project will not protect/enhance real property values.
 - a) The real estate market as a whole is stagnate. Pleasanton has excess inventory. Much of the excess inventory in Pleasanton involves homes valued in excess of one million dollars. The proposed project adds nothing unique or imaginative.
 - b) The homes being developed by Ponderosa will negatively impact surrounding home values in the area where the project is proposed. There is inventory that has not sold. Two homes are in front of the project or have a rear yard adjacent to the development, which are currently on the market or priced higher than Ponderosa's anticipated asking price. Also, Kamp Drive has at least two homes and Nicole has one for sale. Again, the property near the Ponderosa project is asking a price higher than Ponderosa is expected to demand. To allow building new homes will decrease the value of homes in the neighborhood and cause existing homeowners to drop their prices to compete with newer homes.
 - c) Further evidence that the project is "ill" timed is the delay in development. The City can infer that Ponderosa's delay in breaking ground for the past 5 years is caused by a soft or lax real estate market. Ponderosa has taken extraordinary time to sell its inventory created by the Busch property, which abuts the southern portion of Mohr. To develop new million dollar homes will directly compete with existing homeowners in the area. To allow new housing when inventories are adequate will only cause prices to decline, which is contrary to the City's obligation to protect homeowners.

The purpose of PUD is not satisfied, See 18.68.20.

1. The proposed project does not encourage imagination and variety.
 - a) Ponderosa is proposing 3 models for over 31 homes. In essence, these homes are not custom as envisioned by the neighborhood, but instead a tract unit is created.
 - c) Ponderosa is not accommodating changes in the market. Ponderosa is motivated only to develop and not to protect individual homeowners. It failed to uphold its promises regarding the time line for selling the Busch homes it built. Instead of finishing the Busch development, Ponderosa is building more homes. Again, Ponderosa's motivation to continue is contrary to the public policy created by the intended PUD.

This parcel is designated as an area requiring "special consideration." See 18.12.030.

1. To establish a tract home development shows no "special consideration."
2. No open areas are required in the proposed development. No parks/green belts are placed within the development.

3. The project blocks the southern properties' views of Mount Diablo. The foregoing goes contrary to public policy and the City's objectives.

The "Ponderosa Project" has not provided accurate survey, disclosures regarding property boundary lines or right-of-way access.

1. Page 15-16 of the Staff Report dated 6/28/2006, states that it was "Bass" homes responsibility to obtain the appropriate "right-of-ways." The report states that..." Bass homes must obtain all of the necessary grant deeds for the street right-of-way from the residents having legal ownership." "However, staff understands that there is..." Suspiciously, the report stops mid sentence. The staff knows there are issues with boundary lines, right-of-ways, etc. This is evidence that issues involving legal ownership are present.
2. This report places burdens on the "Bass" home developers to have obtained the necessary "right-a-way" deeds. However, it is clear from reviewing the public record that the "Ponderosa Project" has not provided accurate surveys, maps, disclosures and evidence to obtain approval of the "Ponderosa Project."
3. Property boundary lines are misleading on surveys.
4. The public right-of-way on Cameron is inaccurate.
5. According to prior testimony, the Cameron Avenue roadway must be moved north along with the proposed sidewalk.
6. The City references PUD-83-10 and PUD-83-12. However, a review of the Alameda County Ordinance No. 1128 states the development lots range in size from 23,000 to 58,000 square feet. This misrepresentation is material by Ponderosa as to the neighborhood's character. Again, Ponderosa is aware that the PUD-50, never envisioned the type of homes Ponderosa is attempting to develop.

The initial study mitigated negative Declaration for PUD-50-01M dated August 24, 2011 fails to address numerous environmental issues connected with the project. It is a mistake not to require Ponderosa to prepare an Environmental Impact Report in compliance with CEQA. It is incorrect to assert that Riparian birds do not gather, hunt or nest in the 19.43 acres. Often, said birds can be easily seen throughout the year using the open space that is presently slated for development

Next, Canadian geese, a federally and state protected migratory species, have been observed landing and using the open space. Lastly, a fox family has established a den on the property. Again, vast and various species use and live in the area that is being developed. To level the 19.43 acre site and build homes will have a significant effect on the environment.

CONCLUSION

The Ponderosa Project is seeking to increase the total number of lots from 25 to 31. This 24% increase is a substantial change that must be reviewed by the City Council. The delay from initial approval and initial adoption in September 2006 to present requires the matter to be re-submitted to the City Council.

Project Title: PUD-50-01M
Objection to Proposed Project
September 14, 2011
Page 4

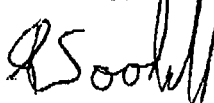
Ponderosa has misled the City and its residents with regard to boundary lines. For example, the property south of Leuthauser does not have a clear description of property boundaries and right-of-way access.

Ponderosa is aware that Cameron was not properly surveyed when initially installed. Bass homes did not obtain the required Deeds necessary to establish a right-of-way over Cameron. Ponderosa is aware that Cameron Avenue, upon modification, will be forced to shift north further onto the Leuthauser and Katelle property. This will likely result in protracted litigation. The site development plan for tract 7721 does not accurately depict the right of way or ownership of land on my property. The site development plan fails to accurately depict the western portion, boundary line for Leuthauser. Although, the Staff Report discusses Bass properties obligation, no representation was made that the correct title of ownership was gathered. Furthermore, there is a reference to PUD-83-10 and PUD-83-12. The parties failed to reference the County of Alameda's Ordinance that allows for creation of a cul-de-sac at the intersection of Courtney and Cameron, the installation of a traffic signal Trenery Drive, which is required by an Alameda County Ordinance. The annex, which occurred thereafter by the City of Pleasanton never, voided prior County Ordinances.

Lastly, the project scope requires an Environmental Impact Report pursuant to CEQA. Clearly, there are sufficient facts to make a finding that this project does have a significant effect on the environment.

Accordingly, it is likely to cause litigation should the project be approved. Please consider this a formal objection to the project and demand that the City Council review the major modification to the original approval. Ultimately, installing 31 homes with 3 separate designs is not the type of project, which is intended for a previously "planned unit development". Tract homes will lower the property values and dramatically effect present landowners, which the City is mandated to protect against this type of aggressive tract home growth in a real estate market that is contradictive for the need of new million dollar homes.

Sincerely,



Scott L. Woodall

SLW/and
cc: Ponderosa Homes
Pamela J. Hardy, 6671 Owens Drive, Pleasanton, CA 94588

LAW OFFICE OF
SCOTT L. WOODALL

2340 SANTA RITA ROAD, SUITE 5, PLEASANTON, CA 94566
TELEPHONE: (925) 600-0111 / FAX: (925) 600-0003

October 28, 2011

Via E-Mail

citycouncil@ci.pleasanton.ca.us

Matt Sullivan
City Council
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

Re: Lehman/Selway Project
PUD-50

Citizens' Concern regarding Project

Dear Mr. Sullivan:

Thank you for our telephone conversation yesterday morning regarding the above-entitled project. The purpose of this correspondence is to recap our conversation in order to minimize miscommunication. For your reference, I have enclosed copy of a letter sent to Marion Pavan and Ponderosa on September 14, 2011.

As I explained Wednesday, at the time of the of Planning Commission meeting, I carried a copy of the letter to the City Council Chambers. I arrived and began filling out a sheet to address the Planning Commission. There were numerous individuals mingling and I asked to be directed to Marion Pavan. Just prior to the meeting, a woman directed me to Mr. Pavan and he began questioning my need to address the Planning Commission. I handed him a copy of the letter and asked how the process worked for addressing oral objections. Mr. Pavan appeared agitated and I was walked into a side conference room, whereby Marion opened up the letter. Mr. Pavan immediately started stating that the letter was inaccurate and I felt attacked. Mr. Pavan stated that my analysis was "wrong." I explained that I simply had reviewed the Municipal Code and was attempting to apply the five factors, which apparently are used to guide the City for low density projects similar to PUD-50.

Although, Mr. Pavan did not refuse to allow me to address the Commission, I certainly was made to feel unwelcomed, out of place and under attack. Mr. Pavan's body demeanor was agitated and he made clear that it was inconvenient to object at that point.

In retrospect, I believe this was a mistake. Mr. Pavan questioned my reasoning for not providing the written objection sooner, and I explained that upon reviewing the public notice I understood that my written objections had to be received prior to the meeting and I reserved the right to orally address the Planning Commission. This seemed to frustrate Mr. Pavan and he did not encourage me to continue to orally object to the Planning Commission, but instead he stated that the matter would be

approved and I could raise any objections before the City Council. Mr. Pavan did allow me the opportunity to withdraw the letter before the Planning Commission. After I was told my letter was wrong, it made me feel that I was inconveniencing the Planning Commission process; I agreed to come back before the City Council. I bring this issue to your attention because I cannot imagine a private citizen encountering this discouragement and wishing to continue. Following my encounter with Mr. Pavan, I felt discouraged from addressing the Planning Commission. Later encounters with the City draw into question the power developers have over the City planning and development process.

Jeff Schroeder from Ponderosa has had various contacts with me following my September 14, 2011, correspondence. Initially, I explained my concern that the property deed and the public record indicated that the existing right-a-way did not involve a grant over my property. Mr. Schroeder attempted different tactics to "woo" me over the projects quality and inevitability because of Ponderosa's power. I found it offensive that Ponderosa was painted as Pleasanton's "favored builder." Repeatedly, Mr. Schroeder made statements that inferred Ponderosa had special access to the City and would, (in "my words") steam roll the project. At first, I discounted the statements as puffing, however, through continued treatment and inference, including the acts of Mr. Pavan, I now have a different view of our City.

Despite several requests, Mr. Schroeder was never able to produce the Deed verifying that the existing right-a-way was in fact granted to the City in approximately 1988/1989. Eventually, Mr. Schroeder came to my office on Friday, October 14, 2011. During our discussion, Mr. Schroeder kept wanting to demonstrate how pretty the project is designed. I was concerned over the deed, the easement, no access to Trenery, the increase in number of homes and timing of the project. I felt Mr. Schroeder made clear that the City would approve his project. Mr. Schroeder telephoned Wes Jost from my office and left a message. Later that day on Friday, October 14, 2011, I went to a meeting with Wes Jost who was kind and helpful and stated he would look into my concerns. Also, I telephoned Mayor Hosterman in an effort to enlist her help to get to the bottom of the issue. Prior to my meeting with Wes Jost, I had dealings with various City employees who were helping me research old resolutions and helping to locate various deeds. I can commend these individuals who were both professional and extremely helpful and made the private citizen feel that their concerns were important.

On October 17, 2011, Jeff Schroeder left a rude, insulting and erroneous voicemail. Mr. Schroeder claimed that I had sent Mayor Hosterman a false e-mail stating that there was a problem with the Ponderosa project and that Ponderosa had agreed that it was a big problem along with several other allegations, which were untrue. I telephoned Jeff Schroeder and told him that I did not appreciate the abusive, false voicemail. (The voicemail was preserved for further litigation.) Furthermore, I expressed concerns how he was aware of a voicemail only made to Mayor Hosterman when the only individuals that were aware of my telephone call were myself, the secretary that took the message and Jennifer Hosterman. Somehow between 2:00 p.m. on Friday and 9:30 a.m. on Monday, Ponderosa had learned that I contacted the Mayor. This seems very unusual that a citizen's approach to a representative is immediately reported to the adversary subjecting the citizen to a false attack. Again, the pattern continues to dissuade the citizens from objecting to big development through heavy handed attacks.

Lehman/Selway Project
PUD-50
Citizen's Concerns regarding Project
October 28, 2011
Page 3

During the conversation with Jeff Schroeder on Monday, October 17, 2011, at 9:30 a.m., I learned that a meeting was scheduled at 4:00 p.m. that afternoon with the City. I questioned Mr. Schroeder how that meeting was scheduled so quickly. Again, Jeff Schroeder touted the unbridled access that Ponderosa has with the City and the ability to get City workers and employees to respond almost, ("my words") at will. I explained that I was unavailable for the meeting because of a prior Court commitment, and initially asked that it be moved. During the discussion with Jeff Schroeder, he first said that I was welcome in the meeting and when I confirmed at the end of the conversation he said, "we'll call if you we need you." (I felt relegated and that my property's concerns are a footnote, "After the City has strategized with Ponderosa how to solve the problem.")

Thankfully, I was able to get out of Court early on Monday and arrived a little before 4:00 p.m. I was met by Brian Dolan after the secretary and/or clerk politely sat me in the front meeting room near the old building department. Brian Dolan came in and asked why I was present. I explained that I had a conversation with Jeff Schroeder, Schroeder told me about the meeting and Brian Dolan made clear that I could participate in the meeting, only if Jeff Schroeder approved it. I questioned this tactic and stated that I had information, which Ponderosa did not have, and that I was concerned Ponderosa was not describing all the facts to the City. Mr. Dolan stated that the purpose of the meeting was to "come up to speed with his staff to figure out how to deal with the problem." I suggested that my involvement would improve the City's knowledge and that the meeting could be conducted in a professional atmosphere and would not boil down to arguments. Again, I was told that I could only attend the meeting if Jeff Schroeder allowed. Ponderosa then walked in the room and Brian Dolan asked me to leave the meeting, which caused further embarrassment and created the interference of who was in charge. I drove away.

Upon reflection, I felt the City Attorney's office would have information regarding the deed issue. I returned to the City Attorney's office and asked for a meeting. Mr. Pavan was in the hallway, along with a woman I recognized from the Building Department. After setting an appointment and returning to my Pleasanton office, I received a call from Brian Dolan's secretary requesting a meeting concerning the issue for the same time, place and conference room as my previous appointment with the City Attorney. (I can infer that my contact with the City Attorney quickly made it back to Mr. Dolan. Otherwise, coincidental luck intervened.) The meeting with Mr. Dolan, City Council, Wes Jost occurred on October 20, 2011. I was treated politely and professionally.

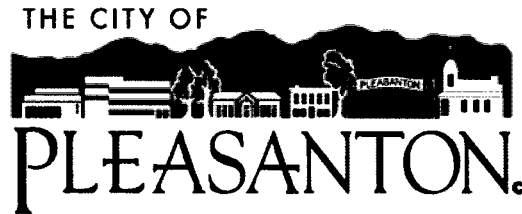
Thank you for your thoughtful consideration and help.

Sincerely,

Dictated, but not read to avoid delay.

Scott L. Woodall

SLW/and
Encl.



MEMORANDUM

Date: September 12, 2011
To: Planning Commission
From: Marion Pavan, Associate Planner
Subject: PUD-50-01M – Revised and New conditions for Exhibit A.

Staff recommends the Planning Commission revise condition 3.c., 3.f., and 3.g., as follows with its recommendation on the proposed project:

1. Revise Condition 3.c., 3.f., and 3.g., respectively, of Exhibit A to require a 30-foot street sideyard setback from the Cameron Avenue property line for swimming pools and spas and for enclosed and open accessory structures.

Staff recommends the Planning Commission add the following new conditions to Exhibit A with its recommendation:

1. The Community Director shall review the appropriateness of red curbs and parking on Cameron Avenue with the Tentative Subdivision Map subject to the review and approval by the Planning Commission.
2. The applicant shall construct only the Plan 3 model shown on the attached drawing on Lot 11.



KIER & WRIGHT
Civil Engineers & Surveyors, Inc.

November 3, 2011
Job No. A10566-4

Mr. Stephen Kirkpatrick
City Engineer
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566-0802

RE: Cameron Avenue Improvement Location Review.

Dear Mr. Kirkpatrick:

This letter will serve as a summary of our findings pursuant to the completion of the tasks outlined in our proposal letter dated October 25, 2011 and the City Task Order that was provided to us pursuant to our on call contract to provide Professional Land Surveying Services to the City of Pleasanton. A general summary of the scope of work that we were tasked to complete on this survey was to address a question that apparently been posed to the City regarding an alleged major discrepancy in the physical location of the street improvements and survey monumentation on the portion of Cameron Avenue that is located between Martin Avenue and Courtney Avenue. This would include completing sufficient field and office surveying work to provide a comparison of the physical locations of these monuments and improvements with the record locations as shown on the recorded Tract Maps and other pertinent documentation that created the individual residential parcels and roadways in this neighborhood.

In order to better present the conclusions we have broken this summary into three sections. The first section will provide the background information on how the streets and parcels were created in this neighborhood. The second will provide a summary on the methodology that was used to complete the field and office surveying work and the third section will be the conclusions reached after the completion of the physical field surveying work and a review of the data.

Section One—Background Information:

Subdivision Maps and Roadways

This area was originally shown on a subdivision map entitled “*Amended Map of the Oakland Land and Improvement Co’s. Subdivision of a portion of the Santa Rita Rancho*” which was recorded on June 20th, 1894 in Book 14 of maps at Page 20, Alameda County Records. This 1894 map generally divided this area into 5 acre parcels that were served with roadways of varying widths. This map is silent with regards to the status of these roadways. However since the streets that are the subject of this current surveying exercise were created almost 100 years later any question as to the status of these old streets will not impact the specific conclusions of this report.



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In the years prior to 1986 there were a number of conveyances and maps filed in this area and then on September 11, 1986 the map of Tract 5445 was filed by Bissell & Karn Civil Engineers. This map of Tract 5445 created a subdivision that was generally bounded on the south by Mohr Avenue (which was an existing public roadway), on the East by Martin Avenue (which was an existing public roadway), on the West by Courtney Avenue (which was partially created on this map as a private street reservation) and on the north by a subdivision boundary line that is located approximately 170' northerly of Diablo Court (which was created on this map as a private Street reservation). In addition to a portion of Courtney Avenue and Diablo Court this map also created private street reservations in portions of Nicole Avenue and Cameron Avenue which are located between Martin Avenue and Courtney Avenue.

An amended map of Tract 5445 was recorded on July 14, 1988 in book 177 of maps at pages 53 and 54. The only difference between the original Tract Map and the amended version is that the location of the survey monument that was installed at the intersection of Martin Avenue and Nicole Avenue was adjusted on the amended map to reflect it's being installed on the projected centerline of Nicole rather than at a right angle tie as shown on the original Tract Map. For the purposes of this discussion the existence of this amended map has no bearing other than this revised monument position was used.

On October 29, 1987 the map of Tract 5746 was filed in book 173 of maps at pages 20 thru 22. This map was prepared by Cooper & Sword and signed by Michael Cooper. This map of Tract 5445 created a subdivision that was generally bounded on the south by the westerly extension of Nicole Avenue (which was partially created as a public roadway by this map), on the east by Courtney Avenue (which was partially created on this map as public roadway) and on the north by Cameron Avenue (which was partially created on this map as a public roadway) and on the west by a subdivision boundary line that is located approximately 400' westerly of Courtney Avenue. The mathematical information contained on the Cooper Sword map of Tract 5746 is coincident with the information shown on the adjacent Bissell and Karn map of Tract 5445 which is not surprising given the fact that Michael Cooper was employed at the Bissell & Karn Pleasanton office in the early 1980's. For the purposes of this exercise the only significant difference between the two tract maps is that the public intersection of Cameron and Courtney Avenues was shifted slightly to the west on Tract 5746.

In 1987 there were three grant deeds conveyed to the City of Pleasanton from the owners of the properties that front on Cameron Avenue between Courtney and Martin Avenues. The first was a deed from "bas of Pleasanton" dated July 14, 1987 and recorded on November 23, 1988 as Instrument No. 88-300911, the second was a deed from William E. Cibulsky dated October 20, 1987 and recorded on November 23, 1988 as Instrument No. 88-300914 and the third was a deed from Kenneth Zotti and Tami Zotti (possibly being also known as Tami Carlidge) dated September 16, 1987. These three documents along with the dedications of Cameron Avenue and Courtney Avenue contained on the map of Tract 5746 complete the geometry of the Cameron Avenue street right-of-way between Martin and Courtney.



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Roadway Improvement Geometrics

The roadway improvements in this area were constructed per the Street Improvement Plans for Tract 5445 prepared by Bissell & Karn Civil Engineers, initially dated March 25, 1986 (with subsequent revisions dates listed thereon) under project number 864020.00 with an "as-built" stamp date of February 24, 1988. Among other things, the improvements shown on said plans to be constructed were "roll curb and gutter" along with asphalt paving on Cameron and Courtney Avenues. The horizontal locations of these improvements are shown on these plans in station and offset format from control station lines which is standard Civil Engineering practice. An examination of these control station lines reveals that the mathematical geometry shown is consistent with the property lines and monument lines shown on both Tract 5445 and Tract 5746 and also within the above listed right-of-way deeds. The Cameron and Courtney Avenue intersection improvements shown on these plans also reflects the modified geometry shown on Tract 5746 and in said deeds.

Section Two—Methodology and Project Approach:

Initial Calculations and Mosaic

Using the information contained on the Map of Tract 5445, the amended Map of Tract 5445, the map of Tract 5446 and the Map of Tract 5746 we calculated a mathematical mosaic of the property lines, roadway centerlines and monument lines within an area that can generally be defined as being bounded by Mohr Avenue on the South, Diablo Court on the North, Martin Avenue on the East and on the west generally by Equestrian Drive. The reasoning behind selecting these limits was that since the question we were to address was centered on the intersection of Cameron and Courtney Avenues it was necessary to expand the review out past at least one block in all directions. The mathematical information that was developed during these calculations provided a clear illustration of the geometry of these lines, and it was found that when taken together, all of these maps were consistent with each other and that no mathematical errors or inconsistencies were found in the records.

We then reviewed the road right-of-way deeds identified above (along with several others that address other roadways in this area) and included the mathematical geometry contained in the legal descriptions in the mosaic calculations. Once again the geometrics were consistent with each other and the Tract Maps. No mathematical errors or inconsistencies were found.

Once the property line, centerline, and survey monument line mosaic calculations were complete we then used the station and offset information shown on the above referenced Street Improvement Plans to locate the positions of the "roll curb and gutter" that serves to identify where Cameron and Courtney Avenues was designed to be constructed back in 1986. The approach taken to positioning these improvements is in accordance with industry standard construction staking procedures. Although technology has changed the way that construction staking field and office work is now performed, the basic manner in which construction staking calculations are completed is still the same.



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Once these calculations were completed we downloaded the coordinate values into a Trimble field data collector for use by the field survey crews in completing the field work portion of the project. At this point in time our 2011 field crew was equipped with much the same information that the survey crews who originally staked this subdivision in 1986 would have had to work from.

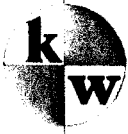
Field Survey Operations

The field survey crew used the monument line of Cameron Avenue between Martin and Courtney as a baseline for the field work conducted on this project. Using a Trimble RTK GPS unit they proceeded to tie out street survey monuments at the following intersections: Cameron and Courtney, Cameron and Martin, Cameron and Equestrian, Courtney and Nicole (2 monuments), Courtney and Mohr, Martin and Mohr, Diablo and Martin and one in the Diablo cul-de-sac. This gave us field locations on nine survey monuments that surround the intersection in question. The field measured locations of these monuments generally fit the record values calculated from the mosaic within a circle of a tenth of a foot (0.10') which given the inherent horizontal tolerance of the RTK system was acceptable for the task at hand. The monument at the intersection of Martin and Mohr was slightly outside of this value but upon closer examination it was noted that the monument recovered was not of the same character as shown on the 1986 maps but rather appears to have possibly been replaced during the construction of the newer subdivisions south of Mohr Avenue. As we were tasked with identifying a possible problem of much greater significance than a tenth of a foot, no effort was made to develop more accurate positions of these monuments or to apply any sort of adjustment to the raw field values. We did note that several monuments along Courtney Avenue are missing.

During the course of the field operations the field survey crew also gathered the as-built locations of the back of roll curb and gutter along Cameron Avenue from the easterly curb returns on Martin Avenue westerly to the westerly curb return on Courtney Avenue and also along Courtney Avenue from the north curb on Cameron to a point approximately 250 southerly thereof. Upon review of these field as-built locations we found that these curbs have been constructed in substantial conformance with the locations shown on the 1986 improvement plans. The magnitude of the deviation noted varied from zero to 0.1' of a foot directly adjacent to this intersection up to 0.3' in one spot near the intersection of Martin Avenue.

Section Three—Summary and Conclusions:

With regards to the survey monumentation in this area we did not find any significant errors that would constitute a material discrepancy in the location of these monuments. The minor differences we did see most likely could be minimized by the use of normal boundary surveying techniques that employ traditional survey instrumentation rather than the use of the RTK GPS equipment that was used for this study. If we were to complete a comprehensive retracement of the property lines in this area using these survey monuments we would absolutely attempt to resist any sort of alternate resolution of these streets and parcels that would deviate significantly from the geometry shown on the maps. If any resolution adjustments had to be made we would expect that they would not exceed one inch.



KIER & WRIGHT
Civil Engineers & Surveyors, Inc.

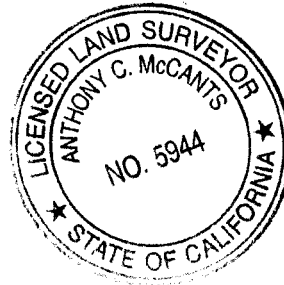
With regards to the roadway improvement locations we also did not find any significant deviation in location from the 1986 plans. The field surveyed locations can be best described as being within "normal construction tolerances".

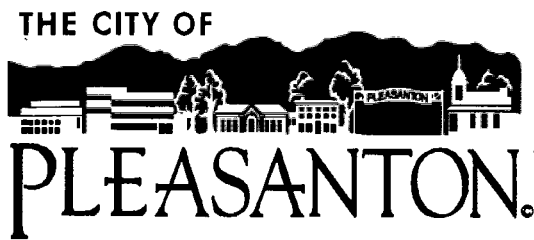
In conclusion I can best sum the situation up by stating that I do not really see any problem here. We were tasked to investigate an alleged major discrepancy in the location of these roadways that simply does not exist. We are not sure what caused this question to be raised but based on the field and office surveying work completed under this task order we have found that the section of Cameron Avenue between Courtney Avenue and Martin Avenue as well as that portion of Courtney Avenue between Cameron Avenue and 250 feet southerly thereof, have been constructed in the locations shown on the adjacent Tract Maps, the 1986 Street Improvement Plans and as described in the 1987 Roadway deeds to the City of Pleasanton.

We would be happy to meet with you or City Staff to discuss this matter further. If you have any questions or if we can be of further service to you on this or any other project, please do not hesitate to give us a call.

Sincerely,
KIER & WRIGHT

Anthony C. McCants
PLS 5944 License Expires 12-31-2012





**Planning Commission
Staff Report**

June 28, 2006
Item 6.e.

SUBJECT: PUD-50

APPLICANT: Ponderosa Homes.

PROPERTY

OWNERS: Mel and Carol Lehman (3157 Trenerly Drive) and William and Kathryn Selway (2313 Martin Avenue).

PURPOSE: Application for PUD development plan approval to subdivide an approximately 19.83-acre site into 27 lots and to construct 25 new, one- and two-story tall single-family detached homes ranging in size from 3,908 square feet to 4,595 square feet.

GENERAL

PLAN: Low Density Residential (< 2.0 du/ac).

ZONING: PUD – LDR (Planned Unit Development – Low Density Residential) District.

LOCATION: 3157 Trenerly Drive and 2313 Martin Avenue.

ATTACHMENTS:

1. Location Map.
2. Exhibit "A", dated "Received June 23, 2006", including the "Site Development Plan", "Preliminary Grading/Utility Plan", "Colored Building Elevations", "Cameron Avenue Streetscape Elevation", "Preliminary Landscape Plan", "Typical Frontyard Landscape Plan", and "Plant Palette".
3. Exhibit "B", Draft Conditions of Approval, dated June 28, 2006.
4. Exhibit "C", Initial Study/Negative Declaration, dated June 7, 2006.
5. Exhibit "D", Lot Sizes for Trenerly Drive, Palmer Drive, and Cameron Avenue Neighborhoods.
6. Exhibit "E", Ponderosa Neighborhood Meeting Notes.
7. Figure VIII-4, *Future (2010) Noise Contours*, of the Pleasanton General Plan
8. Table VIII-3, Land Use Compatibility for Community Noise Environment, Pleasanton General Plan.

9. "Soil and Ground Water Quality Evaluation, Lehman/Selway Property, Pleasanton, California", dated April 4, 2005, prepared for Ponderosa Homes by Lowney Associates.
 10. "Biological Section, Initial Study, Lehman/Selway Property", prepared by Live Oak Associates, Inc., dated February 10, 2005.
 11. Ponderosa Home Traffic Study dated March 29, 2006 prepared by Michael Tassano, Senior Traffic Engineer, City of Pleasanton.
 12. Tree report for the Lehman-Selway property, dated February 23, 2006, prepared by HortScience.
 13. First Planning Commission Work Session Staff Report dated March 29, 2006.
 14. Minutes of the Planning Commission's First Work Session meeting held on March 29, 2006.
 15. Second Planning Commission Work Session Staff Report dated May 10, 2006.
 16. Draft Minutes of the Planning Commission's Second Work Session meeting held on May 10, 2006.
 17. Zoning Unit Map for RZ-97-02.
 18. Map of the public notice area used for the neighborhood meeting and the Planning Commission work session.
 19. Project Chronology from Ponderosa Homes
 20. Email communications from Eirc Carlson and Penelope Tamm on Cameron Avenue
 21. Summary from Email communications from neighbors.
-

I. BACKGROUND

Background

The proposed project is a request for PUD development plan approval to subdivide the 19.83-acre Lehman-Selway property into 27 lots for 25 new single-family homes. This is the last, large vacant site in the Mohr-Martin area of Pleasanton. In response to the neighbors' interest and concerns, the Planning Commission conducted two public workshops; staff conducted a neighborhood meeting; and Ponderosa Homes met with the neighbors at a series of neighborhood-sponsored and Ponderosa-sponsored meetings.

Based upon feedback from the Planning Commission, staff, and neighbors, Ponderosa Homes revised its proposed development plan, which is now presented to the Planning Commission for its review and recommendation. Although the proposal has been revised from its previous submittal – deleting one lot, rebuilding Cameron Avenue with a curvilinear alignment, and adding a public sidewalk to the north side of Cameron Avenue from Palmer Drive to Martin Avenue – there remains neighborhood concerns and opposition focused on the following issues:

- The proposed public sidewalk on the north side of Cameron Avenue;
- Congestion on Cameron Avenue including vehicle speeds;
- Grading impacts including dust and vermin abatement;
- The proposed project density; and,
- The two proposed public accesses from the project onto Cameron Avenue.

RZ-97-02

On April 1, 1997, the City Council adopted Ordinance No. 1709, which rezoned a 34.5-acre, unincorporated area including the Lehman-Selway property, to the PUD-LDR District reflecting the underlying land use designation of the Pleasanton General Plan. A copy of the “Zoning Unit Map” for RZ-97-02 is attached. With its approval, the City Council:

- found a gross project density approaching two dwelling units per acre consistent with the Pleasanton General Plan;
- deferred the project-specific environmental review to the review of the specific development plan applications for these properties;
- deferred the project-specific review of building designs, density, setbacks, floor area ratios, etc., to the review of the respective development plan applications for these properties; and,
- exempted these properties from providing on-site amenities if the project-specific densities exceed the mid-point density of one dwelling unit per acre.

II. SUBJECT PROPERTY AND SURROUNDING AREA

Subject Property

The proposed project consists of two parcels totaling approximately 19.83-acres or 863,795 square feet in area, located on 3157 Trenery Drive and 2313 Martin Avenue (946-4574-006-00) and 2313 Martin Avenue (946-4574-007-00). The subject property is flat, semi-vacant, and was a former walnut orchard; however, most trees have died and have been removed. Except for the remaining walnut trees adjoining the Lai and Wiggett properties, all remaining trees will be removed with the site’s development.

Based on the site survey conducted by Live Oak Associates, there are no known endangered, threatened, or rare species of flora or fauna known to inhabit the project site, nor is the project site considered to be habitat area for said species.

The site was analyzed for the presence of residual pesticides and pesticide-related metals from the former walnut orchard. The analysis and results are contained in the "Soil and Ground Water Quality Evaluation, Lehman/Selway Property, Pleasanton, California", dated April 4, 2005, prepared for Ponderosa Homes by Lowney Associates. Eight soil samples were collected from random locations on the site and one sample was collected from inside an existing structure for laboratory analysis. Residual pesticides and metals were detected at very low levels less than the Preliminary Remediation Goals (PRG) established by the United States Environmental Protection Agency (USEPA) and the California Human Health Screening Levels (CHHSLs) for residential sites. The site is not included on the list of hazardous materials sites compiled pursuant to Government Code 65962.5.

Surrounding Land Uses

The following aerial photograph shows the project site and the adjoining properties.



The table on the following page contains a description of the surrounding and nearby land uses.

Direction	Land Use
North	Trenery Drive neighborhood. Single-family homes on lots varying from 1-acre to 1+ acres.
East	Mohr Park (Bass Homes) neighborhood. Single-family homes on lots generally varying from approximately 20,000+ sq. ft. to 38,000+ sq. ft.
South	Mohr Park (Bass Homes) neighborhood. Single-family homes on lots generally varying from approximately 20,000+ to 38,000+ sq. ft.
West	Mohr Park neighborhood. Single-family homes on Palmer Drive on lots generally varying from 8,000+ sq. ft. to 13,000+ sq. ft.

Across Martin Avenue to the east is the former buffer area between the Mohr-Martin residential neighborhoods and the former Kaiser gravel quarries. The buffer area provides a sidewalk/bicycle trail connection from Mohr Avenue to the Mohr Elementary School and neighborhood park.

Overall access to the site is from Santa Rita Road a major City arterial. Direct access to the site from Santa Rita Road is provided from Mohr Avenue to Martin Avenue and Kamp Drive then to Cameron Avenue. All City streets providing access to the Lehman-Selway property are sized to handle the additional traffic generated by the proposed project.

The following photographs on this page and the next page show the Lehman-Selway property and the adjoining developments.



Looking towards the westerly property line of the Lehman-Selway property.



Looking towards the easterly property line of the Lehman-Selway property.

The following photographs on this page and the next page show two homes from the Palmer Drive neighborhood.





The following photographs on this page and the next page show two homes from the Bass Homes neighborhood.





III. PLANNING COMMISSION WORK SESSIONS/NEIGHBORHOOD MEETING

Neighborhood Meeting

On February 23rd, staff conducted a neighborhood meeting at the City's Operations Service Center. Comments and concerns expressed at the neighborhood focused on vermin – mice, rats, ground squirrels, gophers, etc. – proliferation when grading begins; construction noise and dust impacts; traffic impacts and traffic calming measures on Kamp Drive, Cameron Avenue, and Martin Avenue; and a public sidewalk connection on Cameron Avenue linking the Palmer Drive neighborhoods to the public trail along the east side of Martin Avenue.

March 29th Planning Commission Work Session

The staff report and minutes of the Planning Commission work session meeting are attached. Staff presented a previous version of the proposed project to the Planning Commission. Ms. Pam Hardy, Ponderosa Homes, was present to speak in favor of the project and to answer questions. Homeowners speaking on the proposal included Edward Reedy, Gregory Ketell, Hans Wiest, Janice Cain, Joe Fitzgerald, Kelly Cousins, Mark Tucker, Matt Lawer, Nancy Krakauer, Robert Fulton, and Terry and Debbie Leuthauser.

The Planning Commission directed staff and the applicants to:

- Revise the design of the “French Country” model for Plan 3 de-emphasizing the roof mass;

- The public sidewalk on Cameron Avenue must be rural-looking, constructed of material other than concrete that will accommodate pedestrians with wagons and strollers;
- No traffic circles and/or roundabouts on Cameron Avenue;
- Look into provided a three-way stop sign at the Cameron Avenue/Martin Avenue intersection;
- Maintain Cameron Avenue at a 28-foot width;
- Extend Street “A” to Martin Avenue;
- Explore a curved alignment for Cameron Avenue; and,
- Return the proposal to another work session.

May 10th Planning Commission Work Session

The staff report and minutes of the Planning Commission work session meeting are attached. A revised project was presented to the Planning Commission – reduced density, reduced building floor areas by 200 to 400 square feet, and a revised design for one building model – with four alignment options for Cameron Avenue, including a public sidewalk, and a discussion covering the feasibility of extending Street “A” to Martin Avenue. Ms. Pam Hardy, Ponderosa Homes, was present to speak in favor of the project and to answer questions. Homeowners speaking on the proposal included Matt Lawer, Steve Grimes, Shirley Lauer, Greg Jetter, Kelly Cousins, Gregory Ketell, Natalie Herb, and Edward Reedy.

The Planning Commission directed staff and the applicants to:

- Reconstruct Cameron Avenue following the applicant’s Option Four with a separated sidewalk following the staff-prepared sketch;
- No pedestrian pathway or public street connection through the Selway property to Martin Avenue;
- Investigate the feasibility of a traffic barrier on Cameron Avenue at the westerly project boundary;
- Discuss the feasibility of undergrounding the overhead lines on Trenery Drive and Martin Avenue; and,
- Return the proposal to a public hearing.

IV. PROJECT DESCRIPTION

The proposal includes the following:

Proposed Site Design

- Twenty-five production lots for Ponderosa Homes. The lots will vary in size from 20,786 square feet (0.48-acres) for Lot 13 to 35,755 square feet (0.82-acres) for Lot 24. Lot 2 facing Trenery Drive will be 41,266 square feet (0.95-acres) in area.

- Lot 1 (51,356 square feet or 1.18-acres) will be created for the Lehman family and Lot 3 (112,974 square feet or 2.6-acres) will be created for the Selway family.
- At the request of the Palmer Drive neighbors adjoining the west side of the Lehman-Selway property, Ponderosa will convey a 10-foot wide strip of land from the site to these neighbors to increase the depth of their rear yards.
- Except for Lot 2 and the Lehman property facing Trenery Drive and the Selway property facing Martin Avenue, all proposed lots will be accessed from Street “A”, a public street connected to Cameron Avenue at two intersections. Street “A” will be a public street with two intersections on Cameron Drive. The west intersection will be aligned with Equestrian Drive forming a four-way intersection. The alignment of the east intersection will be offset from Courtney Avenue by 170-feet, measured centerline to centerline, which exceeds the City’s design goal of 128 feet.
- A 10-foot wide vegetative bio-retention swale will be installed along the interior loop Street “A” for storm water runoff mitigation. The swale will be located in the public right-of-way of Street “A” and will be maintained by a homeowners association or maintenance association.
- At the request of the neighbors adjoining the east and west sides of the Lehman-Selway property, Ponderosa will only locate their single-story plans – Plan One and Plan Two – on the development’s west side – Lots 4 through 9 – and on its east side – Lots 19 through 22. The single-story only provision is conditioned with the PUD development plan.

Proposed Building Design

- Three building plans are proposed: Plan One – one-story at 3,809 square feet, Plan Two – one-story at 4,230 square feet, and Plan Three – two-stories at 4,595 square feet. Each building plan includes four design styles: “Andalusian”, “Cottage”, “French Country”, and “Tuscan”. The proposed building architecture is designed, proportioned, and detailed with a significant degree of variation in the building footprint to compliment the building designs of surrounding properties.

Public Improvements and Traffic Mitigation

- Cameron Avenue will be completed across the entire project frontage. As a traffic calming measure, it will be reconstructed by Ponderosa Homes with a curvilinear alignment replacing the present straight alignment.
- The applicant will construct a public sidewalk from Palmer Drive to Martin Avenue. As shown on the site plan, the sidewalk will be a separated sidewalk across the entire project frontage and will be monolithic sidewalk across the Hatch property (2017 Palmer Drive),

Leuthauser property (3623 Cameron Avenue), and the Ketell property (3611 Cameron Avenue). The public right-of-way landscaping between the sidewalk and street curb will be maintained by a homeowners association or maintenance association.

- The applicant will pay City and Tri-Valley Traffic Impact Fees to mitigate its trip impacts to the Santa Rita Road/Stoneridge Drive intersection.
- The applicant will modify the signal at the Mohr Avenue/Santa Rita Road intersection to provide protected/permissive left-turn phasing for the eastbound and westbound approaches.

V. ANALYSIS

Pleasanton General Plan Conformance

Density

The Pleasanton General Plan designates the Lehman-Selway property for Low Density Residential land uses, with a maximum density of less than 2.0 dwelling units acre and a midpoint density of 1.0 dwelling unit per acre. The proposed, gross density for this development is 1.36 dwelling units per acre following the General Plan's methodology of calculating density based upon "Gross Developable Acres" as follows:

"Gross Developable Acres shall include all privately owned acreage within a parcel and shall exclude all publicly owned facilities (e.g., City-owned parks, flood control channels, and public school sites) or such sites planned to be purchased by a public agency. Acreage to be devoted to publicly owned facilities dedicated as part of project (e.g., roadway rights-of-way, parks, and trails) shall be included as "gross developable acres" unless such acreage is rendered undevelopable by other General Plan provisions."

The proposed density is consistent with the gross density of the Bass Homes development to the south and east of the project site, including public street areas: 1.44 dwelling units per acre based on 50 existing and unbuilt homes approved under PUD-83-10 and PUD-83-12. Subtracting the portions of the Lehman/Selway properties developed with the Lehman and Selway homes, the property to be conveyed to the Palmer Drive neighbors, but not the land area for public streets, yields a higher density of 1.57 dwelling units per acre for the production homes, which is still consistent with the Pleasanton General Plan.

Some neighbors believe that the project's density should be lowered to match the density of the Bass Homes neighborhoods to the east and south of the Lehman-Selway property. Staff notes that the gross density of the Bass Homes development, including public street areas, is 1.44 dwelling units per acre based on 50 existing and unbuilt homes approved under PUD-83-10 and

PUD-83-12. At a proposed density of 1.36 dwelling units per acre, the proposed project's density closely matches the density of the Bass Homes development.

Amenities

Although the proposed density exceeds the density mid-point, the City Council with its approval of RZ-97-02 exempted the Lehman-Selway property from providing on-site amenities. Staff notes that Ponderosa's commitment to reconstruct Cameron Avenue with a curvilinear alignment – reflected on the proposed development plan – for traffic calming purposes would be considered an amenity benefiting the surrounding neighborhoods as well as the proposed project.

Livermore Municipal Airport Noise

Figure VIII-4, *Future (2010) Noise Contours*, of the Pleasanton General Plan, forecasts an ambient noise level for the site of between 55 dBA and 60 dBA for aircraft generated noise based upon its distance – five miles – from the Livermore Municipal Airport. This noise level is considered to be “*Normally Acceptable*” for *Residential, Hotels, and Motels* by the Pleasanton General Plan (Table VIII-3, Land Use Compatibility for Community Noise Environment). However, the Livermore Airport Master Plan anticipates that aircraft activity and associated noise levels are projected to increase. Studies have indicated that people will be generally annoyed by aircraft noise at a lower average sound level than for other transportation sources – aircraft noise at a given L_{DN} is more annoying than traffic noise at the same level.

The Pleasanton General Plan generally discourages residential developments where the exterior noise level due to aircraft noise sources exceeds 55 dBA L_{DN} . However, the Lehman-Selway property is between the 55 dBA/60 dBA noise contours. The Pleasanton General Plan will allow the project with the stipulation that the dwellings' interior noise levels are controlled so that the maximum noise levels do not exceed 50 dBA L_{DN} in bedrooms or 55 dBA L_{DN} in other rooms. These L_{DN} standards have been successfully implemented in the past with the two Standard Pacific developments on the south side of Stoneridge Drive near its easternmost terminus. Therefore, as conditioned, the applicant will provide a noise analysis at the building permit detailing the construction measures required to achieve these noise levels. The applicant concurs with this requirement.

Traffic

Traffic issues include vehicle speeds, calming measures, and pedestrian safety. Several neighbors have previously requested traffic calming measures to slow traffic speeds on Cameron Avenue and Martin Avenue, primarily from parents going to/from Mohr Elementary School to drop off/pick up their children. It has been suggested closing Cameron Avenue concurrent with the west project boundary to prevent cut-through traffic.

It appears that the consensus of the Palmer Drive neighbors previously speaking on the sidewalk favor a sidewalk on Cameron Avenue, separated from vehicles, to provide a walkway for

school-aged children going to/from Mohr Elementary School. The consensus of the Bass Homes neighbors previously speaking on the sidewalk appears to oppose the sidewalk. Several neighbors suggested placing the sidewalk connection between the Selway, Lai, and Blaine properties, linking Street "A" to Martin Avenue. However, representatives of the Pleasanton Police, Public Works/Engineering, and Planning Departments believe that the pedestrian connection, if provided, should be placed on Cameron Avenue.

Trip Generation, Traffic Analysis, and Mitigation Measures

The proposed project will generate 23 a.m. peak hour trips and 24 p.m. peak hour trips. Program 2.2 of the Circulation Element of the Pleasanton General Plan states,

"Require site-specific traffic studies for all major developments which have the potential to Level Of Service "D", and require developers to implement the mitigation measures identified in these studies"

A traffic study was completed for the proposal analyzing the "Existing/Baseline/Approved" scenario and is attached. It is attached. Since the proposed project is consistent with the Land Use Element of the Pleasanton General Plan, thereby not requiring an amendment to the General Plan, a build-out analysis was not required.

The results of the analysis indicate that the Santa Rita Road/Stoneridge Drive intersection operates at LOS "E" for the p.m. peak hour: the total vehicle delay is 59 seconds. The proposed project will add 22 p.m. trips to this intersection and requires mitigation to obtain an acceptable LOS "D". The construction of a new southbound right-turn lane at this intersection will be included in the traffic impact fee update study to be conducted by the City next year. This mitigation is needed with/without this development as the combined traffic from all approved development projects produces the LOS "E" condition. This mitigation would bring the LOS at this intersection into conformance with City's LOS "D" standard. Because this mitigation is considered to be a City-wide responsibility, the project developer's payment of City and Tri-Valley Traffic Impact Fees is considered to be its mitigation, and will be conditioned of this project.

The Mohr Avenue/Santa Rita Road intersection will experience an increase of 17 trips in the a.m. peak hour and 21 trips in the p.m. peak hour. While this intersection does operate at an acceptable level of service in both a.m./p.m. peak hours with the additional trips generated by the proposed project, the increase in the westbound volume creates delay for the eastbound and westbound left-turn movements. It is recommended that this applicant be conditioned to modify this intersection's signal timing to provide a protected/permissive left turn phasing for the eastbound/westbound approaches prior to the occupancy of the project. This signal modification will reduce the overall delay at the intersection and provide added safety during the peak hours. The applicant has agreed to this mitigation which is reflected in the conditions of approval.

Residential Street Analysis

The following residential streets were analyzed using procedures defined in the City’s Baseline Report:

- Cameron Avenue (residential)
- Martin Drive (residential)
- Kamp Drive (residential collector)

The City’s Baseline Report describes the LOS thresholds for these streets in the following table:

Residential Street Level of Service		
LOS	Threshold	
A	Less than 1 vehicle every two minutes	Up to 30 vehicles per hour
B	Up to 1 car every 60 seconds	Up to 60 vehicles per hour
C	Up to 1 car every 30 seconds	Up to 120 vehicles per hour)
D	Up to 1 car every 20 seconds	Up to 180 vehicles per hour)
E	Up to 1 car every 15 seconds	Up to 240 vehicles per hour)
F	Greater than 1 car every 15 seconds	Greater than 240 vehicles per hour)
Residential Collector Street Level of Service		
LOS	Threshold	
A	Undefined	Undefined
B	Up to 1 car every 10 seconds	Up to 360 vehicles per hour
C	Up to 1 car every 7 seconds	361 to 514 vehicles per hour
D	Up to 1 car every 5 seconds	515 to 720 vehicles per hour
E	Up to 1 car every 4 seconds	721 to 900 vehicles per hour
F	Greater than 1 car every 4 seconds	Greater than 900 vehicles per hour

For the purposes of the residential street analysis, the project trips would use either Kamp Drive or Martin Avenue, with all traffic using segments of Cameron Avenue. Each roadway was analyzed assuming that 100 percent of the daily traffic volume will use that roadway only. This conservative approach analyzes the worst-case scenario for each roadway to determine the impact. Normally, the traffic from this development would use both streets. The existing volumes and levels-of-service and the existing plus project volumes and levels-of-service are summarized in the following table.

Roadway	Existing Conditions			Existing + Project (Assumes 100% of project traffic uses each roadway)		
	Daily	Peak	LOS	Daily	Peak	LOS
Residential						
Cameron Avenue	686	73	C	936	97	C
Martin Avenue	520	74	C	770	98	C

Roadway	Existing Conditions			Existing + Project (Assumes 100% of project traffic uses each roadway)		
	Daily	Peak	LOS	Daily	Peak	LOS
Residential Collector Kamp Drive	1,664	157	A	1,914	181	A

The number of project trips projected to use these residential streets/collectors would not change the level-of-service and, therefore, would be compatible. The 24 trips generated by the proposed project in the p.m. peak hour represent less than one additional car every two minutes.

Cameron Avenue Reconstruction

Cameron Avenue will be completed across the entire project frontage to a pavement width of 28 feet, curb-to-curb, except for the Leuthauser and Ketell properties where it will be 26 feet in width. The 26-foot pavement width results from constructing the proposed sidewalk along the Leuthauser and Ketell without having to encroach onto their properties. As a traffic calming measure, Cameron Avenue will be reconstructed by Ponderosa Homes with a curvilinear alignment as shown on the proposed development plan replacing the present straight alignment. The City will abandon the unneeded street right-of-way on the south side of Cameron Avenue, the area between the existing and new curb locations, and then offer the surplus right-of-way to the south side property owners for incorporation into their front or side yards.

Public Works/Engineering has reviewed the present straight alignment of Cameron Drive as well as the proposed curvilinear design suggested by the Planning Commission and has determined that both options are safe and consistent with good engineering judgment.

No land will be required from the Dillon, Lawer, Sussman, Grimes, Herb, Leuthauser, and Ketell properties to accommodate the proposed realignment. All construction will use a portion of the existing Cameron Avenue street right-of-way augmented by land dedicated to the City from the project site. In 1987 Bass Homes received approval by the City to construct a 29-unit subdivision located in the Mohr Avenue, Martin Avenue and Cameron Avenue area with private streets. Since the original approval, Bass Homes requested the City accept these streets as public streets. The City Council approved the Bass Homes request subject to conditions of approval. One of those conditions required that Bass Homes obtain all of the necessary grant-deeds for the street right-of-way from the residents having legal ownership of the streets within the Bass Homes development. In 1988, after receiving the deeds for the purpose of street right-of-way for Equestrian Drive, Nichole Avenue, Courtney Avenue and Diablo Court, the City accepted those streets as public streets and incorporated them into the City's public street system.

Therefore, based upon the evidence presented to the City Council in 1988, the City has all the street right-of-way necessary for Cameron Avenue. The applicant's engineer and staff have reviewed the grants of right-of-way for Cameron Avenue and have determined there is sufficient right-of-way to construct a 4.5-foot wide sidewalk along the northerly side Cameron Avenue if the street is reduced to 26 feet by the Leuthauser and Ketell properties. Based upon this evi-

dence staff does not believe there that is need for eminent domain action to acquire any additional right-of-way from Leuthauser and Ketell.

Staff mailed a reduced copy of the proposed development plan showing the curvilinear alignment to all of the property owners living on both sides of Cameron Avenue. As of the writing of this staff report, staff has not received any written or verbal comments pertaining the realigned Cameron Avenue. However, staff understands that there is

Cameron Avenue Sidewalk

The applicant will construct a public sidewalk on the north side of Cameron Avenue from Palmer Drive to Martin Avenue. As shown on the development plan, the sidewalk will be a separated design across the entire project frontage and a monolithic design across the Hatch, Leuthauser, and Ketell properties. The sidewalk will be five feet in width; will be separated from the street curb/gutter by a five-foot wide landscape area increasing to 20 feet; and will be located entirely within the public right-of-way. As conditioned, a homeowners association or maintenance association composed of Lots 4 through 27 will maintain the public right-way-of landscaping.

Constructing the sidewalk in front of the Leuthauser and Ketell properties will require reducing the pavement width from 28 feet to 26 feet so that the sidewalk can be constructed entirely within the street right-of-way and not encroach on their properties. Adequate street right-of-way was set aside across the Hatch property to accommodate a monolithic design and maintain a 28-foot street width.

During the last workshop, several neighbors stated that they were opposed to a sidewalk on Cameron Avenue. They requested a wider street without a sidewalk because they felt that most children ride their bikes to Mohr Elementary rather than walk, and that this would be preferable since persons would not be allowed to ride their bikes on the sidewalk. As a result of this discussion, the City Attorney asked whether it is legal for persons to ride their bicycles on a public sidewalk.

California Vehicle Code section 21200 provides that.

“every person riding a bicycle upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle.”

California Vehicle Code section 555 states that the,

“‘sidewalk’ is that portion of a highway, other than the roadway, set apart by curbs, barriers, marking or other delineation for pedestrian travel.”

Therefore, a sidewalk is considered part of the highway and bicyclists may ride on the sidewalk. Moreover, the California Legislature created a provision, which allows local authorities to enact ordinances regulating the riding of bikes on sidewalks. Section 21100 states that,

“Local authorities may adopt rules and regulations by ordinance or resolution regarding the following matters... (h) operation of bicycles...on the public sidewalks.”

The City’s ordinances do allow bicycles to be ridden on the sidewalk. Pleasanton Municipal Code (PMC) section 11.52.060 provides,

“No person shall park, let stand or leave unattended a bicycle upon a public sidewalk of the City so as to block or interfere with the use of the sidewalk by any pedestrian.”

Pleasanton Municipal Code section 11.52.070 provides,

“No person riding or operating a bicycle upon a public street, sidewalk or any other area open to the public shall participate in any race.”

Because the Pleasanton Municipal Code addresses actions that may not be taken when riding a bicycle upon a public sidewalk, this implies that the City permits bicycles to be ridden on the public sidewalks, so long as the rider does not engage in the prohibited conduct. Therefore, per California State Law and the Pleasanton Municipal Code, persons may ride their bicycles on the City’s public sidewalks, which would include the sidewalk on Cameron Avenue.

Closing Cameron Avenue at the West Project Boundary

Representatives of the Pleasanton Police Department and the Livermore-Pleasanton Fire Department have commented by email that Cameron Avenue must remain open to through traffic for emergency response concerns and response times. Their emails are attached. The past barrier on Cameron Avenue referenced by a neighbor may have been a construction barrier to prevent unauthorized construction traffic of the Kamp Drive/Palmer Drive construction sites from using Cameron Avenue. Such a temporary construction barrier reflects City practice and has been used previously.

Site Design

Street Alignment

Street “A” will be a public street with two intersections on Cameron Drive. The west intersection will be aligned with Equestrian Drive forming a four-way intersection. The alignment of the east intersection will be offset from Courtney Avenue by 170-feet, measured centerline to

centerline, which exceeds the City's design goal of a 128-foot centerline-to-centerline separation.

Some neighbors believe that the loop street's intersections with Cameron Drive should be changed, with the west "leg" moved closer to the west project boundary towards the rear property lines of the Palmer Drive properties and the east "leg" relocated to directly access Martin Avenue between the Selway, Lai, and Blaine properties. At the second Planning Commission work session, staff stated its reasons for not supporting a direct connection to Martin Avenue:

- It may not reduce traffic impacts to Cameron Avenue. Measured from the 90° curve of Street "A", the connection to Martin Avenue will be approximately 480 feet long, equal to the 480-foot distance from the 90° curve to Cameron Avenue. Although equal in distance, staff believes that the future residents of this development would still use the Cameron Avenue connection for Street "A" as the shortest route from their homes to Mohr Avenue. If Lots 16 and 21 were to be terminated with a cul-de-sac or turn-around but remain connected to Cameron Avenue, the net effect will still be 24 lots using Cameron Avenue.
- It will place a public street behind the Lai and Blain properties making these properties double frontage lots. If the Street "A" connection to Martin Avenue were to become heavily used by project traffic and neighborhood traffic, the rear yards of these properties and the Selway property would be subjected to traffic noise. (The Blain property would be impacted by traffic noise from Street "A", Diablo Court, and Martin Avenue.) Terminating the east leg of Street "A" with a cul-de-sac or turn-around may also create double-frontage lots within the proposed development. The City has avoided double-frontage lots within new developments and between proposed/existing developments.
- The direct connection from Cameron Avenue to Martin Avenue may become a "cut-through-traffic" route for parents dropping off/picking up their children at Mohr Elementary School.

The 24 lots of this development using Cameron Avenue will generate approximately 240 trips per day and 24 trips during the a.m./p.m. peak hours. As stated in the "**Traffic Section**" of this staff report, the project traffic anticipated to be added to Cameron Avenue will not cause it to exceed its present LOS "C" condition. Therefore, staff considers there to be adequate street capacity on Cameron Avenue to handle the project's traffic.

Staff does not dismiss the neighbors' concerns/comments pertaining to the traffic issues on Cameron Avenue, including the high vehicle speeds observed during the a.m./p.m. peak hours. The applicant has addressed Cameron Avenue traffic calming by reconstructing Cameron Avenue with a curvilinear alignment. Additional traffic calming measures can be handled on an ongoing basis by the City at any time.

Lot Sizes

This distribution of Ponderosa’s proposed building models according lots along with the lot sizes, building floor areas, and floor area ratios are listed in the following table. Previous comments pertained to changing the proposed lot sizes to reflect the Bass Homes development to the east and south and to setbacks for accessory structures on the lots adjoining the Palmer Drive properties. Staff has also received neighbor comments supporting the proposed lot sizes.

Lot No.	Lot Area	Building Plan	Building Floor Area	Floor Area Ratio
Lot 1		Lehman Property (Developed)		
Lot 2	41,266 sq. ft.	Plan Two	4,230 sq. ft.	10.3%
Lot 3		Selway Property (Developed)		
Lot 4	28,848 sq. ft.	Plan Two	4,230 sq. ft.	14.7%
Lot 5	25,225 sq. ft.	Plan One	3,809 sq. ft.	15.0%
Lot 6	21,420 sq. ft.	Plan Two	4,230 sq. ft.	19.7%
Lot 7	21,374 sq. ft.	Plan One	3,809 sq. ft.	17.8%
Lot 8	21,327 sq. ft.	Plan Two	4,230 sq. ft.	19.8%
Lot 9	23,010 sq. ft.	Plan One	3,809 sq. ft.	16.6%
Lot 10	28,628 sq. ft.	Plan Two	4,230 sq. ft.	14.8%
Lot 11	20,862 sq. ft.	Plan Three	4,595 sq. ft.	22.0%
Lot 12	20,862 sq. ft.	Plan Two	4,230 sq. ft.	20.3%
Lot 13	21,607 sq. ft.	Plan Three	4,595 sq. ft.	21.3%
Lot 14	20,786 sq. ft.	Plan Two	4,230 sq. ft.	20.4%
Lot 15	21,985 sq. ft.	Plan Three	4,595 sq. ft.	20.9%
Lot 16	20,862 sq. ft.	Plan Three	4,595 sq. ft.	22.0%
Lot 17	20,862 sq. ft.	Plan One	3,809 sq. ft.	18.3%
Lot 18	27,701 sq. ft.	Plan One*	3,809 sq. ft.	13.8%
Lot 19	28,245 sq. ft.	Plan Two	4,230 sq. ft.	15.0%
Lot 20	21,940 sq. ft.	Plan One	3,809 sq. ft.	17.4%
Lot 21	21,897 sq. ft.	Plan Two	4,230 sq. ft.	19.3%
Lot 22	21,854 sq. ft.	Plan One	3,809 sq. ft.	17.4%
Lot 23	28,211 sq. ft.	Plan Three	4,595 sq. ft.	16.3%
Lot 24	35,755 sq. ft.	Plan Three	4,595 sq. ft.	12.9%
Lot 25	21,945 sq. ft.	Plan Two	4,230 sq. ft.	19.3%
Lot 26	21,651 sq. ft.	Plan One	3,809 sq. ft.	17.6%
Lot 27	24,303 sq. ft.	Plan Three	4,595 sq. ft.	18.9%

* Lot 18 will be developed with a Plan One model with its garage front-facing Street “A”.

Attached is *Exhibit “D”, “Lot Sizes for the Trenery Drive, Palmer Drive, and Cameron Avenue Neighborhoods”*. In the opinion of staff, the lot sizes for the proposed project are comparable to the lots sizes of the Bass Homes development.

Distribution of Building Models

The distribution of building models for Lots 2 and 4 through 27 is at the applicant's discretion, except for the following restrictions, reflecting the applicant's commitment to the homeowners on adjoining lots:

- Only single-story plans will be allowed on Lots 4 through 9 adjoining the Palmer Drive properties and on Lots 19 through 22 adjoining the Leuthauser and Diablo Court properties.
- Only Plan 1 ("Cottage" model) may be constructed on Lot 9; Plan 2-R ("Tuscan" model) on Lot 10; Plan 1 ("Andalusian" model) on Lot 18; and Plan 2-R ("Cottage" model) on Lot 19.

Any changes will require a modification of the development plan following the review procedures defined in the Pleasanton Municipal Code.

Development Standards

Setback standards controlling Lots 1 through 27 are stated on the proposed development plan. Staff has reviewed these development standards and recommends the following changes to the proposed guidelines:

1. Lots 1 and 3 of the PUD Development Plan shall be subject to the permitted and conditional uses and site development standards of the R-1-20,000 (One-Family Residential) District as described in the Pleasanton Municipal Code.
2. Lots 2 and 4 through 27 of the PUD Development Plan shall be subject to the following uses and site development standards:
 - a. The permitted and conditional uses of the R-1 (One Family Residential) District as described under Chapter 18.32 of the Pleasanton Municipal Code.
 - d. Development Standards for Primary Structures: The following building setback and height standards shall apply to the primary structures and additions to primary structures including second units on these lots:
 - Frontyard Building Setback – 25-feet
 - Interior Sideyard Building Setback – 15-feet
 - Street Sideyard Building Setback – 18-feet
 - Rearyard Building Setback – Generally as shown on the PUD development not to be less than 50-feet for Lots 4 through 18 and 24 through 27 and 65-feet for Lots 19 through 23

- Maximum Height – 25-feet for single-story homes and 35-feet for two-story homes.
 - Maximum Floor Area Ratio (FAR) – 25% or 5,500 square feet, exclusive of garage area, whichever is less.
- e. Development Standards for Open Accessory Structures, e.g., Swimming Pools and Spas including, Arbors, Trellises, Open Patios, etc.
- Rearyard Setback – 10-feet
 - Interior Sideyard – 15-feet for the structure, 5-feet for the swimming pool/spa equipment
 - Street Sideyard for Corner Lots – 18-feet for the structure and for swimming pool/spa equipment
 - Maximum height – One-Story and 15-feet
- f. Development Standards for Enclosed Accessory Structures including Second Units:
- Rearyard Setback – 20-feet
 - Interior Sideyard – 15-feet
 - Street Sideyard for Corner Lots – 18-feet
 - Maximum height – One-Story and 15-feet
- g. Fence designs, heights, and locations for Lots 1 through 27 shall conform to Exhibit “A”. Overheight fences – fences between six-feet and eight-feet in height – constructed after building occupancy shall be subject to the review and approval by the Planning Director according to the standards of the Pleasanton Municipal Code.
- h. Architectural projections and bay/oriel windows shall conform to the definitions and standards described under Section 18.84.120 of the Pleasanton Municipal Code.
- i. All building heights shall be measured from the lowest to the highest points of the structure. Projections above the maximum building height for primary and accessory structures may be allowed provided that they conform to the definitions and development standards of Section 18.84.150 of the Pleasanton Municipal Code.

As recommended, the floor area for enclosed accessory structures will be included in the sites’ floor area ratios reflecting City practice. The maximum building height for the primary homes will accommodate the building heights of the proposed homes. The floor area ratio will allow for future building additions, including attached/detached second units, subject to the City’s Administrative Design Review procedures. The 20-foot rear building setback for accessory

structures replies to the owners' requests on adjacent properties. The applicant concurs with these changes.

Land Transfer to Palmer Drive Neighbors

Ponderosa will transfer 10-feet of land from the Lehman-Selway property to the seven adjoining Palmer Drive neighbors including Cain (2033 Palmer Drive, 946-4573-149), Hatch (2017 Palmer Drive, 946-4573-148), Luce (2081 Palmer Drive), Reedy (2101 Palmer Drive), Strother (2119 Palmer Drive), Takahashi (2049 Palmer Drive), and Worsey (2065 Palmer Drive).

In the event that these Palmer Drive homeowners accept the 10-foot land transfer to their rear yards, this area will be zoned PUD – MDR, matching the zoning of the Palmer Drive properties, and will be incorporated into the zoning regulations of the Palmer Drive sites. The project developer will process lot line adjustments to add this strip of land to each lot resulting in a single parcel. The land transfer must be entirely agreed to by these owners prior to the City Council's approval of the final subdivision map, thereby providing a continuous property line between their properties and the proposed development. Otherwise, this property will remain with the Ponderosa Lots 4 through 9.

Building Design

Staff considers the proposed building designs to be proportioned, designed, and detailed featuring a significant degree of variation in the building footprint. Staff has also received neighbor comments supporting the proposed building designs. Staff's general comment is that the degree of material variation and design detailing on the front elevation be applied to the rear and side building elevations thereby achieving a four-sided building design. Staff's comment is reflected as a draft condition of approval. The applicant concurs with this requirement.

Plan Three is Ponderosa's only two-story plan and will be located primarily on the interior lots. Although the distribution for Lots 10 through 18 is shown on the proposed development plan, the applicant has requested the flexibility of developing these lots with either one- or two-story models based on customer preference. Staff concurs with the applicant's request and has drafted an applicable condition.

Green Building Measures/Photovoltaic System Readiness

The homes covered by this approval shall be covered by the recently adopted Green Building Ordinance, which establishes a minimum of 50 points for a home to be determined to be a "green home" with a minimum of 10 points in each category (Resources, Energy, and IAQ/Health). As required by the ordinance, the applicant would submit a proposed checklist showing which measures are incorporated in the design of the proposed home addition/remodeling in order to meet this proposed 50 point goal. Staff has required the submittal of this checklist with the tentative subdivision map application. Both City and ACWMA staff are available to provide

technical assistance to future lot purchasers concerning questions they may have about these green building measures and Green Point rating system.

The ordinance identifies photovoltaic systems as an option. Staff has included a draft condition of approval requiring the applicant to implement the following measures so that the future owners can install roof-mounted photovoltaic systems in the future:

- Install electrical conduit and “pull” strings from the roof/attic areas to the buildings’ main electrical panels.
- Design the buildings’ roof trusses to handle an additional load of five-pounds per square foot beyond that of the anticipated for roofing.
- Provide an area near the electrical panel for the “inverter” required to convert the direct current output from the photovoltaic panels to alternating current.
- Install a bi-directional electrical meter.

The applicant concurs with this requirement.

Growth Management Allocations

Development of this property would fall under the “First-Come-First-Serve” category of the City’s Growth Management program, which has an annual, non-transferable allocation of 100 units. Although past demand for “First-Come-First-Serve” units has exceeded supply in the past, that demand has declined since 2000. Staff, therefore, anticipates that there would be adequate building permit capacity for these lots in the future.

Grading

The site will be cleared and graded to accommodate the proposed development including roads and building pads. To accommodate the proposed development, Ponderosa will fill the Lehman-Selway property by three feet, using surplus dirt from its Ironwood development. Lot 2 will be graded as a flat-pad lot draining towards Trenery Drive. Lots 4 through 27 will be graded as flat-pad lots draining towards Street “A” and to the bio-retention swale adjoining Street “A”. As requested by the Palmer Drive and Diablo Court neighbors and shown on the proposed grading plan, Lots 4 through 9 and 19 through 22 will have their building pads graded at or lower than the grades of the adjoining lots, while still ensuring positive drainage of the Ponderosa lots away from the homes.

Neighborhood concerns pertain to rodent proliferation, noise, and the airborne dust from project grading and the import of fill to the Lehman-Selway property from the Ponderosa Ironwood development. Several neighbors have commented that Ponderosa should give them funds before grading begins so as to defray the clean-up costs for their homes and lots.

Ponderosa has entered into discussions with Zone 7 to use its property and a portion of the buffer area for trucks delivering fill material to the site in order to reduce the heavy truck traffic on

Mohr Avenue and Martin Avenue. Dust abatement – for example, watering the site and haul roads twice daily during grading activity – is a standard requirement of the Pleasanton Municipal Code. However, some neighbors do not consider the City’s standard condition to be adequate.

These are important issues, which should be addressed by the project but in conjunction with the tentative subdivision map for review and approval by the Planning Commission at its public hearing. Therefore, staff recommends a condition that requires Ponderosa to develop a mitigation plan that will address special project-specific measures. The applicant concurs with this requirement.

Undergrounding Overhead Utilities

The applicant is required to a paying a pro-rata share of the undergrounding costs for the overhead utility lines on Martin Avenue traversing the Selway property, reflecting City practice for an existing, developed property.

Urban Stormwater Runoff

A 10-foot wide vegetative bio-retention swale will be installed along the interior side of Street “A” in front of Lots 10 through 18 to pretreat the storm water runoff from Street “A” and the private yards and roof leaders from Lots 4 through 27. The vegetative swale will be located in the public street right-of-way and will be maintained by either a Homeowners Association or a Maintenance Association.

The neighbors have requested assurance from the City that the swale will be designed, constructed, and maintained to function properly. The City Engineer has reviewed and accepted the swale’s design shown on the preliminary grading/utility plan. The swale’s design will be shown in detail with the tentative subdivision map for review and approval by the Planning Commission.

VI. PUBLIC COMMENT

Public notices were sent to property owners living in an area generally defined by a portion of Stoneridge Drive, Martin Avenue, Mohr Avenue, Katie Lane, Rheem Drive, and Oakland Avenue. A map of the noticing area is attached. Attached are the letters and emails – in support and in opposition – received by staff during the processing of the project from:

- Elaine Merchant Panwar,
- Gregory Ketell (3611 Cameron Avenue),
- Hans Wiest (3744 Trenerly Drive),
- Jake, Nancy, and Kevin Krakauer (1969 Palmer Drive),
- Janice Cain (2033 Palmer Drive),
- Jed Sussman (3736 Cameron Avenue),

- Jeffrey Sketchley (3727 Kamp Drive),
- Joe Fitzgerald (3752 Trenery Drive),
- Kelly Cousins (3736 Cameron Avenue),
- Larry and Helen Dillion (1796 Equestrian Drive),
- Marc Papageorge,
- Matt and Cheryl Lawer (3750 Cameron Avenue),
- Russell Hatch (2017 Palmer Drive), and
- Tracy Dorian and Patrick Greenan (1808 Courtney Avenue).

The communiqués are organized according to the time received by staff beginning with the most recent. Shirley Lauer (2221 Martin Avenue) has spoken to staff regarding ungrounding the overhead utilities on Trenery Drive and martin Avenue. As of the writing of this staff report, staff has not received any additional verbal or written comments pertaining to this proposal.

VII. PUD DEVELOPMENT PLAN FINDINGS

The Pleasanton Municipal Code sets forth the purposes of the Planned Unit Development (PUD) District and the considerations to be addressed in reviewing a PUD development plan proposal. The Planning Commission must make the following findings that the proposed PUD development plan conforms to the purposes of the PUD District, before making its recommendation.

1. Whether the proposed development plan is in the best interests of the public health, safety, and general welfare:

The proposed project as designed and conditioned meets all applicable City standards concerning public health, safety, and welfare, e.g., vehicle access, geologic hazards (new development not within a special studies zone), and flood hazards. Full public streets and water, storm, and sanitary sewer lines are present to serve the proposed lots on this site.

Staff, therefore, believes that this finding can be made.

2. Whether the proposed development plan is consistent with the Pleasanton General Plan:

- The Pleasanton General Plan designates the Lehman-Selway property for Low Density Residential land uses, with a maximum density of less than 2.0 dwelling units acre and a midpoint density of 1.0 dwelling unit per acre. The proposed, gross density for this development is 1.36 dwelling units per acre following the General Plan’s methodology of calculating density based upon “Gross Developable Acres”. Subtract. The proposed density is consistent with the gross density of the Bass Homes development to the south and east of the project site, including

public street areas: 1.44 dwelling units per acre based on 50 existing and unbuilt homes approved under PUD-83-10 and PUD-83-12.

- Although the proposed density exceeds the mid-point, the City Council with its approval of RZ-97-02 exempted the Lehman-Selway property from providing on-site amenities. However, Ponderosa's commitment to reconstruct Cameron Avenue with a curvilinear alignment – reflected on the proposed development plan – for traffic calming purposes would be considered as an amenity benefiting the surrounding neighborhoods as well as the proposed project.

Staff, therefore, believes that this finding can be made.

3. Whether the proposed development plan is compatible with previously developed properties located in the vicinity of the plan:

- Staff considers the project site to be an infill property surrounded by a variety of existing residential. The proposed development plan incorporates numerous provisions – limitations on building heights, setbacks, maximum floor area, etc. – to integrate the design of the planned buildings on these lots with the surrounding area.
- All house construction activities are limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. All construction equipment must meet Department of Motor Vehicles (DMV) noise standards and shall be equipped with muffling devices.
- The proposed public streets are located in a manner which is consistent with City standards and which provides two points of access to the proposed development for access and/or emergency vehicle access purposes.

Staff, therefore, believes that this finding can be made.

4. Whether the proposed development plan is compatible with the natural, topographic features of the site:

- The proposed development plan is designed to reflect the site's existing topographic condition and to minimize impacts on adjoining properties.
- All private lots will be designed to drain to bio-retention areas designed to pretreat stormwater runoff before entering the City's storm drain system.

Staff believes that the proposed development's grading has done a good job of balancing the requirements of being sensitive to the site and adjoining properties as well as propos-

ing grading that is needed to create the proposed development. Therefore, staff believes that this finding can be made.

5. Whether grading in conjunction with the proposed development plan takes into account environmental characteristics and is designed in keeping with the best engineering practices to avoid erosion, slides, or flooding, and to have as minimal an effect upon the environment as possible.

- Requirements of the Uniform Building Code – implemented by the City at the Building Permit review – would ensure that building foundations and private street/on-site parking/driveway areas are constructed on satisfactorily compacted fill.
- Erosion control and dust suppression measures will be documented in the final subdivision map and will be administered by the City's Building and Public Works Departments.

Staff, therefore, believes that this finding can be made.

6. Whether adequate public safety measures have been incorporated into the design of the proposed development plan:

- The subject property is not located in an Alquist-Priolo Special study zone.
- All construction will be designed to meet the requirements of the Uniform Building Code, other applicable City codes, and State of California mandated noise, energy, and accessibility requirements.
- The project site adjoins existing public streets with adequate emergency vehicle access. All streets meet City standards and are adequate to handle the anticipated traffic volumes.
- The project site includes a public sidewalk along the north side of Cameron Avenue to the existing pedestrian pathway adjoining Martin Avenue.
- Adequate access is provided to all structures for police, fire, and other emergency vehicles.

Staff, therefore, believes that this finding can be made.

7. Whether the proposed development plan conforms to the purposes of the PUD District:

The proposed PUD Development Plan sets forth the parameters for the development of the subject property in a manner consistent with the Pleasanton General Plan and with the surrounding area. The proposed PUD Development Plan implements the purposes of the City's PUD Ordinance by providing a development consisting of 25 new single-family detached homes and miscellaneous public infrastructure including streets, sidewalks, utilities, etc. Through the proposed design augmented by the recommended conditions applied to the proposed PUD Development Plan, the project will substantially conform to the requirements for development specified in the Pleasanton General Plan.

Staff, therefore, believes that this finding can be made.

VIII. ENVIRONMENTAL ASSESSMENT

Environmental review for the proposed project is covered by an Initial Study/Negative Declaration, which is attached. Staff believes that the project-related impacts are mitigated, with the mitigation measures incorporated in the project's design or referenced with conditions of approval, and that there would be no significant or unmitigated environmental impact. Staff, therefore, believes that the Negative Declaration can be issued in conformance with the standards of the California Environmental Quality Act (CEQA). If the Planning Commission concurs with this environmental assessment, it must make the finding that the Negative Declaration is appropriate prior to recommending approval of the proposed project.

During the review of this proposal, staff received one public comment requesting that an Environmental Impact Report be completed for this application. The proposed project is an infill residential development on a large, flat, vacant property served by existing infrastructure and surrounded by single-family developments. The impacts of this development are entirely within the context of an infill project and can be mitigated through standard City and programs or can be mitigated through the special conditions and requirements set forth with the draft conditions of approval. Therefore, staff does not believe that this application requires the preparation of an Environmental Impact Report.

IX. CONCLUSION

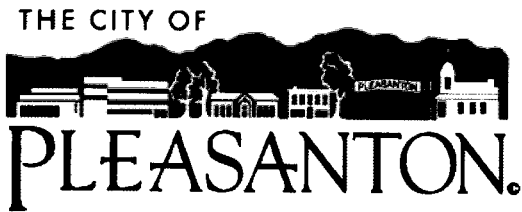
Staff believes that the proposed project is designed in a manner that is compatible with and sensitive to the restrictions posed by the site and by surrounding properties. The proposed homes are attractively designed and will be constructed on large lots reflecting the surrounding development pattern. The proposal will reconstruct Cameron Avenue with a curvilinear alignment for traffic calming; it will implement Green Building Measures; and it will include bio-retention swales to treat its stormwater runoff. Staff, therefore, believes that the proposed development merits a favorable recommendation from the Planning Commission.

X. STAFF RECOMMENDATION

Staff recommends the Planning Commission forward Case PUD-50 to the City Council with a recommendation of approval by taking the following actions:

1. Make the finding that the proposed project will not have a significant environmental impact and adopt a resolution recommending approval of Exhibit "C", the Initial Study/Negative Declaration;
2. Find that the proposed PUD development plan conforms to the Pleasanton General Plan and the purposes of the PUD Ordinance;
3. Make the PUD Development Plan Findings 1 through 7 as stated in the staff report; and,
4. Adopt a resolution recommending approval of Case PUD-50 for a PUD Development Plan approval for a 27-lot development shown on Exhibit "A", dated "Received March 24, 2006" subject to Exhibit "B", Draft Conditions of Approval.

Staff Planner: Marion Pavan, (925) 931-5610, mpavan@ci.pleasanton.ca.us



**Planning Commission
Staff Report**

September 14, 2011
Item 6.b.

- SUBJECT:** PUD-50-01M
- APPLICANTS:** Ponderosa Homes, Carol Lehman, and William and Kathryn Selway
- PROPERTY OWNERS:** Carol Lehman (3157 Trenergy Drive) and William and Kathryn Selway (2313 Martin Avenue).
- PURPOSE:** Application for a major modification to an approved Planned Unit Development (PUD-50) to increase the number of lots on an approximately 19.47-acre site from 27 lots to 31 lots; to construct 29, one-story homes from the previous combination of 25, one- and two-story homes, to change the house designs and sizes; and related on- and off-site modifications. The two existing single-family homes belonging to Lehman and Selway would be retained.
- GENERAL PLAN:** Low Density Residential (less than 2.0 dwelling units per acre)
- ZONING:** PUD – LDR (Planned Unit Development – Low Density Residential) District.
- LOCATION:** 3157 Trenergy Drive and 2313 Martin Avenue
- EXHIBITS:**
- A. Draft Conditions of Approval, dated September 14, 2011
 - B. Proposed PUD Development Plan, dated “Received, August 26, 2011” including Site Development Plan, Preliminary Grading and Utility Plan, Landscape Plans, Building Floor Plans and Elevations, Green Point Checklist, and Color Samples.
 - C. Initial Study/Negative Declaration, dated August 24, 2011.
 - D. Meeting Notes of the City-Held Neighborhood Meeting, dated February 23, 2006.
 - E. Excerpts of the minutes of the first Planning Commission Work Session held on March 29, 2006.
 - F. Excerpts of the minutes of the second Planning Commission Work Session held on May 10, 2006.
 - G. Planning Commission Staff Report, dated June 28, 2006.
 - H. Excerpts of the minutes of the Planning Commission Public Hearing held on June 28, 2006

- I. City Council Staff Report, dated October 3, 2006
 - J. Excerpts of the minutes of the City Council public hearing held on October 3, 2006
 - K. PUD-50 Development Plan and Ordinance
 - L. First Planning Commission Staff Report on Vesting Tentative Subdivision Map, dated December 13, 2006.
 - M. Excerpts of the minutes of the Planning Commission Public Hearing held on December 13, 2006
 - N. Second Planning Commission Staff Report on Vesting Tentative Subdivision Map, dated December 27, 2006.
 - O. Excerpts of the minutes of the Planning Commission Public Hearing held on December 27, 2006
 - P. Planning Commission Memo, dated December 27, 2006, with two new conditions.
 - Q. Ordinance 1709 approving rezoning of the subject property.
 - R. PUD-50-01M Tree Report prepared by HortScience, dated August 2011.
 - S. "Findings of the Follow-Up Survey, Lehman-Selway Property," by Live Oak Associates, Inc., dated August 14, 2006.
 - T. "Biological Section, Initial Study, Lehman/Selway Property," by Live Oak Associates, Inc., dated February 10, 2005.
 - U. Ponderosa Home Traffic Study, dated March 29, 2006, by Michael Tassano, City of Pleasanton.
 - V. Location Map
 - W. Public Noticing Map
-

I. BACKGROUND

RZ-97-02

On April 1, 1997, the City Council adopted Ordinance 1709 (Case RZ-99-02), which rezoned 34.5-acres of the Mohr-Martin area of the City including the Lehman-Selway property, to the PUD-LDR District reflecting the underlying land use designation of the Pleasanton General Plan. Exhibit Q is a copy of the ordinance. With its approval of the rezoning, the City Council found that a gross project density approaching two dwelling units per acre is consistent with the Pleasanton General Plan; deferred the specific project and environmental review to the site-specific PUD development plan applications; and exempted these properties from providing on-site amenities if the project-specific densities exceed the mid-point density of one dwelling unit per acre.

PUD-50 Public Hearings, Public Work Sessions, and Neighborhood Meetings

Staff Neighborhood Meeting

On February 23, 2006, staff conducted a neighborhood meeting at the City's Operations Service Center. Exhibit D is the meeting notes. Neighborhood comments and concerns included vermin – mice, rats, ground squirrels, and gophers – when grading begins;

construction noise and dust impacts; traffic impacts and traffic calming measures on Kamp Drive, Cameron Avenue, and Martin Avenue; and requested that a public sidewalk be constructed on Cameron Avenue linking the Palmer Drive neighborhoods to the public trail along the east side of Martin Avenue.

First Planning Commission Work Session

On March 29, 2006, the Planning Commission held its first work session meeting on the proposal. Exhibit E is the excerpts of the minutes of the work session. Staff presented a previous version of the proposed project to the Planning Commission.

The Planning Commission directed staff and the applicants to revise the design of the "French Country" model for Plan 3 de-emphasizing the roof mass; design the public sidewalk on Cameron Avenue to be rural-looking, constructed of material other than concrete that will accommodate pedestrians with wagons and strollers; that traffic circles and/or roundabouts should not be provided on Cameron Avenue; look into providing a three-way stop sign at the Cameron Avenue/Martin Avenue intersection; maintain Cameron Avenue at a 28-foot width; investigate the feasibility of extending Street A to Martin Avenue; and explore the feasibility of a curved alignment for Cameron Avenue.

The Planning Commission directed staff and the applicant to revise the proposal and to return to the Planning Commission for a second work session.

Second Planning Commission Work Session

On May 10, 2006, the Planning Commission held its second work session meeting on the proposal. Exhibit F is the excerpts of the minutes of the work session. A revised project was presented to the Planning Commission with reduced density, reduced building floor areas by 200 to 400 square feet, and a revised design for one building model, and with four alignment options for Cameron Avenue, including a public sidewalk, and a discussion covering the feasibility of extending Street A to Martin Avenue.

The Planning Commission directed staff and the applicants to reconstruct Cameron Avenue following a curvilinear alignment with a separated public sidewalk on Cameron Avenue; that no pedestrian pathway or public street connection would be required through the Selway property to Martin Avenue; to investigate the feasibility of a traffic barrier on Cameron Avenue at the westerly project boundary; and to discuss the feasibility of undergrounding the overhead lines on Trenery Drive and Martin Avenue.

The Planning Commission directed staff and the applicant to revise the proposal and to return to the Planning Commission as a public hearing.

Planning Commission Public Hearing

On June 28, 2006, the Planning Commission opened the public hearing on PUD-50. Exhibit G and Exhibit H are, respectively, the Planning Commission staff report and excerpts of the minutes of the Planning Commission public hearing. A revised project, with Cameron Avenue designed with a curvilinear alignment and a separated sidewalk along most of its north side, was presented to the Planning Commission.

Neighborhood concerns and comments in opposition to the proposal focused on eliminating the proposed sidewalk on the north side of Cameron Avenue and/or placing it on the south side of the street where they felt it was safer due to fewer homes and cars; location of the sidewalk along the Leuthauser and Ketell properties; liability questions having a sidewalk on only the north side of Cameron Avenue; cumulative impacts from the Busch property development and this development; proposed density; redesign the homes to be consistent with the design character of the surrounding neighborhood; and parking on Cameron Avenue with the new alignment.

The Planning Commission discussed the biological analysis specifically the timing and duration of the site visit conducted by the applicant's consultant; eminent domain to construct the sidewalk along the Leuthauser/Ketell properties; landscape maintenance; noise disclosures for the Livermore Airport operations and potential expansion; and tree removal. Commissioner Brian Arkin felt that the biological analysis should be peer-reviewed; that the Initial Study/Negative Declaration is inadequate; that the project should be reviewed under an Environmental Impact Report; and that the proposed project should be continued until after the Busch project is finished to evaluate the cumulative effects of the proposed project with the Busch project. For these reasons, Commissioner Arkin stated that he would not support the proposed project.

The Planning Commission voted 4-1 (Chair Arkin in opposition) to recommend approval of PUD development plan with the following modifications: allow only single-story homes on the lots adjoining the Palmer Drive properties, adjoining the Leuthauser and the Diablo Court properties, and adjoining the Weimken property; install a seven-foot tall masonry wall on the east project boundary instead of the proposed wood fence; discuss the possibility of using a wood fence or a masonry wall with each adjacent homeowner; survey the building heights for conformance; disclose that the Zone 7 lake is a reclaimed quarry pit; disclose that the Livermore Airport noise is a mix of business jet and small aircraft operations, that the Livermore Airport operates 24 hours a day, 365 days a year, and (at the time that PUD-50 was proposed) that the City of Livermore had proposed an expansion of Livermore Airport; and to include electrical conduit and pull strings for photovoltaic readiness.

Staff and the applicant concurred with the Planning Commission's modifications, which were incorporated in the draft ordinance for PUD-50.

City Council Public Hearing

On October 3, 2006, the City Council introduced Ordinance 1940 approving PUD-50 the request by the applicants for PUD development plan approval to subdivide their 19.47 acre property into 27 lots for the construction of 25 production homes, in addition to retaining the existing Lehman and Selway homes on their separate lots. Exhibit K is a copy of Ordinance 1940 and a copy of the PUD Development Plan.

Prior to the City Council hearing, the applicant submitted the "*Findings Of The Follow-Up Survey, Lehman-Selway Property*", by Live Oak Associates, that replied to a comment made by a Planning Commissioner Arkin at the Planning Commission public hearing on the timing of the previous biotic analysis. The revised analysis confirmed the findings of

the previous biotic analysis that there are no known endangered, threatened, or rare species of flora or fauna known to inhabit the project site nor is the project site considered to be habitat area for said species.

Exhibit I and Exhibit J are, respectively, the City Council staff report and excerpts of the minutes of the City Council public hearing. Public comments and concerns included loss of the last large open space area in the Mohr-Martin area; the appearance of the proposed homes; the proposed density related to neighboring densities; street widths, traffic speeds, and traffic calming and stop signs; the proposed sidewalk on the north side of Cameron Avenue; and the desirability of masonry walls between single-family homes.

The City Council's comments and discussion on the proposal covered density and amenities; traffic speeds and calming devices on Cameron Avenue; and the proposed sidewalk on Cameron Avenue. The City Council voted 4-1-0 (Councilmember Sullivan in opposition) to introduce the draft ordinance approving PUD-50 with the additional requirement that staff and the applicant would continue to work with the Cameron Avenue homeowners to identify effective traffic calming for Cameron Avenue.

Vesting Tentative Subdivision 7721 Public Hearings

On December 13, 2006, the Planning Commission opened the first public hearing on Vesting Tentative Subdivision Map 7721. Exhibit L and Exhibit M are, respectively, the first Planning Commission staff report and excerpts of the minutes of the Planning Commission public hearing. At the applicant's request, the Planning Commission continued the public hearing to the December 27, 2006 agenda to allow additional time for the applicant and staff to develop the draft conditions.

On December 27, 2006, the Planning Commission opened the second public hearing on Vesting Tentative Subdivision Map 7721. Exhibit N and Exhibit O are, respectively, the second Planning Commission staff report and excerpts of the minutes of the Planning Commission public hearing. Exhibit P is a copy of the staff memorandum to the Planning Commission adding two conditions: that the applicant shall work with the City on the preparation of the project's affordable housing agreement, and that the City Engineer would evaluate the feasibility of providing parking on the north side of Cameron Avenue.

The Planning Commission discussed utilities; vermin abatement; parking on Cameron Avenue; the fence design facing Cameron Avenue; and the design of the speed table that the applicant would construct on the Martin Avenue/Cameron Avenue intersection. The Planning Commission voted unanimously to approve Vesting Tentative Subdivision Map 7721 with the following modifications that the speed table shall have a smooth surface instead of a cobblestone surface; that parking be allowed on the north side of Cameron unless if found to be safe; and to delete the requirement for growth management approval before recordation of the final map.

II. SUBJECT PROPERTY AND SURROUNDING AREA

Project Location

The Lehman/Selway property with surrounding streets and land uses are shown on Figure 1, below.

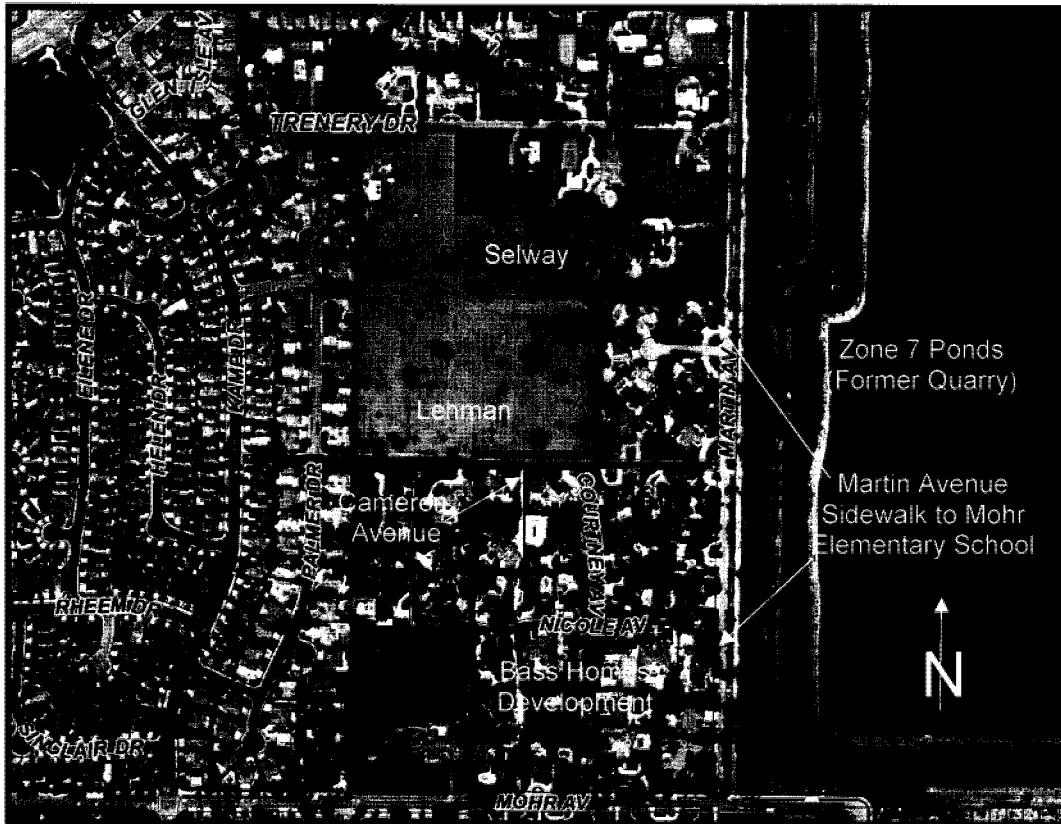


Figure 1: 2010 Aerial Photograph/Location Map of the Lehman/Selway Development and Surrounding Land Uses

The proposed project consists of two parcels totaling approximately 19.43-acres or 846,371 square feet in area, located on 3157 Trenery Drive and 2313 Martin Avenue (Assessor's Parcel Nos. 946-4574-006-00 and 946-4574-007-00). The entire project site is generally defined by Cameron Avenue, Martin Avenue, and Trenery Drive.

Subject Property, Site Access, and Surrounding Land Uses

Subject Property

The Lehman-Selway property is a relatively flat property, developed with a single-family home and accessory structures on two separate sites – the Trenery Drive property is owned by Carol Lehman and the Martin Avenue property is owned by William and Kathryn Selway. The project slopes gently downward from an elevation of approximately 354.2 feet at Cameron Avenue to approximately 348.2 feet at Trenery Drive. The Lehman portion of the project site was a former walnut orchard; most of the existing walnut trees are declining or have died and have been removed.

Site Access

Across Martin Avenue to the east is the landscaped buffer area between the Mohr-Martin residential neighborhoods and the former Kaiser gravel quarries. The buffer area provides a sidewalk/bicycle trail connection from Mohr Avenue to Mohr Elementary School. Access to the site from Santa Rita Road is provided by Mohr Avenue to Martin Avenue and then to Cameron Avenue, or from Mohr Avenue to Kamp Drive and then to Cameron Avenue. All City streets providing access to the Lehman-Selway property are sized to handle the additional traffic generated by the proposed project.

Surrounding Land Uses

Surrounding uses are described on Table 1, Surrounding Land Uses, below.

Table 1: Surrounding Land Uses

Direction	Land Use	General Plan Designation
North	Trenery Drive neighborhood. Single-family homes on lots varying in size from 1-acre to 1+ acres.	Low Density Residential (< 2.0 du/ac)
East	Mohr-Martin neighborhood. Single-family homes on lots generally varying from approximately 20,000+ sq. ft. to 38,000+ sq. ft.	Low Density Residential (< 2.0 du/ac) and Public (High School)
South	Mohr-Martin neighborhood. Single-family homes on lots generally varying from approximately 20,000+ to 38,000+ sq. ft.	Low Density Residential (< 2.0 du/ac)
West	Mohr Park neighborhood. Single-family homes on Palmer Drive on lots generally varying from 8,000+ sq. ft. to 13,000+ sq. ft.	Medium Density Residential (2.0 to 8.0 du/ac)

Figure 2 and Figure 3, on the following page, are photographs of the Lehman-Selway property taken from Cameron Avenue.



Figure 2, Northwest from Cameron Avenue.



Figure 3: The site northeast from Cameron Avenue.

Figure 4 and Figure 5, on the following page, are photographs of two homes on Palmer Drive on the west side of the Lehman-Selway development.



Figure 4, Palmer Drive Home.



Figure 5, Palmer Drive home.

Figure 6 and Figure 7, on the following page, are photographs of two homes of the Bass Homes development on the east side of the Lehman-Selway development.



Figure 6, Bass Development Home.



Figure 7, Bass Development Home.

IV. PROJECT DESCRIPTION

Proposed Development Plan

Figure 8, below, is a copy of the PUD Development Plan proposed by the PUD major modification, with portions of the existing Trenerly Drive, Martin Avenue, Cameron Avenue, and Palmer Drive neighborhoods also shown. The project description includes both the changes proposed by the development plan modification, such as four additional lots and single-story only homes, and the features of the previous approval, such as the traffic calming modification to Cameron Avenue and the public sidewalk.

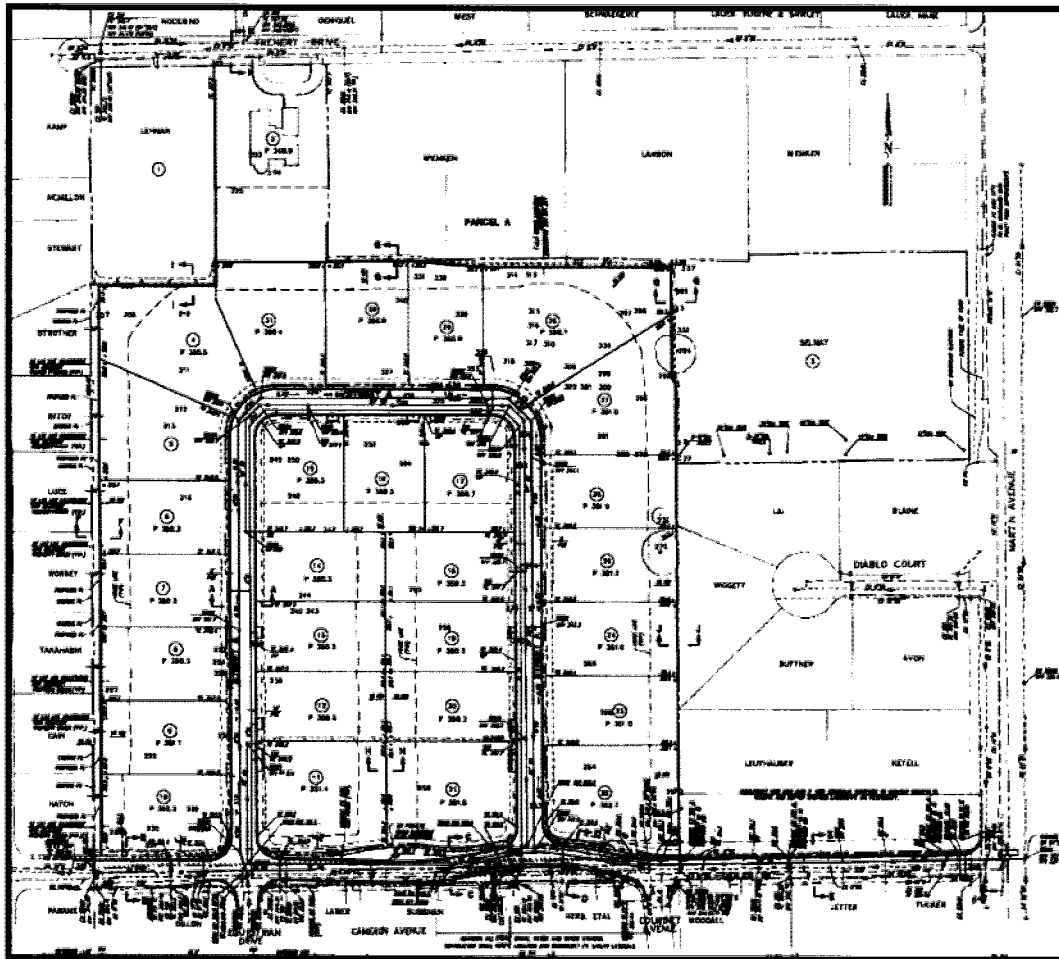


Figure 8: Proposed Development Plan Modification

Density Increase

The revised development plan will increase the proposed density from a total of 27 lots for 25 new detached single-family homes to 31 lots for 29 new detached single-family homes.

Proposed Site Design

- Ponderosa Homes will subdivide the Lehman-Selway property into 29 production lots, varying in size from approximately 16,767 square feet (0.39-acres) for Lot 12 to approximately 37,618 square feet (0.86-acres) for Lot 28. Lot 2, a production lot

facing Trenerly Drive, will be approximately 41,574 square feet (0.95-acres) in area. (The 25 production lots of the previous project varied in size from 20,786 square feet (0.48-acres) to 35,755 square feet.)

- The two lots for the Lehman and Selway homes will be retained and reduced in area to accommodate the proposed development. As previously approved with PUD-50, Lot 3 for the Selway home will be approximately 113,917 square feet (2.62-acres) in area from a pre-project area of 217,800 square feet (5-acres), and Lot 4 for the Lehman home will be approximately 51,075 square feet (1.17-acres) in area from a pre-project area of 631,285 square feet (14.5-acres).
- As previously approved, Ponderosa will convey a 10-foot wide strip of land from the project site to the Palmer Drive neighbors adjoining the west side of the Lehman-Selway property to increase the depth of their rear yards and setbacks. The land transfer benefiting the Palmer Drive neighbors must be entirely agreed to by these neighbors to provide for a continuous property line between the Palmer Drive properties and the Lehman-Selway property. (The planned property transfer explains the gross/net areas stated on the development plan for Lot 4 through Lot 10.) Ponderosa will install new rear property line fences for the Palmer Drive properties and new side yard property line fences on the ten-foot side yard extension to the Palmer Drive lots.
- Ponderosa will convey a 10-foot wide strip of land from the project site to the Wiemken and Larsen properties adjoining the north project boundary to ensure a setback from the existing buildings located at the boundary line.
- Except for Lot 2 and the Lehman property facing Trenerly Drive and the Selway property facing Martin Avenue, all proposed lots will be accessed from Street A, a public street connected to Cameron Avenue at two intersections. As previously approved, the west intersection will be aligned with Equestrian Drive forming a four-way intersection. The alignment of the east intersection will be offset from Courtney Avenue by 170-feet, measured centerline to centerline, which exceeds the City's minimum design goal of 128 feet.
- Bio-treatment and retention swales will be installed along both sides of the interior loop Street A for storm water treatment of the lots and the public street. The previous project only provided one swale for the treatment of the stormwater runoff from the street.

Proposed Building Design

- Three building plans are now proposed. Plan One – 3,210 square feet, one-story in height (20-feet, 10-inches to 22-feet, 10-inches) with a three-car tandem-style garage, Plan Two – 3,633 square feet, one-story in height (20-feet to 23-feet, 2-inches) with a four-car tandem-style garage, and Plan Three – 3,691 square feet, one-story in height (20-feet to 25-feet, 11 inches) with a four-car side-by-side style garage. (The heights listed above match the stated building heights on the elevations plus an additional 12 inches for the concrete floor slab.)

- Each building plan includes three design styles: “Craftsman,” “French Cottage,” “Ranch,” and “Traditional” with varied color palettes per model including a combination of light- to dark-tone gray, beige, and brown body and trim colors, beige and gray flat concrete tile roofs, and beige and gray stone and red brick wainscots. The proposed building architecture is designed to complement the building designs of surrounding properties.
- Ponderosa Homes will construct only single-story homes on their production lots. The single-story only provision will be conditioned with the PUD development plan and the PUD conditions restrict any additions to single story. The previous project allowed a combination of one-story and two-story homes.

Public Improvements and Traffic Mitigation

As previously approved, Ponderosa will construct the following street improvements and modifications:

- The applicant will modify Cameron Avenue across the entire project frontage from its present straight alignment to a curvilinear alignment as a traffic calming measure. The proposed re-alignment of Cameron Avenue will require the City to abandon the surplus Cameron Avenue right-of-way and offering that right-of-way to the property owners on the south side of Cameron Avenue.
- The applicant will construct a public sidewalk from Palmer Drive to Martin Avenue. As shown on the site plan, the sidewalk will be a separated sidewalk across the entire project frontage and will then be a monolithic sidewalk across the Leuthauser property (3623 Cameron Avenue) and the Ketell property (3611 Cameron Avenue). The sidewalk will be located entirely within the public right-of-way.
- The applicant will pay the City and Tri-Valley Traffic Impact Fees to mitigate its trip impacts to the Santa Rita Road/Stoneridge Drive intersection.
- The applicant will modify the left-turn signal phasing at the Mohr Avenue/Santa Rita Road intersection for the eastbound and westbound approaches.

Homeowners Association

As previously required, the applicant will create a homeowners association to maintain the development’s bio-retention treatment areas on both sides of A Street and the Cameron Avenue right-of-way landscaping located between the sidewalk and street curb. The homeowners will maintain their private lots including homes, yards and fences, and driveways.

V. ANALYSIS

The following analysis covers the revised 31-lot development plan. This staff report references Exhibit G, the June 28, 2006, Planning Commission Staff Report, where applicable, for the detailed analyses of **Grading and Drainage Plan, Growth Management Allocations, Landscaping and Fencing, Site Plan, and Utilities.**

Pleasanton General Plan Conformance

Density

The Pleasanton General Plan designates the Lehman-Selway property for Low Density Residential land uses, with a maximum density of less than 2.0 dwelling units per gross acre and a midpoint density of 1.0 dwelling units per acre. The proposed density for this development at 31 lots is 1.6 dwelling units per acre following the General Plan's methodology of calculating density based upon "Gross Developable Acres."

The General Plan requires Low Density Residential designated properties to provide public amenities such as the dedication of parkland or open space beyond the standard City requirements in order to exceed the midpoint densities of these land use designations. As stated previously, although the proposed density exceeds the density mid-point, the City Council with its approval of RZ-97-02 exempted the Lehman-Selway property from providing on-site amenities. Staff notes that Ponderosa's commitment to reconstruct Cameron Avenue with a curvilinear alignment shown on the PUD development plan for traffic calming purposes would be considered an amenity benefiting the surrounding neighborhoods as well as the proposed project.

Livermore Municipal Airport Noise

Figure 11-3, **Noise Contours of the Livermore Municipal Airport**, of the Pleasanton General Plan 2002 – 2025, shows the 2020, 60 dBA CNEL contour for the airport's operations located approximately 3,000 lineal feet from the easternmost side of the project site (Lot 27). The Noise Element of the Pleasanton General Plan 2002 – 2025 states, "...the airport is located far enough from most development within Pleasanton that daily average noise levels within the Planning Area were measured at 56 dBA L_{DN}. State Noise Standards generally allow residential development in areas where noise due to aircraft is less than a 65 dBA day/night average."

The Pleasanton General Plan will allow the project with the stipulation that the dwellings' interior noise levels are controlled so that the maximum noise levels do not exceed 50 dBA L_{max} in bedrooms or 55 dBA L_{max} in other rooms. As previously required, the applicant will provide a noise analysis at the building permit stage detailing the construction measures required to achieve these noise levels.

Site Design

Except for Lot 2 and the Lehman property facing Trenery Drive and the Selway property facing Martin Avenue, all 28 proposed production lots will be accessed from Street A, a public street connected to Cameron Avenue at two intersections. The west intersection will be aligned with Equestrian Drive forming a four-way intersection. The alignment of the east intersection will be offset from Courtney Avenue by 170-feet, measured centerline to centerline, which exceeds the City's design goal of at least 128 feet of separation.

A 10-foot wide bio-treatment retention swale will be installed on both sides of the interior loop Street A for storm water runoff mitigation. The swale will be located in the public right-of-way of Street A and will be maintained by a homeowners association or maintenance association.

Development Standards

Lots 1 and 3 of the PUD Development Plan shall be subject to the permitted and conditional uses and site development standards of the R-1-20,000 (One-Family Residential) District as described in the Pleasanton Municipal Code. Lot 2 and Lot 4 through Lot 31 shall be subject to the permitted and conditional uses of the R-1 (One Family Residential) District as described in the Pleasanton Municipal Code

The proposed lot standards for Lot 2 and Lot 4 through Lot 31 of the PUD Development Plan were revised to match the building envelope setbacks shown on the development plan:

- a. Development Standards for Primary Structures: The following building setback and height standards shall apply to the primary structures and additions to primary structures including second units on these lots:
 - Frontyard Building Setback – 25-feet except for Lot 10, Lot 11, Lot 21, and Lot 22 stated below.
 - Street Sideyard Building Setback – 30-feet for Lot 10, Lot 11, Lot 21, and Lot 22; 20 feet for Lot 15 and for Lot 17.
 - Interior Sideyard Building Setback – 15-feet, except for Lot 4 and for Lot 28 which shall be 55 feet as shown on the PUD development plan.
 - Rearyard Building Setback – 50-feet for Lot 15 through Lot 21, 55-feet for Lot 4 through Lot 10, Lot 30, and Lot 31, and 60-feet for Lot 22 through Lot 27. The rear yard setback for Lot 28 will be 43 feet and for Lot 29 will be 46 feet as shown on the PUD development plan.
 - Maximum Height – 26-feet and limited to single-story homes.
 - Maximum Floor Area Ratio (FAR) – 25% or 5,000 square feet, exclusive of garage area, whichever is less. The floor area for enclosed accessory structures will be included in the floor area ratio.

- b. Development Standards for Open Accessory Structures, e.g., Swimming Pools and Spas including, Arbors, Trellises, Open Patios, etc.
 - Rearyard Setback – 10-feet
 - Interior Sideyard – 15-feet for the structure, 5-feet for the swimming pool/spa equipment
 - Street Sideyard for Corner Lots – 20-feet for the structure and for swimming pool/spa equipment
 - Maximum height – One-Story and 15-feet

- c. Development Standards for Enclosed Accessory Structures including Second Units:
 - Rearyard Setback – 20-feet
 - Interior Sideyard – 15-feet
 - Street Sideyard for Corner Lots – 20-feet
 - Separation from main structure – 10-feet
 - Maximum height – One-Story and 15-feet

(Note: The floor area for enclosed accessory structures shall be included in the sites' floor area ratios.)

- d. On Lot 2, the project developer may install the semi-circular driveway sufficient to accommodate guest driveway parking as generally shown on Exhibit B.

The maximum building height for the primary homes will accommodate the building heights of the proposed homes. The floor area ratio will allow for future building additions, including attached/detached second units, subject to the City's Administrative Design Review procedures. The 20-foot rear building setback for enclosed accessory structures replies to the requests of the neighbors on adjacent properties. Any changes will require a modification of the development plan following the review procedures defined in the Pleasanton Municipal Code.

Distribution of Building Models

The distribution of building models for Lot 2 and Lot 4 through Lot 31 is at the discretion of Ponderosa Homes, except that Lot 10 shall have the Plan 1A model, Lot 11 shall have the Plan 3D model, Lot 21 shall have the Plan 3C model, and Lot 22 shall have the Plan 3A model, reflecting Ponderosa's commitment to the neighbors for the entrances to the homes on these lots face Cameron Avenue.

Traffic and Circulation

Exhibit U is the traffic study that was completed for the previous proposal analyzing the "Existing/Approved Projects/Proposed Project" scenario. The City's Traffic Engineer stated that the previous analysis including mitigation measures is applicable to the proposed project with four additional units. Since the previously proposed project and proposed project is consistent with the Land Use Element of the Pleasanton General Plan, thereby not requiring an amendment to the General Plan, a build-out analysis was not required.

The 29 lots of this development using Cameron Avenue will generate approximately 290 trips per day and 23 a.m. peak hour trips and 30 p.m. peak hour trips. This traffic will use Cameron Avenue, Martin Drive, and Kamp Drive to reach Santa Rita Road. The following mitigation measures that were identified and required with the previous project will be required of the proposed development plan modification:

- **Santa Rita Road/Stoneridge Drive Intersection**
The results of the analysis indicate that the Santa Rita Road/Stoneridge Drive intersection currently operates at LOS E for the p.m. peak hour, and requires mitigation with/without this development to obtain an acceptable LOS D. The construction of a new southbound right-turn lane at this intersection will mitigate this intersection to LOS D and is needed with/without this development, as the combined traffic from all approved development projects produces the LOS E condition. Because this mitigation is considered to be a City-wide responsibility, the project developer's payment of City and Regional Traffic Impact Fees is considered to be its mitigation, and will be conditioned of this project.

- **Mohr Avenue/Santa Rita Road Intersection**
The Mohr Avenue/Santa Rita Road intersection operates at an acceptable level of service in both a.m./p.m. peak hours with the additional trips generated by the proposed project; however, the increase in the westbound traffic volume creates delay for the eastbound and westbound left-turn movements. The applicant has agreed to modify this intersection's signal timing to provide a protected/ permissive left-turn phasing for the eastbound/westbound approaches prior to the occupancy of the project. This signal modification will reduce the overall delay at the intersection and provide added safety during the peak hours.

- **Cameron Avenue Sidewalk**
Ponderosa Homes will construct a public sidewalk on the north side of Cameron Avenue from Palmer Drive to Martin Avenue. As shown on the development plan, the sidewalk will be a separated design across the entire project frontage and a monolithic design across the Hatch, Leuthauser, and Ketell properties. The sidewalk will be five feet in width; will be separated from the street curb/gutter by a five-foot wide landscape area increasing to 20 feet; and will be located entirely within the public right-of-way. No planter area will be provided where the sidewalk is monolithic. As conditioned, a homeowners association or maintenance association for this project will maintain the public right-way-of landscaping.

Constructing the sidewalk in front of the Leuthauser and Ketell properties will reduce the street pavement width from 28 feet to 26 feet so that the sidewalk can be constructed entirely within the street right-of-way and not encroach onto their properties. Adequate street right-of-way was set aside across the Hatch property to accommodate a monolithic design and maintain a 28-foot street width. Street parking will be provided on one side of Cameron Avenue.

- **Cameron Avenue Realignment**
The project traffic anticipated to be added to Cameron Avenue will not cause it to exceed its present LOS C condition. In reply to neighborhood concerns, Ponderosa Homes will as a traffic calming measure reconstruct Cameron Avenue across the entire project frontage with a curvilinear alignment shown on the PUD development plan replacing the present straight alignment. The City will abandon the unneeded street right-of-way on the south side of Cameron Avenue, the area between the existing and new curb locations, and then offer the surplus right-of-way to the south side property owners for incorporation into their front or side yards.
- **Traffic Calming**
The Planning Commission approved a raised speed table at the intersection of Martin Avenue with Cameron Avenue. The applicant has stated to staff that the speed table will be constructed with the subdivision improvements. The design will be reviewed by the City Engineer and the Traffic Engineer with the improvement plans.

Parking

There will be adequate parking provided in the development for both residents and their guests. The loop street serving the lots of this development will have parking provided on

both sides of the street. All residential lots covered by this development will include a three- to a four-car garage and a driveway apron that would accommodate from two- to four vehicles.

Tree Removal

Pursuant to the Tree Preservation Ordinance, Exhibit S is the updated tree report prepared by HortScience for the proposed project. The report concluded that 12 existing trees warranted saving; that 10 of these trees were located off-site on the Leuhauser and Selway properties; that eight of the trees to be saved qualified as Heritage trees according to the Pleasanton Municipal Code; and that 98 existing trees – predominantly English walnut species and California black walnut species – should be removed because of location with respect to buildings or streets or because of declining health. Staff concurs with the findings of the tree analysis.

As conditioned, Ponderosa Homes shall retain Tree #275, the 32-inch diameter English Walnut tree located on Lot 25, Tree #335, a 10-inch diameter coast live oak on the adjoining Larsen property, Tree #336, a 24-inch diameter Aleppo pine on the Larsen property, and Tree #337, a 25-inch diameter Aleppo pine on the Larsen property. As conditioned, Ponderosa Homes shall contribute \$1,900 to the City's Urban Forestry fund for the removal of Tree #201, a 35-inch diameter Monterey pine and Tree #312, an 18-inch diameter Mexican fan palm before issuance of a grading permit. The applicant concurs with this requirement. No contribution is recommended for the removal of the walnut trees.

Building Design

Three building plans are proposed: Plan One – 3,210 square feet, one-story in height with a three-car tandem-style garage, Plan Two – 3,633 square feet, one-story in height with a four-car tandem-style garage, and Plan Three – 3,691 square feet, one-story in height with a four-car side-by-side style garage. Each building plan includes four design styles: "Craftsman," "French Cottage," "Ranch," and "Traditional" with a total of 12 color palettes of three color palettes per elevation type.

The material/color palettes include a combination of light to dark-tone gray, beige, and brown body and trim colors, beige and gray flat concrete roof tiles, and beige and gray stone and red brick wainscots. The building colors will be provided to the Planning commission for review at the public hearing. At the neighbors' request, Ponderosa Homes designed the Plan Three models for Lot 11, Lot 21, and Lot 22 with the building entrance facing Cameron Avenue. Lot 11 would have the Plan 1 model with a front-facing entrance.

Ponderosa Homes will construct only single-story homes on these production lots. The single-story only provision for the main structures and for additions to a main structure will be conditioned with the PUD development plan. The previous project allowed a combination of one-story and two-story homes. The distribution of models for Lot 2, Lot 4 through Lot 9, Lot 12 through Lot 20, and Lot 23 through 31 is at the discretion of Ponderosa Homes based on customer preference. Staff concurs with this request and has drafted the applicable condition.

Staff considers the proposed building designs to be proportioned, designed, and detailed featuring a significant degree of variation in the building footprint. Staff's general comment is that the degree of material variation and design detailing on the front elevation should be applied to the rear and side building elevations thereby achieving a four-sided building design. Staff will work with the applicant on the material treatments of the building's rear and side elevations before the building permit stage. This comment is reflected as a draft condition of approval. The applicant concurs with this requirement.

Affordable Housing Agreement

In September, 2007, Ponderosa Homes executed an Affordable Housing Agreement for PUD-50. The original Affordable Housing Agreement will be amended to reflect the increase in density related to this proposal. The City Council will consider, and Ponderosa has agreed, to increasing its one-time payment of the Lower Income Housing Fee to include the four additional units; pay the current, higher fee for all 29 new units; and to further reduce rents for five units at the Gardens at Ironwood Senior Apartments for a period of 15 years. The amendment to the previous agreement would not require additional review by the Housing Commission prior to the PUD modification going to the Planning Commission.

Landscaping

The applicants have provided preliminary landscape designs for the planting strip along Cameron Avenue, the side yards for Lot 10, Lot 11, Lot 21, and Lot 22 facing Cameron Avenue, the front yards of the proposed production lots shown with Lot 9, and the bio-treatment retention swale along both sides of Street A. A variety of tree, shrub, and vine species are proposed. All trees are 24-inch box side species; shrub sizes are a combination of one- and five-gallon size. Turf is emphasized facing Cameron Avenue and de-emphasized on the interior lots. Staff considers the proposed landscape designs to be attractive, well-designed, and complement the building designs. As conditioned, the front yards of the production lots must be completely landscaped before the final inspection of the individual homes. The applicants concur with this requirement.

Urban Stormwater Runoff

A 10-foot wide vegetative bio-treatment retention swale will be installed along both sides of Street A to pretreat the storm water runoff from the public street and from the private yards and roof leaders from Lot 4 through 31. The swale will be located on private property in the public service easement and maintenance easement street right-of-way and will be maintained by either a Homeowners Association or a Maintenance Association. The City Engineer has reviewed and accepted the swale's design shown on the preliminary grading/utility plan. The swale's design will be shown in detail with the tentative subdivision map for review and approval by the Planning Commission.

Lot 2 will require the installation of a bio-treatment swale. Staff will review the swale's design at the building permit stage for this lot.

Green Building

The proposed homes are subject to the City's Green Building Ordinance. Exhibit B includes the Green Building checklist which lists 77 points for the proposed project. The

State's Green Building Standards Code (CALGreen) will also apply to the proposed development and is similar to the green building measures that the City's Green Building Ordinance currently requires. Staff will continue to work with the applicant to attempt to increase the Green Building points for the development. The applicant concurs with this requirement.

VI. PUD DEVELOPMENT PLAN FINDINGS

The Pleasanton Municipal Code sets forth the purposes of the Planned Unit Development (PUD) District and the considerations to be addressed in reviewing a PUD development plan proposal. These findings also apply to development plan modifications. The Planning Commission must make the following findings that the proposed PUD development plan modification conforms to the purposes of the PUD District, before making its recommendation.

1. Whether the proposed development plan is in the best interests of the public health, safety, and general welfare:

The proposed project as designed and conditioned meets all applicable City standards concerning public health, safety, and welfare, e.g., vehicle access, geologic hazards (new development not within a special studies zone), and flood hazards. Full public streets and water, storm, and sanitary sewer lines are present to serve the proposed lots on this site. Vegetative bio-treatment retention swales will be constructed to the pretreat stormwater runoff from this development before entering the City's storm drainage system.

Staff, therefore, believes that this finding can be made.

2. Whether the proposed development plan is consistent with the Pleasanton General Plan:

- The Pleasanton General Plan designates the Lehman-Selway property for Low Density Residential land uses, with a maximum density of less than 2.0 dwelling units per acre and a midpoint density of 1.0 dwelling unit per acre. The proposed density for this development is 1.6 dwelling units per acre following the General Plan's methodology of calculating density.
- Although the proposed density exceeds the mid-point, the City Council with its approval of RZ-97-02 exempted the Lehman-Selway property from providing on-site amenities. However, Ponderosa's commitment to reconstruct Cameron Avenue with a curvilinear alignment – reflected on the proposed development plan – for traffic calming purposes would be considered as an amenity benefiting the surrounding neighborhoods as well as the proposed project.

Staff, therefore, believes that this finding can be made.

3. Whether the proposed development plan is compatible with previously developed properties located in the vicinity of the plan:

- Staff considers the project site to be an infill property surrounded by a variety of existing residential. The proposed development plan incorporates numerous provisions – one-story only building heights, deep building setbacks, etc. – to integrate the design of the planned buildings on these lots with the surrounding area.
- All house construction activities are limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. All construction equipment must meet Department of Motor Vehicles (DMV) noise standards and shall be equipped with muffling devices.
- The proposed public streets are located in a manner which is consistent with City standards and which provides two points of access to the proposed development for access and/or emergency vehicle access purposes.

Staff, therefore, believes that this finding can be made.

4. Whether the proposed development plan is compatible with the natural, topographic features of the site:

- The proposed development plan is designed to reflect the site's existing topographic condition and to minimize impacts on adjoining properties.
- All private lots will be designed to drain to vegetative bio-treatment retention areas designed to pretreat stormwater runoff before entering the City's storm drain system.
- The proposed development's grading balances the requirements of being sensitive to the site and adjoining properties as well as proposing grading that is needed to create the proposed development.

Therefore, staff believes that this finding can be made.

5. Whether grading in conjunction with the proposed development plan takes into account environmental characteristics and is designed in keeping with the best engineering practices to avoid erosion, slides, or flooding, and to have as minimal an effect upon the environment as possible.

- Requirements of the California Building Code – implemented by the City at the Building Permit review – would ensure that building foundations and private street/on-site parking/driveway areas are constructed on satisfactorily compacted fill.
- Erosion control and dust suppression measures will be documented in the final subdivision map and will be administered by the City's Building and Public Works Divisions.

Staff, therefore, believes that this finding can be made.

6. Whether adequate public safety measures have been incorporated into the design of the proposed development plan:

- The subject property is not located in an Alquist-Priolo Special study zone.
- All construction will be designed to meet the requirements of the Uniform Building Code, other applicable City codes, and State of California mandated noise, energy, and accessibility requirements.
- The project site adjoins existing public streets with adequate emergency vehicle access. All streets meet City standards and are adequate to handle the anticipated traffic volumes.
- The project site includes installing a public sidewalk along the north side of Cameron Avenue to the existing pedestrian pathway adjoining Martin Avenue.
- Adequate access is provided to all structures for police, fire, and other emergency vehicles.

Staff, therefore, believes that this finding can be made.

7. Whether the proposed development plan conforms to the purposes of the PUD District:

The proposed PUD Development Plan sets forth the parameters for the development of the subject property in a manner consistent with the Pleasanton General Plan and with the surrounding area. The proposed PUD Development Plan implements the purposes of the City's PUD Ordinance by providing a development consisting of 29 new single-family detached homes and miscellaneous public infrastructure including streets, sidewalks, utilities, etc. Through the proposed design augmented by the recommended conditions applied to the proposed PUD Development Plan, the project will substantially conform to the requirements for development specified in the Pleasanton General Plan.

Staff, therefore, believes that this finding can be made.

VI. PUBLIC COMMENT

Public notices were sent to property owners living in an area generally defined by a portion of Stoneridge Drive, Martin Avenue, Mohr Avenue, and Eilene Drive. Exhibit W is the map of the public noticing area. Staff has not received any verbal or written comments pertaining to this proposal since the notices were sent 20 days before the Planning Commission hearing. Any comments or concerns from the adjacent owners or tenants will be forwarded to the Planning Commission. Ponderosa has also met with the neighbors individually and has held neighborhood meetings to obtain neighbor comments on the proposed modification.

VIII. ENVIRONMENTAL ASSESSMENT

Environmental review for the proposed project is covered by Exhibit C, the Initial Study/Negative Declaration. The proposed project is an infill residential development on a large, flat, vacant property served by existing infrastructure and surrounded by single-family developments. The impacts of this development are entirely within the context of an infill project and can be mitigated through standard City programs or can be mitigated through the conditions and requirements set forth with the draft conditions of approval. Staff, therefore, believes that the Negative Declaration can be issued in conformance with the standards of the California Environmental Quality Act (CEQA). If the Planning Commission concurs with this environmental assessment, it must make the finding that the Negative Declaration is appropriate prior to recommending approval of the proposed project.

IX. CONCLUSION

Staff believes that the proposed project is designed in a manner that is compatible with and sensitive to the restrictions posed by the site and by surrounding properties. The proposed homes are attractively designed and will be constructed on large lots reflecting the surrounding development pattern. The proposal will reconstruct Cameron Avenue with a curvilinear alignment for traffic calming; it will implement Green Building Measures; and it will include bio-treatment retention swales to treat its stormwater runoff. Staff, therefore, believes that the proposed development merits a favorable recommendation from the Planning Commission.

X. STAFF RECOMMENDATION

Staff recommends the Planning Commission forward Case PUD-50-01M to the City Council with a recommendation of approval by taking the following actions:

1. Make the finding that the proposed project will not have a significant environmental impact and adopt a resolution recommending approval of Exhibit C, the Initial Study/Negative Declaration;
2. Find that the proposed PUD development plan conforms to the Pleasanton General Plan and the purposes of the PUD Ordinance;
3. Make the PUD Development Plan Findings 1 through 7 as stated in the staff report; and,
4. Adopt a resolution recommending approval of Case PUD-50-01M subject to Exhibit A, Draft Conditions of Approval.

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