

RESOLUTION NO. PC-2018-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLEASANTON
APPROVING A DESIGN REVIEW APPLICATION AT 4722 HARRISON STREET
FOR ROBERT LYMAN AS FILED UNDER CASE NO. P17-0907

WHEREAS, Robert Lyman has applied for Design Review approval to retain an existing, approximately 1,042-square-foot, single-story single-family residence and to construct an approximately 2,404-square-foot, two-story, two-unit apartment building behind the existing residence and related site improvements located at 4722 Harrison Street; and

WHEREAS, zoning for the property is RM-1,500 (Multi-Family Residential), Core Area Overlay District; and

WHEREAS, the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332, (In-fill Development Projects), since: (1) the project is consistent with the applicable General Plan and zoning designations and regulations; (2) the project is within the City limits on a site less than five acres in size substantially surrounded by urban uses; (3) the project site has no value as habitat for endangered, rare or threatened species; (4) approval of the project would not result in any significant effects relating to traffic, noise, air quality of water quality; and (5) the project site can be adequately served by all required utilities and public services. Therefore, no additional environmental review is required; and

WHEREAS, on May 9, 2018, the Planning Commission held a duly-noticed public hearing and received testimony from the applicant and interested parties; and

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Pleasanton, based on the entire record of proceedings, including the oral and written staff reports and all public comment and testimony:

Section 1: Findings for Design Review Approval

With respect to the approval of P17-0907, the Planning Commission finds that the project was reviewed and approved based on the nine criteria as required by Section 18.20.030 of the Pleasanton Municipal Code which include the following:

1. Preservation of the natural beauty of the city and the project site's relationship to it;
2. Appropriate relationship of the proposed building to its site, including transition with streetscape, public views of the buildings, and scale of buildings within its site and adjoining buildings;
3. Appropriate relationship of the proposed building and its site to adjoining areas, including compatibility of architectural styles, harmony in adjoining buildings, attractive landscape transitions, and consistency with neighborhood character;

4. Preservation of views enjoyed by residents, workers within the city, and passersby through the community;
5. Landscaping designed to enhance architectural features, strengthen vistas, provide shade, and conform to established streetscape;
6. Relationship of exterior lighting to its surroundings and to the building and adjoining landscape;
7. Architectural style, as a function of its quality of design and relationship to its surroundings; the relationship of building components to one another/the building's colors and materials; and the design attention given to mechanical equipment or other utility hardware on roof, ground or buildings;
8. Integration of signs as part of the architectural concept; and
9. Architectural concept of miscellaneous structures, street furniture, public art in relationship to the site and landscape.

With respect to the above criteria, the Planning Commission finds that the project would preserve and enhance the City's aesthetic values and ensure the preservation of the public health, safety and general welfare since it would be consistent with the allowable height, setbacks and other pertinent development standards of the RM-1,500 zoning district in which it is located, and would improve an underutilized project site within the Downtown Specific Plan Area with two new market rate rental units, as well as enhance the site's appearance from the public right-of-way and adjacent properties. The building would be a "Minimal Traditional" architectural style with a variety of high quality materials including smooth texture composite lapped siding, smooth texture board-and-batten siding, smooth wood trim, and composition shingle roofing that would reflect and complement other buildings in the vicinity. The project would be well articulated across all elevations, including materials and color changes, to break up the two-story façades and provide visual relief. The project would include attractively designed landscaping and hardscape areas to complement the overall building design.

Section 2

The Planning Commission hereby approves Case P17-0907, the application of Robert Lyman for Design Review approval to retain an existing, approximately 1,042-square-foot, single-story single-family residence and to construct an approximately 2,404-square-foot, two-story, two-unit apartment building behind the existing residence and related site improvements located at 4722 Harrison Street, subject to the Conditions of Approval shown in Attachment 1, attached hereto and made part of this case by reference.

Section 3

This resolution shall become effective 15 days after its passage and adoption unless appealed prior to that time.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Pleasanton at a regular meeting held on May 9, 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Ellen Clark
Secretary, Planning Commission

David Nagler
Chair

APPROVED AS TO FORM:

Julie Harryman
Assistant City Attorney

EXHIBIT A
DRAFT CONDITIONS OF APPROVAL

P17-0907
4722 Harrison Street
May 9, 2018

The applicant is hereby notified, as part of this approval, that (s)he is required to satisfy and maintain compliance with the conditions of approval below. Where approval by the Director of Community Development, Planning Division, Director of Engineering/City Engineer, City Attorney, Chief Building and Safety Official, Fire Department or other City staff is required, review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations, and accepted practices related to the approval. In addition to complying with the conditions below, the applicant is required to comply with all applicable federal, state, and local laws that pertain to this project whether or not specifically noted herein.

This approval is granted for a Design Review approval to retain an existing, approximately 1,042-square-foot, single-story single-family residence and to construct an approximately 2,404-square-foot, two-story, two-unit apartment building behind the existing residence and related site improvements located on Assessor Parcel No. 094 015502000 at 4722 Harrison Street. Development shall be substantially as shown on the project materials listed below:

- a. Project plans, Exhibit B, prepared by Johnson Lyman Architects for Robert Lyman, dated "Received" on March 22, 2018, and kept on file in the Planning Division of the Community Development Department.
- b. Color and materials board prepared by Johnson Lyman Architects for Robert Lyman, dated "Received" on March 22, 2018, and kept on file in the Planning Division of the Community Development Department.
- c. Arborist Report prepared by Timothy C. Ghiradelli for Johnson Lyman Architects, dated October 18, 2017, and kept on file in the Planning Division of the Community Development Department.
- d. Environmental Noise Analysis prepared by RGD Acoustics for Robert Lyman, dated January 9, 2018, and kept on file in the Planning Division of the Community Development Department.
- e. Green Building Checklist prepared by Johnson Lyman Architects for Robert Lyman, dated "Received" on January 17, 2018, and kept on file in the Planning Division of the Community Development Department.

The project materials listed above are collectively the "Approved Plans".

THIS APPROVAL IS GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:

1. **APPROVAL AND REVISIONS:** The proposed development shall be in substantial conformance with the “Approved Plans”, except as modified by the following conditions. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development if found to be in substantial conformance with the approved exhibits. Planning Division approval is required before any changes are implemented in site design, grading, architectural design, house colors or materials, green building measures, landscape material, etc.
2. **EXPIRATION – DESIGN REVIEW:** This design review approval shall lapse 1 year from the effective date of approval unless a building permit is issued and construction has commenced and is diligently pursued towards completion, or the City has approved a time extension.
3. **CONDITIONS OF APPROVAL CHECKLIST:** The applicant shall submit a “Conditions of Approval Checklist” indicating all conditions in Exhibit A have been satisfied, incorporated into the building permit plans or improvements plans, and/or addressed. Said checklist shall be attached to all building permit and engineering permit submittals for review by the City prior to issuance of permits.
4. **GROWTH MANAGEMENT PROGRAM:** The project shall meet all requirements of the City’s Growth Management Program, as determined by the Director of Community Development; or Growth Management Agreement, if applicable.
5. **APPEAL PERIOD:** The building permit submittal will only be accepted after completion of the appeal period provided in the Municipal Code unless the applicant submits a signed statement acknowledging the plan check fees may be forfeited in the event the approval is overturned on appeal, or the design is significantly changed as a result of the appeal. In no case will a building permit be issued prior to the expiration of the appeal period.
6. **INDEMNIFICATION AGREEMENT:** To the extent permitted by law, the project applicant shall hold harmless, defend (with counsel acceptable to the City), and indemnify the City, its City Council, its officers, commissions, employees and agents from and against any claim, action, or proceeding brought by a third party against the indemnified parties and/or the applicant 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.

PLANNING DIVISION – 925-931-5600

Site Development and Building Design

7. **BUILDING MATERIALS AND COLORS:** The building materials and colors in the Approved Plans shall be stated on the building permit plans.

8. PAVING MATERIALS: The color, material, design, and product specifications for the paving materials used on-site shall be in conformance with the Approved Plans and included with the building permit submittal. The final paving design details and manufacturer's specifications shall be submitted for Director of Community Development review and approval prior to issuance of building permits. **(Project Specific Condition)**
9. WINDOWS: Wood-, fiberglass-, or vinyl-framed/sashed windows shall be utilized on the existing and new buildings. If fiberglass- or vinyl-framed/sashed windows are used, they shall have a similar frame and sash thickness as found on a traditional wood-framed/sashed window unless the required noise mitigation for this project prevents compliance with this requirement. Windows shall be recessed at least 1 inch from the outside face of wall, not including the depth of the trim surrounding the windows, unless the required noise mitigation for this project prevents compliance with this requirement. Manufacturer's specification sheets, details, and sections of the windows, and window treatments (sills, trim, etc.) shall be shown on the building permit plans and shall be subject to review and approval by the Director of Community Development prior to issuance of a building permit. **(Project Specific Condition)**
10. COLOR AND MATERIAL BOARD: Prior to issuance of a building permit, the applicant shall submit a color and material board that provides manufacturer's paint chips and physical samples representing the colors and finishes for the project. The color and material board shall be subject to the review and approval of the Director of Community Development. Additionally, the applicant shall specify a building trim color different from the second-floor body color of the apartment building. The building trim color shall be subject to the review and approval of the Director of Community Development **(Project Specific Condition)**
11. FENCE/WALL: All fencing and walls shall be shown on the construction plans with the building permit submittal. The design and location must be approved by the Planning Division and comply with all setback requirements.
12. LIGHTING PLAN: The applicant shall submit a lighting plan with the building permit submittal. The plan shall include photometric contours, manufacturer's specifications on the fixtures, and mounting heights. All exterior lighting including landscape lighting shall be directed downward and designed or shielded so as to not shine onto neighboring properties or streets. The photometrics shall be reviewed and approved by the City Traffic Engineer and Director of Community Development prior to building permit issuance. The type and location of all exterior light fixtures shall be reviewed and approved by the Director of Community Development prior to building permit issuance.
13. BUILDING SURVEY: The applicant shall submit a building survey and/or record of survey and a site development plan in accordance with the provisions of Chapter 18.68 of the PMC. These plans shall be approved by the Chief Building Official prior to building permit issuance. The site development plan shall include all required information to design and construct site, grading, paving, drainage, and utilities.

14. **PAD AND SETBACK CERTIFICATION:** The applicant shall submit a pad elevation certification prepared by a California licensed land surveyor or registered civil engineer to the Chief Building Official and Director of Community Development certifying the pad elevations and building locations (setbacks) are conforming to the approved plans, prior to receiving a foundation inspection for the structures.
15. **BUILDING HEIGHT CERTIFICATION:** The applicant shall submit a building height certification prepared by a California licensed land surveyor or civil engineer to the Director of Community Development before the first framing or structural inspection by the Building and Safety Division. The height of the structures shall be surveyed and verified as being in conformance to the approved building heights as shown on Exhibit B or as otherwise conditioned.
16. **FINAL INSPECTION:** Final inspection by the Planning Division is required prior to occupancy.
17. **TRANSFORMERS:** New electrical transformers shall be placed underground, or aboveground and screened from view to the satisfaction of the Director of Community Development. Details of the new electrical transformers, and any screening architecturally compatible with the building, shall be included in the building permit submittal and shall be subject to the review and approval of the Director of Engineering/City Engineer and Director of Community Development prior to building permit issuance.
18. **MECHANICAL EQUIPMENT – SCREENING:** The applicant shall effectively screen from view all ducts, meters, air conditioning equipment, and any other mechanical equipment, whether on the structure, on the ground, or on the roof, with materials architecturally compatible with the building. Screening details shall be shown on the plans submitted for building permit, the adequacy of which shall be determined by the Director of Community Development. All required screening shall be installed prior to final occupancy.
19. **TRASH ENCLOSURE:** All trash and refuse shall be contained completely within enclosures. Containers shall be stored within the enclosures at all times except when being unloaded. The enclosures shall be sized to accommodate trash, recycling, and green waste containers. The materials and colors of any new enclosures shall match or be compatible with the primary building on site and the gates shall be metal or solid wood unless otherwise approved by the Director of Community Development. Elevation drawings and plan details, including color and material of the enclosures noted, shall be included in the building permit submittal and shall be subject to the review and approval of the Director of Community Development prior to building permit issuance.
20. **RECYCLING AND COMPOSTING PROGRAMS:** The project shall comply with the current City/Pleasanton Garbage Service recycling and composting programs.

Green Building and Sustainability Measures

21. PHOTOVOLTAIC AND SOLAR WATER HEATING SYSTEMS: All residences within the apartment building only shall be constructed to allow for future installation of a photovoltaic (PV) system and a solar water heating system. The measures shall be shown on the building permit plans for review and approval by the Director of Community Development prior to building permit issuance. The applicant shall provide the future owners the necessary information delineating the means by which photovoltaic panels can be applied to the roofs of the structures covered by this approval. This information shall be reviewed and approved by the Director of Community Development prior to occupancy of the first unit. The applicant shall comply with the following requirements for making all units on the subject site photovoltaic-ready and solar water heating-ready:
- a. Electrical conduit and cable pull strings shall be installed from the roof/attic area to the buildings' main electrical panels;
 - b. 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;
 - c. Engineer the roof trusses to handle an additional load as determined by a structural engineer to accommodate the additional weight of a prototypical photovoltaic system beyond that anticipated for roofing;
 - d. Plumbing shall be installed for solar-water heating; and
 - e. Space shall be provided for solar-heating tank.
22. GREEN BUILDING – RESIDENTIAL NEW CONSTRUCTION: Prior to building permit issuance, a list of the green building measures used in the design, covered by this approval, shall be provided to the Planning Division for review and approval by the Director of Community Development. The units within the apartment building covered by this approval shall be designed to achieve a "certified rating" of a minimum of 50 total points, achieving at least the minimum points in each category, using BuildItGreen's current Green Points rating system. The green building measures shall be shown on the building permit plans submitted to the Building and Safety Division. Each proposed point identified shall have a notation indicating the sheet(s) the point can be found. A special inspection by the Planning Division shall be coordinated with regards to exterior materials. Prior to building permit final, 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 applicant shall provide written verification by the project engineer, architect, landscape architect, or designer. (Per PMC 17.50)

Construction Practices and Noticing

23. WORK HOURS: All demolition and construction activities, inspections, plan checking, material delivery, staff assignment or coordination, etc., shall be limited to the hours of 8 a.m. to 5 p.m., Monday through Saturday. No construction shall be allowed on State or Federal Holidays or Sundays. The Director of Community Development may allow earlier "start times" or later "stop times" for specific construction activities, e.g., concrete pouring. All construction equipment shall 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.

24. CONSTRUCTION PARKING: 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 subject to receipt of a temporary conditional use permit (per PMC 18.116.010.E).
25. CONSTRUCTION TRAILERS: A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.
26. CONSTRUCTION AND PARKING MANAGEMENT PLAN: The applicant shall prepare a construction and parking management plan to address impacts and parking demands during the construction phase of the project. The construction and parking management plan shall be subject to review and approval by the City Traffic Engineer and Director of Community Development prior to issuance of a demolition permit, or the first building permit, whichever comes first. The following items shall be incorporated into the construction and parking management plan:
 - a. Show truck route for construction and delivery trucks that does not include neighborhood residential streets, unless approved by the City Traffic Engineer;
 - b. Show construction vehicles and equipment parking area, materials storage, temporary fencing, construction trailer location, and construction contractors/workers parking area.
 - c. Sidewalk closure or narrowing is not allowed during on-site construction activities without prior approval by the City.
27. PORTABLE TOILETS: Portable toilets used during construction shall be kept on the project site and as far as possible from existing residences and shall be emptied to prevent odor.
28. EXCESS SOIL AND SOIL STOCKPILING: All excess soil from the site shall be off-hauled from the site and disposed of in a lawful manner. No temporary stockpiling of dirt on this site shall occur without specific review and approval by the Director of Community Development.
29. NOTICE OF CONSTRUCTION: Prior to construction, the applicant shall notify neighbors within 300-feet of the project site of the construction schedule in writing. Such notice shall include contact names and numbers for property owner, agent or contractor.
30. DISTURBANCE COORDINATOR: The applicant shall designate a "disturbance coordinator" who shall be responsible for responding to any local complaints regarding construction noise, dust, construction parking, etc. The coordinator (who may be an employee of the general contractor) shall determine the cause of the complaint and shall require the implementation of reasonable measures warranted to correct the problem. A telephone number of the disturbance coordinator shall be posted on the construction site fence and on the notification sent to neighbors adjacent to the site. The sign shall also list an emergency after-hours contact number for the disturbance coordinator, or designee.

31. **CULTURAL RESOURCES:** If any prehistoric or historic artifacts, or other indication of cultural resources are found once the project construction is underway, all work shall 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 the State California Environmental Quality Act (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 their authorized representative. A similar note shall appear on the building permit and/or improvement plans.

Legal Agreements and Fees

32. **FEES:** The applicant shall pay any and all fees to which the property may be subject, prior to issuance of grading and/or building permits, or prior to recordation of the final map, whichever is applicable. The type and amount of the fees shall be those in effect at the time the permit is issued.
33. **WATER FEES AND WATER METER CONNECTION FEES:** The applicant shall pay the applicable Zone 7 and City connection fees and water meter cost for any water meters and irrigation meters, if applicable, prior to building permit issuance.
34. **SEWER FEES:** The applicant shall pay the applicable Dublin-San Ramon Services District (DSRSD) and City sewer permit fees prior to building permit issuance.
35. **SCHOOL IMPACT FEES – RESIDENTIAL NEW CONSTRUCTION:** Applicant shall work with the Pleasanton Unified School District (PUSD) to develop a program to offset this project's long term effect on school facility needs in Pleasanton. 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 building permit issuance. Written proof of compliance with this condition shall be provided by applicant to the City, on a form generated by the PUSD, prior to building permit issuance.
36. **DISCLOSURES:** All residential units covered by this approval shall include disclosure statements in the lease documents indicating the following:
- a. Residents, tenants, guests, etc., are prohibited from parking on the driveway apron.
 - b. Boats, trailers, campers, motor homes, and other recreational vehicles are not allowed to be parked or stored on-site.
 - c. Garages shall not be modified or used for storage in a manner that would interfere with the ability to park cars within the garages of the units and each resident shall utilize the garages for parking of vehicles only.

- d. The property is in an area subject to noise, activity, and traffic impacts associated with a downtown location.
- e. The property is in the adjacency of the Union Pacific Railroad and possible noise, including noise from train whistles and horns, and vibration impacts from said railroad.

Wording for these disclosures shall be written in simple/plain language and shall be submitted to the City Attorney for review and approval prior to building permit issuance. The property owner/property manager shall be responsible for enforcing items a-c above.

BUILDING AND SAFETY DIVISION – 925-931-5300

37. UNIVERSAL DESIGN: Unless otherwise approved by the Director of Community Development, all new units, including those otherwise required to be adaptable, shall provide the following features:
- a. Pre-wire for both audible and visual capability of doorbell within unit.
 - b. Balcony/patio floor level not more than one-half inch lower than floor level within the unit at doorway.
 - c. Windows considered suitable for viewing shall have a 36-inch maximum sill height above finish floor.
 - d. 44-inch minimum hallway width and 32-inch minimum clear door opening width for all doorways within units (baseboard may encroach into the minimum hallway width).
 - e. Lever-type handles on all doors.
 - f. An 18-inch minimum clear floor space beside door on pull side at the latch jamb.
 - g. All receptacle or other wall outlets, 18-inch minimum height to bottom of outlet box above finish floor.
 - h. Rocker type light switches installed 44 to 48 inches to top of outlet box above finish floor, and thermostats 48-inches maximum height to all operating buttons or features.
 - i. Variable height (28 to 42 inches above finish floor) work surfaces such as cutting boards, countertops, sinks, and/or cooktops in kitchens. A minimum of two 15-inch wide cutting boards at variable heights may satisfy this requirement.
 - j. Loop handle pulls on drawers and cabinet doors or touch hardware instead of knobs.
 - k. Full-extension pull-out drawers, shelves and racks in base cabinets.
 - l. Full height pantry storage, with easy access pull-out and/or adjustable height shelves.
 - m. Front-mounted controls on all appliances where practical and whenever requested by residents.
 - n. Adjustable height closet rods and shelves, or the installation of backing to provide for future adjustable height rods and shelves as needed by residents.
 - o. Single-lever water controls at all plumbing fixtures and faucets.
 - p. Hand-held shower head, or combination shower head with hand-held capability.

- q. Blocking in walls around toilet, tub, and shower for future installation and/or relocation of grab bars.

ENGINEERING DEPARTMENT – LAND DEVELOPMENT – 925-931-5655

Design

38. DESIGN PER CITY STANDARDS: All public improvements shall be designed in compliance with the City Standard Specifications and Details in effect at the time of the issuance of the encroachment, grading, or subdivision permit, whichever occurs first.
39. WATER SERVICE: The applicant's California licensed civil engineer shall design the water service, including water meter(s), reduced pressure backflow device(s) and, if needed, double check detector check assembly, in conformance with the Municipal Code, City Standard Specifications and Details in effect at the time of the issuance of the encroachment permit, and subject to the review and approval of the Director of Engineering/City Engineer. **(Project Specific Condition)**
40. CONDITIONS OF APPROVAL: The Conditions of Approval shall be depicted on a plan sheet(s) in the improvement plans.
41. IMPROVEMENT PLANS: The applicant's California licensed civil engineer shall prepare improvement plans that include the plan and profile of all proposed streets; typical and special cross sections; existing and proposed sanitary sewer storm drain, and water improvements; grading; curb ramps, sidewalk, and driveways; subdrains; fire hydrants; street lights; repair or replacement of deficient frontage improvements; construction of frontage improvements; flood zone limits; seismic fault zone limits; existing and proposed easements; existing and proposed lot lines; storm water pollution control plan; storm water management plan; and other details as determined by the Director of Engineering/City Engineer.
42. DUST CONTROL PLAN: The applicant shall submit a written dust control plan or procedure with the first submittal of the grading and improvement plans to the Engineering Department subject to the review and approval of the Director of Engineering/City Engineer.

Construction

43. SIDEWALK RECONSTRUCTION: The applicant shall reconstruct approximately 25 linear feet of deficient sidewalk along the project frontage in compliance with the City Standard Specifications and Details in effect at the time of the issuance of the encroachment permit. **(Project Specific Condition)**
44. RESTORATION OF HARRISON STREET: Prior to final occupancy, the applicant shall apply a slurry seal treatment to northbound and southbound Harrison Street along the development's frontage with limits from gutter lip to gutter lip. **(Project Specific Condition)**

45. CONSTRUCTION PER CITY STANDARDS: All public improvements shall be constructed in compliance with the City Standard Specifications and Details in effect at the time of the issuance of the encroachment, grading, or building permit, whichever occurs first.
46. ENCROACHMENT AND HAUL ROUTE PERMITS: The applicant's contractor shall obtain an encroachment and haul route permit from the Engineering Department prior to moving equipment to the project site or performing work in the public right of way or within public easements. The applicant's contractor shall submit a completed and signed encroachment permit application accompanied with six copies of City-approved improvement plans, proof of insurance with endorsement adding the City as an additional insured, a copy of a valid City of Pleasanton business license, applicable fees, and other requirements determined by the Director of Engineering/City Engineer.
47. DAMAGE TO EXISTING PUBLIC AND PRIVATE IMPROVEMENTS: The applicant shall repair damage to existing public and private improvements on and near the project site and along the haul route at their full expense caused by construction activities as determined and to the satisfaction of the Director of Engineering/City Engineer.
48. AS-BUILT DRAWINGS: The applicant's California licensed civil engineer shall submit signed and stamped as-built drawings and AutoCAD files for the construction of the public improvements and stormwater treatment system subject to the review and approval of the Director of Engineering/City Engineer and prior to the release of the performance and labor and materials bond.

Utilities

49. SEPTIC TANKS: The applicant shall abandon all existing on-site septic tanks or holding tanks in compliance with the Alameda County Department of Health Services requirements prior to issuance of the encroachment, grading, or building permit, whichever occurs first, unless otherwise approved by the Director of Engineering/City Engineer.
50. DESTRUCTION AND ABANDONMENT OF WATER WELLS: The applicant shall destroy or abandon all existing on-site water wells in compliance with Alameda County Ordinance 73-68 and submit a copy of the Alameda County permit prior to issuance of the encroachment, grading, or building permit, whichever occurs first, to the Engineering Department unless otherwise approved by the Director of Engineering/City Engineer.
51. CONTINUED USE OF EXISTING WATER WELLS: The applicant shall notify the Engineering Department in writing of Zone 7's desire to retain any water well concurrently with the first plan check of the improvement plans. The applicant shall submit a written request to the Director of Engineering/City Engineer for approval for the temporary use of an existing water well(s) for construction water or for permanent use such as non-potable outdoor landscaping irrigation. The applicant shall install two reduced pressure backflow devices, one at the domestic water meter(s) and one at the existing water well(s) to remain, on all lots where the existing water well is to remain.

52. SANITARY SEWER CONNECTIONS: The applicant shall provide the proposed building with an independent connection to the public sanitary sewer main as provided for in the Municipal Code.
53. WATER LATERALS: The applicant shall provide the proposed building with an independent connection to the public water main as provided for in the municipal Code.
54. EXISTING WATER METERS: The applicant's California licensed civil engineer shall depict existing water meters on the improvement plans including their size, flow rate and serial numbers.
55. JOINT UTILITY TRENCH: All dry utilities (electric power distribution, gas distribution, communication service, cable television, street lights and alarm systems) required to serve an existing or new development shall be installed in underground conduit in a joint utility trench subject to the review and approval of the Director of Engineering/City Engineer.
56. UTILITY VAULTS: The applicant shall set existing and proposed utility vaults to the grade of adjacent curb and/or sidewalk as determined by and subject to the review and approval of the Director of Engineering/City Engineer.

Fees and Bonds

57. IMPROVEMENT PLAN REVIEW FEES: The applicant shall pay all applicable plan check review fees to the Engineering Department with the first submittal of the improvement plans. **(Project Specific Condition)**
58. EROSION CONTROL AND HAZARD MITIGATION BOND: The applicant shall submit a refundable cash deposit to the Engineering Department for erosion control and hazard mitigation in an amount determined by the Director of Engineering/City Engineer prior to issuance of an encroachment permit. The City will retain the cash deposit until all work is substantially complete, all areas are stabilized, and all hazards are mitigated to the satisfaction of the Director of Engineering/City Engineer.

Stormwater and Provision C.3 of the National Pollutant Discharge Elimination System Permit

59. STORMWATER TREATMENT – SMALL PROJECTS: The project creates and/or replaces between 2,500 square feet and 10,000 square feet of impervious surface. The applicant's California licensed civil engineer shall include one or more of the following site design measures on the improvement plans subject to the review and approval of the Director of Engineering/City Engineer that shall be installed prior to the issuance of the certificate of occupancy:
 - a. Direct roof runoff into cisterns or rain barrels for reuse;
 - b. Direct roof runoff onto vegetated areas;
 - c. Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas;
 - d. Direct runoff from driveways and/or uncovered parking lots onto vegetated areas;
 - e. Construct sidewalks, walkways, and/or patios with permeable surfaces; or

- f. Construct bike lanes, driveways, and/or uncovered parking lots with permeable surfaces.
60. **STORMWATER POLLUTION CONTROL PLAN:** The project will disturb less than 1 acre of land during the construction phase. The applicant shall include a Stormwater Pollution Control Plan (SWPCP) on the improvement plans with the first improvement plans review submittal to the City. The SWPCP shall include Stormwater Best Management Practices (BMPs) to be used at the project site for review and approval by the Director of Engineering/City Engineer. The applicant, general contractor and all subcontractors and suppliers of materials and equipment shall implement these BMPs. All construction projects shall be conducted in a manner which prevents the release of hazardous materials, hazardous waste, polluted water, and sediments to the storm drain system.
61. **LANDSCAPE DESIGN:** Landscape shall be designed to minimize runoff, promote surface filtration, and minimize the use of fertilizers and pesticides that contribute to stormwater pollution. Examples include: (a) design structures to prohibit the entry of pests, minimizing the need for pesticides; (b) install appropriate plants for the location in accordance with appropriate climate zones; and (c) install and maintain landscaping to treat stormwater runoff.

FIRE DEPARTMENT – 925-454-2361

62. **FIRE HAZARDS:** The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.
63. **FIRE PROTECTION FACILITIES:** Prior to any construction framing, the applicant 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.
64. **WATER FLOW AND CONTROL VALVES:** 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.
65. **ELECTRICAL CONDUIT:** Electrical conduit shall be provided to each fire protection system control valve including all valve(s) at the water connections. The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.
66. **LISTED:** All commercial, industrial, and multi-family residential occupancies shall have valve tamper and water flow connected to a listed Central Station Service in accordance with NFPA 72. Fire Department plan check includes specifications, monitoring, installation, and alarm company certificates. Fire alarm control panel and remote annunciation shall be at location(s) approved by the Fire Prevention Bureau. All systems shall be point identified by individual device and annunciated by device type and point.

67. PREMISES IDENTIFICATION: Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12-inch high by 1-inch stroke. In all cases address numerals shall be of contrasting background and clearly visible in accordance with the Livermore-Pleasanton Fire Department Premises Identification Standards. This may warrant field verification and adjustments based upon topography, landscaping or other obstructions.
68. FINAL INSPECTION: Prior to request for final inspection, all access roads, on-site access and fire hydrants shall be provided. All fire hydrants shall be accepted, inspected and tested to applicable City Standards.

LANDSCAPE ARCHITECTURE DIVISION – 925-931-5672

Landscaping

69. LANDSCAPING: Detailed landscape and irrigation plans encompassing all planting areas, both on-site and off-site, shall be included in the building permit plans. All plans shall be prepared by a licensed landscape architect and shall provide the species, location, size, quantities, and spacing of all plants. Minimum plant sizes are 1-gallon containers for ground cover, 5-gallon containers for shrubs, and 15-gallon containers for trees. Plant species shall be of a drought-tolerant nature and the irrigation design shall utilize low-volume drip, bubbler, or other water conserving irrigation systems to the maximum extent possible. The drawings shall be reviewed and approved by the City Landscape Architect prior to building permit issuance.
70. WATER EFFICIENT LANDSCAPE ORDINANCE (WELO): The project shall comply with the City of Pleasanton's Water Efficient Landscape Ordinance (WELO) and Bay Friendly Basics Landscape Checklist. The applicant shall submit a Landscape Documentation Package in PDF format to the Landscape Architecture Division, which shall be subject to review and approval by the City Landscape Architect prior to building permit issuance. The Landscape Documentation Package shall include:
- a. Project Information;
 - b. Water Efficient Landscape Worksheet;
 - c. Soil management report;
 - d. Landscape design plan;
 - e. Irrigation design plan; and
 - f. Grading design plan.
71. CERTIFICATE OF COMPLETION: Upon completion of construction and prior to final inspection by the Building and Safety Division, the applicant's landscape architect shall submit a Certificate of Completion Package in PDF format to the Landscape Architecture Division for review and approval. The Certificate of Completion Package shall include:
- a. Project information sheet;
 - b. Certificate of installation according to the landscape documentation package;
 - c. Irrigation scheduling;
 - d. Schedule of irrigation, landscape and irrigation maintenance;
 - e. Landscape irrigation audit report; and

- f. Soil management report (if not previously submitted).
72. LANDSCAPING INSTALLATION: Prior to building permit final, all landscaping as shown on the approved building permit set, shall be reviewed, approved, installed, and inspected by the Landscape Architecture Division.
73. CONCRETE CURBS: 6-inch vertical concrete curbs, with curb cuts or flush curbs with wheel stops, if determined to be acceptable by the Director of Engineering/City Engineer and Director of Community Development, shall be installed between all paved and landscape areas, in conformance with the City's Standard Specifications and Details.
74. BACKFLOW AND IRRIGATION METER SCREENING: All backflow prevention devices, above ground irrigation controls, and above ground irrigation meters shall be located and screened to minimize their visual impacts. These devices with their proposed screening shall be shown on the landscaping and utility plans submitted with the building permit plans or improvement plans, clearly marked "above ground" or "below ground" on the plans, and shall be subject to the review and approval of the City Landscape Architect prior to their installation. If above-ground, they shall be painted forest green or an equivalent dark-green color. Screens shall consist of berms, walls, or landscaping satisfactorily integrated into the landscape plan. Landscape screens shall include shrubbery designed by species and planting density to establish a complete screen within 1 year from the date of planting. Weather protection devices, such as measures to protect pipes from freezing, shall require approval by the City Landscape Architect prior to use; at no time shall fabric or other material not designed and/or intended for this purpose be wrapped around or otherwise placed on these devices.
75. AGREEMENT: The applicant shall enter into a Landscape Maintenance Agreement with the City, approved by the City Attorney, which guarantees all landscaping included in the project will be maintained at all times in a manner consistent with the approved landscape plan. Said agreement shall be recorded and run with the land for the duration of the existence of the structures located on the subject property.

Trees

76. TREE REMOVAL MITIGATION: Any trees approved to be removed by the City shall have its full value paid into the City's Urban Forestry Fund. A credit for replanting an approved removed tree shall be as follows:
- a. \$200 credit for a 15-gallon size replacement tree;
 - b. \$400 credit for a 24-inch box size replacement tree; and
 - c. \$800 credit for a 36-inch box size replacement tree.
77. TREE BOND: Any tree affected by development/construction must be protected per the Municipal Code. The applicant shall post cash, letter of credit, or other security satisfactory to the Director of Engineering/City Engineer, for all Heritage Trees and any other significant tree as deemed by the City Landscape Architect. This bond or security will be for the value of the tree, up to a maximum of \$25,000, and shall be held for a minimum of 1 year following acceptance of public improvements of completion of construction, whichever is later, and shall be forfeited if the trees are destroyed or

substantially damaged. An arborist shall be onsite during any tree work (i.e. root pruning, trimming, setting up tree protection, etc.). The bond or security may be released early with a certification letter by the arborist confirming he/she was present during said tree work and work was performed in accordance with the arborist's recommendations.

78. **ROOT CUTTING:** The applicant shall comply with the following tree root cutting requirements:
- a. Roots 1-inch in diameter or larger to be removed shall be cleanly cut with a hand saw. Roots smaller than 1-inch in diameter are not considered to be significant and may be removed by the most efficient means.
 - b. Roots larger than 2-inches in diameter and within 8-feet of the tree trunk shall not be cut or ground unless prior approval has been received from the Landscape Architecture Division.
 - c. Roots of any diameter farther than 8-feet from the tree trunk, which are in conflict with the proposed work may be ground a maximum of one-half of their diameter. Work of this nature shall only be performed using a mechanical stump grinder and only by personnel familiar with its operation.
 - d. Roots up to 6-inches in diameter and farther than 8-feet from the tree trunk may be removed if they are in conflict with the proposed work. Roots that are removed shall be cleanly cut using a hand saw.
79. **ROOT CONTROL BARRIER:** The applicant shall provide root control barriers and 4-inch perforated pipe for parking lot trees, street trees, and trees in planting areas less than 10-feet in width, as determined necessary by the City Landscape Architect. Root barriers shall be located along the edge of the pavement and shall extend 5-feet to either side of the tree trunk. Information and details shall be included in the landscape plan submittal for review and approval by the Landscape Architecture Division.
80. **TREE PRUNING:** Pruning shall be conducted by a certified arborist familiar with the International Society of Arboriculture (ISA) pruning guidelines and shall comply with the guidelines established by the ISA, Tree Pruning Guidelines, current edition, to maintain the health of the trees.
81. **TREE PROTECTION FENCING:** Prior to issuance of a grading or building permit, the applicant shall install temporary 6-foot tall chain-link fencing (or other fence type acceptable to the Landscape Architecture Division) outside of the existing tree drip lines. The location of the tree protection fencing shall be shown on the demolition plans (if applicable), grading, building, and/or landscape plans. The fencing shall remain in place until final landscape inspection by the Landscape Architecture Division. Removal of such fencing prior to approval may result in a "stop work order."

82. PROJECT PLANS: The following statements shall be printed on the demolition, grading and landscape plans where applicable to the satisfaction of the City Landscape Architect prior to issuance of building permits:
- a. No existing tree may be trimmed or pruned without prior approval by the City Landscape Architect.
 - b. Utilize best efforts to locate any new utility trenches outside of the existing canopy of the trees to be saved. If this is not feasible, the applicant shall submit a report from a certified arborist acceptable to the City indicating trenching will not be detrimental to the health of the tree.
 - c. Nothing may be stored within the dripline of the tree canopies. This includes equipment, oil, gas, chemicals, harmful materials, fill or storage.
 - d. No oil, gasoline, chemicals, or other harmful materials shall be deposited or disposed within the dripline of the trees or in drainage channels, swales, or areas that may lead to the dripline.
 - e. No sign, wires, or ropes shall be attached to the trees.
 - f. No stockpiling/storage of construction materials, fill, etc., shall take place underneath or within 5-feet of the dripline of the existing trees.
 - g. No equipment or temporary structures shall be placed within or beneath the dripline of the existing trees.

Failure to comply with these requirements may result in a “stop work order”.

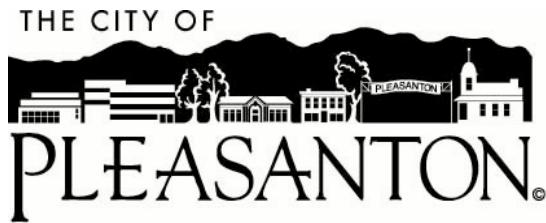
**OPERATIONS SERVICES DEPARTMENT – ENVIRONMENTAL SERVICES/UTILITIES
DIVISION – 925-931-5500**

83. RECYCLED WATER: Recycled water should be used on site during the grading and construction period. However, under any declared stage of water shortage, recycled water must be used throughout the grading and construction period.

TRAFFIC ENGINEERING DIVISION – 925-931-5677

Traffic Control

84. TRAFFIC CONTROL MEASURES: Comprehensive traffic control measures shall be implemented during construction, including scheduling of major truck trips and deliveries, to avoid peak travel hours. If necessary, as determined by the City Traffic Engineer, proper lane closure procedures such as flagger stations, signage, cones, and other warning devices shall be implemented during construction.
85. TRUCK ROUTES: The haul route for all materials to and from the project site shall be reviewed and approved by the City Traffic Engineer prior to building permit issuance and shall include the provision to monitor the street surfaces used for the haul route so that any damage and debris attributable to the haul trucks is identified and corrected at the expense of the applicant.
86. TRAFFIC IMPACT FEES: The applicant shall pay any traffic impact fees for the development as determined by the City Traffic Engineer. The fee shall be paid prior to building permit issuance.



Planning Commission Agenda Report

February 28, 2018
Item 6.c.

SUBJECT:	P17-0907
APPLICANT:	Robert Lyman, Johnson Lyman Architects
PROPERTY OWNER:	Dennis Winslow
PURPOSE:	Workshop to review and receive comments on a Design Review application to retain an existing, approximately 1,042-square-foot, single-story single-family residence and to construct an approximately 3,841-square-foot, two-story, two-unit apartment building behind the existing residence and related site improvements.
LOCATION:	4722 Harrison Street
GENERAL PLAN:	High Density Residential
SPECIFIC PLAN:	Downtown Specific Plan – High Density Residential
ZONING:	RM-1,500 (Multi-Family Residential), Core Area Overlay District
EXHIBITS:	A. Discussion Topics B. Project Plans dated “Received January 17, 2018” C. Arborist Report dated October 18, 2017 D. Location and Notification Map

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the proposed Design Review application, hear public comments, and provide comments to staff and the applicant. No formal action will be taken on this project.

EXECUTIVE SUMMARY

The applicant, Robert Lyman, is proposing to retain an existing, approximately 1,042-square-foot, single-story single-family residence and to construct an approximately 3,841-square-foot, two-story, two-unit apartment building behind the existing residence and related site improvements at 4722 Harrison St. As proposed, the project conforms to the General Plan, Downtown Specific Plan, and zoning requirements. The project is being presented as a workshop item to allow the Planning Commission an early opportunity to review the plans and provide direction to staff and the applicant on any identified design issues. The

workshop also provides the public with an early opportunity to review and comment on the project.

BACKGROUND

On February 24, 2017, the applicant submitted a Preliminary Review application with a proposal to retain the existing residence and construct three new apartment units within two new buildings and related site improvements at 4722 Harrison St. Staff was supportive of a project that would retain and improve the existing residence on the project site, but had concerns related to the proposed layout, on-site parking, aesthetics, architectural styling, and the need for the design of the buildings to be consistent with the Downtown Specific Plan and Downtown Design Guidelines. Specifically, staff had concerns related to the proposed number of units versus the proposed on-site parking and also with the lack of a clear traditional architectural style to better reflect the visual character of downtown and be consistent with the Specific Plan and Design Guidelines.

On October 20, 2017, the applicant submitted a formal application for Design Review to retain and renovate the exterior of the existing residence and to construct an approximately 3,841-square-foot, two-story, two-unit apartment building behind the existing residence along with related site improvements. Three key changes from the Preliminary Review submittal included: (1) reducing the total number of new units from three to two; (2) providing the minimum code-required on-site parking to accommodate the existing and proposed units; and (3) redesigning the proposed new units to be more compatible with the architectural character of downtown.

There have been a number of recently approved and/or completed residential infill projects in the downtown in recent years, including housing types, ranging from apartments to single-family homes. Examples of this include:

- 4693, 4703, and 4715 Augustine Street and 301, 305, and 309 Augustine Place
- 4791 Augustine Street
- 4745 Augustine Street
- 4664, 4676, and 4682 Augustine Street

There also have been other PUD applications elsewhere in downtown that have recently been approved that retained existing on-site structures and developed the project site with additional detached or attached for sale or rental units. These projects are located at 560 St. John St. and 377 St. Mary St. During review of these projects, staff and Planning Commission comments have frequently addressed issues similar to those noted above for this project, including the need to include appropriately scaled buildings and accommodate necessary on-site parking and open space.

It should also be noted that the City is currently undertaking an update to the Downtown Specific Plan. While the Task Force appointed to guide the Specific Plan update has emphasized the need for infill projects to be “context-sensitive” with design that is consistent and compatible with the existing scale and character, the group has remained supportive of allowing for this type of development as a means to encourage more affordable and compact housing on infill sites in downtown.

SITE AND AREA DESCRIPTION

The project site is located within the southwestern part of the Downtown Specific Plan Area that comprises both single- and two-story attached and detached residential units. The subject site is approximately 150 feet from the Union Pacific Railroad tracks, measured from the tracks to the closest property line of the project site. Figures 1 and 2 show an aerial photograph and street-scene view of the subject site and the existing residence.

The subject property is located on the east side of Harrison Street, is approximately 0.17 acres in area, is generally rectangular in shape, and is relatively flat. There is an existing, single-story, single-family residence that fronts Harrison Street. Additionally, a detached two-car garage with an open-sided patio cover is located towards the rear of the project site and accessed from a single driveway off Harrison Street. Perimeter fencing is installed along the north, south, and east sides of the property and a low, approximately three-foot tall, open-style wood picket fence encloses the front yard. The existing single-family residence is approximately 1,042 square feet in area, and since it was built in 1949, was not evaluated in the City's Historic Resource Survey which address properties built pre-1942. Four mature trees are scattered throughout the eastern portion of the project site and one City street tree is planted along the project site frontage. Two of the existing trees, an English Walnut (on-site) and a Modesto Ash (the street tree), qualify as Heritage Trees.

The properties adjacent to the subject parcels include a mix of both single- and multi-family units and most lots share a similar relatively narrow, but deep, configuration.

Figure 1: Aerial photograph of project site

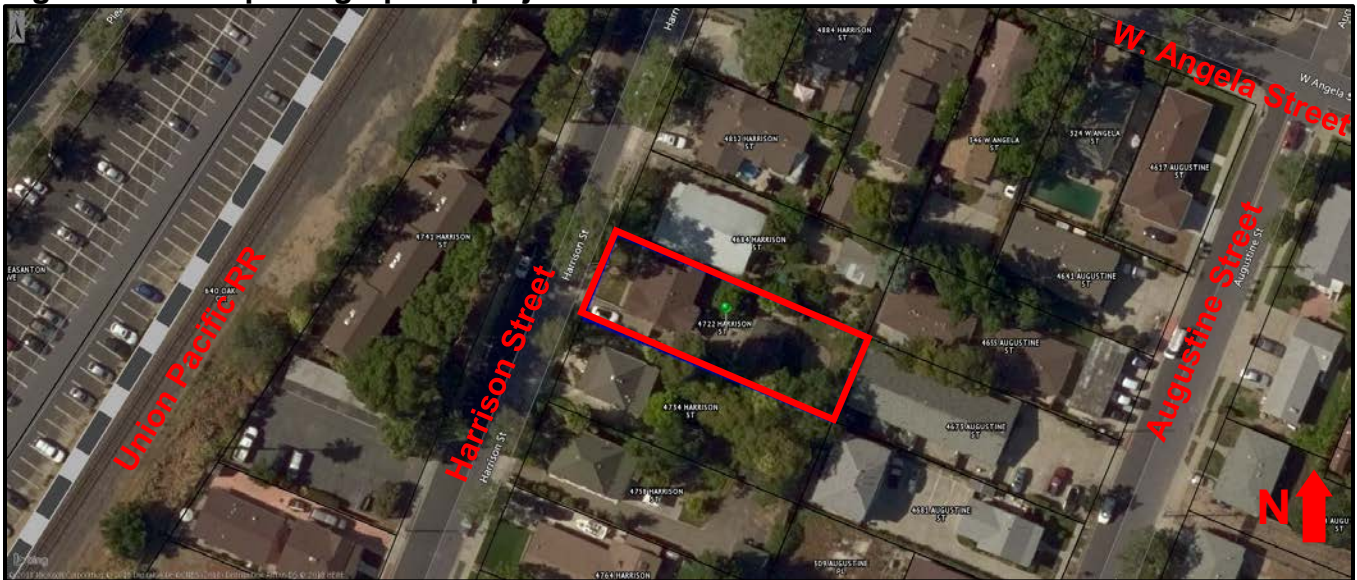


Figure 2: Street-scene of project site



EXISTING LAND USE DESIGNATION AND ZONING

The General Plan and Downtown Specific Plan designate the project site for High Density Residential uses – allowing for residential development of greater than eight units per gross acre. The General Plan and Downtown Specific Plan have language that encourages and/or allows a variety of housing types (i.e., detached and attached single-family homes, duplexes, townhouses, condominiums, and apartments) under the High Density Residential designation provided that all requirements of the Zoning Ordinance are met.

The project site is zoned RM-1,500 (Multi-Family Residential) District, and is in the Core Area Overlay District. The purpose of the Core Area Overlay District is to encourage the efficient use of land consisting of parcels of unusual size and shape located in the core area of Pleasanton and to facilitate the development of smaller multi-family rental housing projects; thus, the overlay applies to mixed multi-family/commercial and office uses or multi-family projects containing 10 or fewer rental units only.

PROPOSED PROJECT

Site Plan/Layout

The applicant is proposing to retain the existing approximately 1,042-square-foot, single-story, single-family residence and construct an approximately 3,841-square-foot, two-story, apartment building incorporating two side-by-side (duplex) units, behind the existing residence, and related site improvements. Please refer to Figure 3 for the site plan and Figure 4 for a street perspective rendering. Complete project plans are included in Exhibit B).

The existing two-car garage, attached patio cover, and existing hardscape and landscaping would be demolished and all four existing trees (including one Heritage tree) that are on-site removed to accommodate the project. The existing perimeter fence would also be removed and replaced with a new, 6-foot-tall, solid wood fence along the north, south, and east property lines. The existing wood picket fence in the front yard would remain. In addition, the existing driveway off Harrison Street would be removed and replaced with a new driveway of the same width and in the same location.

A total of five on-site parking spaces would be provided for the three units; three surface level (uncovered) spaces and two covered spaces within garages. Four of the five spaces would be oriented along the northern portion of the site and would require on-site left turn movements from the new driveway for access while one space would be accessible straight-on from the new driveway. Exiting the parking spaces would potentially require several on-site vehicular movements as shown on Plan Sheet A6 in Exhibit B.

Architecture

The architectural design for the proposed apartment building (Figure 5) would be similar to that of the existing residence, emulating a “Minimal Traditional” style which is typified by simplistic forms, uncomplicated cladding and wall finishes, clean lines, simple detailing, low-pitched roof elements, and shallow eave overhangs. As shown, the most noticeable architectural elements include simple covered entries, low-pitched gable roof elements, wall plane articulation on all sides, and shallow eave overhangs. The proposed apartment building, would echo many of these same features, would be clad with horizontal cement fiber lapped siding and feature a composition shingle roof. The body color for all buildings would be a medium gray with white trim elements. The roof color would be a darker slate gray color. The existing residence would be repainted the same color as the proposed apartment building and also receive a new composition shingle roof to match the proposed apartment building. No other exterior changes are proposed to the existing residence.

Landscaping

New perimeter landscaping would be installed along the front, sides, and rear of the proposed apartment building toward the rear of the project site. The landscape plan includes a tree/plant palette of native and non-native species that are primarily drought tolerant, as well as some hardscape features, including concrete patios and stepping stones. The new driveway would also be concrete.

Figure 3: Site Plan

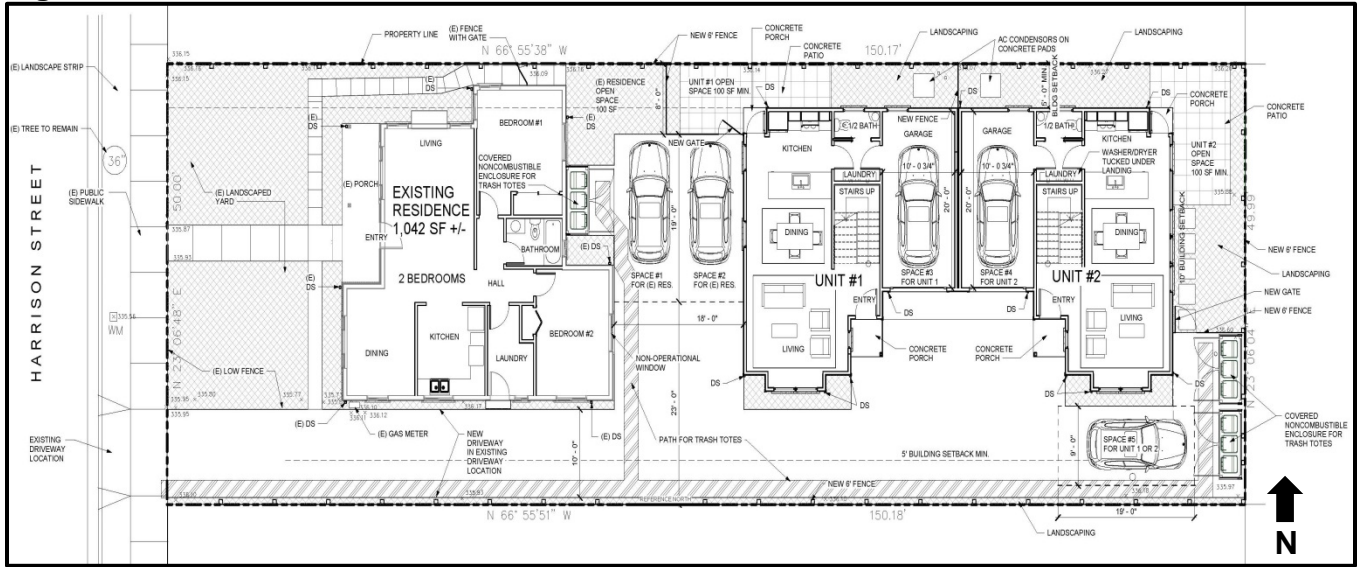


Figure 4: Street Perspective Rendering



Figure 5: Proposed elevations

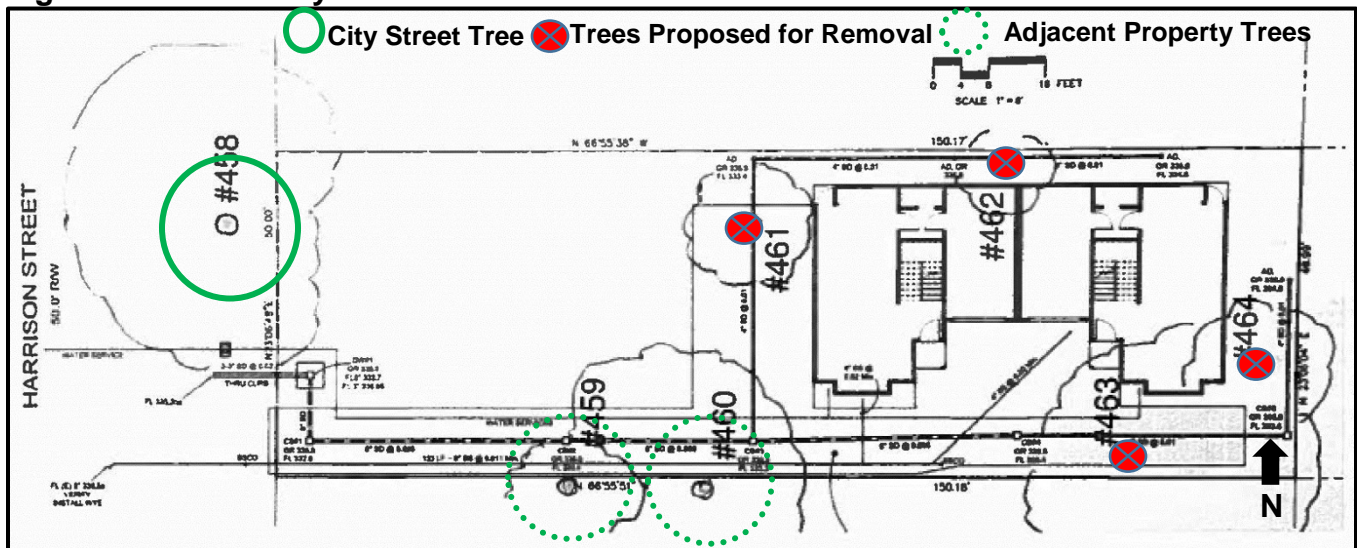


Trees / Tree Removal

An arborist report prepared for the project surveyed all trees, measuring six inches and greater in diameter, within and adjacent to the project site. A total of seven trees comprising seven species were surveyed (please refer to Exhibit C for the tree report and Figure 5 below for the tree survey map). Of the trees surveyed, four are on-site, with the remaining three being off-site either within the public right of way (one City street tree – Tree No. 458) or on the neighboring property at 4734 Harrison St. (tree Nos. 459 and 460). Four of the seven trees surveyed are Heritage-sized (as defined by the Pleasanton Municipal Code (PMC)). Of these four trees, two are located on the neighboring property at 4734 Harrison St. (Tree Nos. 459 and 460), one is a City street tree at the front of the project site within the public right of way (Tree No. 458), and one is located at the southeast corner of the project site (Tree No. 463).

Due to conflicts with building pad locations and/or within areas where grading and/or infrastructure is proposed, all four of the on-site trees, including the Heritage-sized tree (Tree No. 463), are proposed for removal (see Figure 6). The tree species to be removed include an Orange tree (Tree No. 461), a Crepe Myrtle tree (Tree No. 462), an English Walnut tree (Tree No. 463), and a Yew pine tree (Tree No. 464). The two Heritage trees located on the neighboring property at 4734 Harrison St. (Tree Nos. 459 and 460) would be preserved and would generally be unaffected by the proposed project. The Heritage-sized City street tree (Tree No. 458) would also be preserved.

Figure 6: Tree survey



CONSIDERATIONS FOR THE WORKSHOP

Staff is presenting the commission with the plans for the project site (Exhibit B) for consideration and comments. This workshop will provide the Planning Commission the opportunity to provide direction to the applicant and staff regarding any issues it wishes to be addressed prior to the project returning to the Planning Commission for action on the Design Review application. Please see the *Discussion Topics* section below or Exhibit A which provide questions where staff would find the commission's input most helpful.

Density, Zoning and Site Development Standards

Allowable Density

The General Plan and Downtown Specific Plan designate the project site as High Density Residential – allowing for residential development of greater than eight units per gross acre. Policies in the General Plan and Downtown Specific Plan encourage and/or allow a variety of housing types (i.e., detached and attached single-family homes, duplexes, townhouses, condominiums, and apartments) under the High Density designation provided that all requirements of the Zoning Ordinance are met. As proposed, there would be three dwelling units on the 0.17-acre project site, which results in a density of 17 dwelling units per acre, consistent with the General Plan and Downtown Specific Plan High Density Residential land use designation.

Conformance with Zoning Standards

The property is zoned RM-1,500 (Multi-Family Residential) District and located in the Core Area Overlay District. The project would include retention of the existing single-family residence and construction of a two-unit apartment building. All three units would be for rental purposes. Therefore, the project qualifies for the modified development standards for multi-family housing projects in the Core Area Overlay District, which applies to projects with 10 or fewer multi-family rental units.

The Core Overlay District was established for the purpose of facilitating the development of smaller (10 units or less) multi-family rental housing or mixed-use multi-family rental housing/commercial and office projects in downtown. The Core Area Overlay District has modified standards which relax the standard requirements for setbacks (for multiple-family zoned properties), parking, and open space in order to accomplish this objective.

The narrow, long lots prevalent in downtown are sometimes difficult to develop in a manner which produces a satisfactory living environment and which minimizes negative effects on neighbors. Nevertheless, in adopting the Core Area Overlay District, the City recognized that additional development could occur, and should be encouraged, on such lots. The modified development standards were designed to allow development on these types of lots which would not be forced into a rigid mold (which could yield results unsatisfactory to neighboring properties and to the "old town" image of downtown Pleasanton), but rather which could relate more sensitively to the neighborhood.

The central idea behind the reduced standards was to retain existing structures, usually located in the front of the lot, thus maintaining the "old town" look, to take advantage of on-street parking, and to minimize driveway and parking lot paving. This was accomplished by: reducing the rear yard setbacks from 30 feet to 10 feet for RM (multiple-family) zoned properties, encouraging the placement of new units at the rear of the lot, reducing private open space requirements, deleting group open space requirements, reducing the resident parking standards, deleting all visitor parking requirements, and eliminating covered parking requirements.

Section 18.36.030(C) of the PMC allows a combination of attached or detached dwellings, including duplexes, multi-family dwellings, dwelling groups, row houses and townhomes in the RM-1,500 District. As shown in Table 1 below, the proposed project would conform to the applicable RM-1,500 and the Core Area Overlay District development standards.

Furthermore, in an RM district, no structure is permitted to exceed the height of a sloping plane 15 feet in height at the interior of the minimum required side yard (5 feet for the Core Area Overlay District) or at the minimum required rear yard (10 feet for the Core Area Overlay District), and sloping away from the side property line 5 feet for each additional 15 feet in height (see Figure 7).

Figure 7: Sloping Plane Graphic

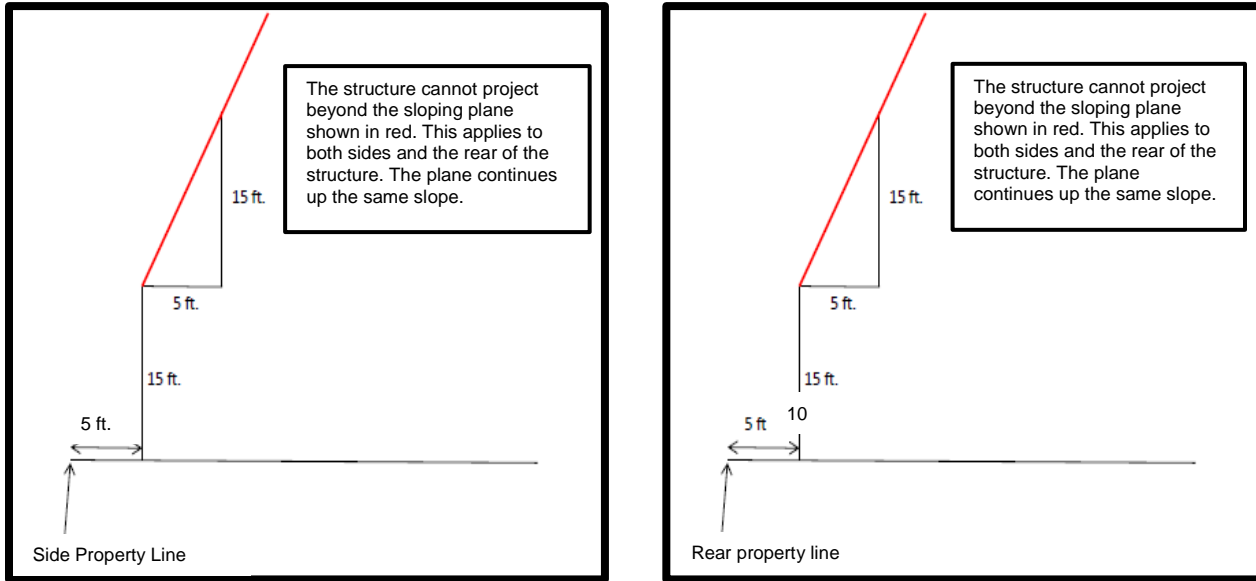


Table 1: City Zoning Requirements (Core Overlay District) vs. Proposed Project (Apartment Building Only)

Site Development Standard	City Requirements	Proposed Project
Lot Size	10,500 sq. ft. min.	7,509 sq. ft.
Lot Width / Depth	80 ft. / 100 ft. min.	50 ft. / 150 ft.
Site Area per Dwelling Unit	1,500 sq. ft. min. per dwelling unit	2,503 sq. ft. per dwelling unit
Floor Area Ratio	50% max.	45.3%
Building Height	30 feet max. ¹	23 ft., 10 in.
Sloping Plane	No structure shall exceed the height of a sloping plane 15 feet in height at the interior of the minimum required side and rear yard, and sloping away from the side and rear property line five feet for each additional 15 feet in height.	Conforms (see Exhibit B)
Setbacks		
Front	15 ft. min.	78 ft.
Side / Aggregate Between the Two Sides	5 ft. min / 10 ft. min.	5 ft. / 15 ft.
Rear	10 ft. min.	10 ft.
Parking	5 parking spaces min.	5 parking spaces
Private Open Space Standards	100 sq. ft. per unit min.	Unit 1 = 230 sq. ft. / Unit 2 = 450 sq. ft.

1. The height of a structure, as defined by the PMC, is measured from the average elevation of the natural grade of the ground covered by the structure to the mean height between eaves and ridges for a hip, gable, or gambrel roof.

Driveway Access and Design

As previously described, the existing driveway off Harrison Street would be removed and replaced with a new driveway in the same location. This new driveway would also provide pedestrian access to the new units at the rear of the site. In an RM district, a separate pedestrian walk is normally required between the units and the front property line. However, on smaller in-fill sites, such as the project site, staff has in the past been supportive of providing relief from this requirement by allowing projects to utilize the vehicular driveway to serve both vehicular and pedestrian traffic. This concept has been recently supported and applied on two similar projects; one at 4745 Augustine St. and the other at 434 Rose Ave. Staff believes this approach should also be applied for the proposed project given the limited width of the project site, desire to maintain the existing single-family home on-site, and because of the relatively limited amount of vehicular traffic and low vehicle speeds along the driveway, which would limit vehicular and pedestrian conflicts.

In correspondence with the applicant, staff recommended the use of pavers and/or special paving within the new driveway and motor court area up to the front doors of the new apartment units. Staff also recommended the use of pavers and/or special paving be used within the uncovered parking spaces at a minimum within parking space No. 5 which would be visible from the street. Additionally, staff recommended a mow strip be included down the center of the driveway up to the front edge of the existing residence. As proposed, none of these recommendations have been incorporated into the project. Staff believes the incorporation of one or more of these recommendations would substantially increase the quality of the project aesthetics and better reflect the character of downtown's residential neighborhoods.

Off-Street Parking

The Core Area Overlay District requires 1.5 parking spaces for each two-bedroom rental unit, which may be covered or uncovered. No visitor parking is required pursuant to the Core Area Overlay District. Accordingly, the proposed project is required to provide five on-site parking spaces, with which the proposed project would comply. In downtown, and especially on smaller, in-fill, development sites, providing the required parking can be difficult. Not only does the project meet the requirements, but it provides a mix of both covered and uncovered parking. As such, staff supports the parking as proposed.

Staff notes that typically a minimum of 25 feet of backup distance is required for on-site parking on these types of in-fill projects and 23 feet of backup distance is currently proposed. Staff and the Planning Commission have supported reduced backup distances for in-fill projects on small, downtown in-fill sites in the past. An example of a project with reduced backup distance includes the project currently under construction at 273 Spring St. (multi-family apartments), where the Planning Commission supported a 20-foot backup distance. In this case, the applicant has provided a plan sheet (Sheet A6 in Exhibit B) with turning templates that demonstrate the provided backup distances are adequate for ingress/egress from each of the provided parking spaces. While staff acknowledges the path of travel is not ideal, because several movements may be needed to maneuver into the space, especially for a larger vehicle, staff believes 23 feet of backup distance can be supported given the small number of units and vehicles parked on site.

Architecture and Design

The proposed apartment building is designed to emulate architectural features found on the existing residence. The architecture of both the existing residence and proposed apartment building is a “Minimal Traditional” style, which is one of the architectural styles required to be used for new residential buildings in downtown.

The proposed building would generally use high quality and durable finishes including smooth finish horizontal lap siding, smooth wood trim, and high density composition shingle roofing.

In staff’s view, the applicant has provided sufficient articulation on all building elevations to break up the two-story façades and provide visual relief. The proposed building height is also compatible with those of the surrounding neighborhood, which include a mix of one-story and two-story single- and multi-family homes. Staff also believes that the materials and colors are appropriate for the architectural style of the buildings.

Overall, staff generally believes that the design of the proposed apartment building is attractive and appropriate for downtown, conforms to the traditional character of the downtown, complies with the Downtown Design Guidelines, and would complement the existing buildings on Harrison Street and other areas in downtown. However, staff believes the building design could be further improved and refined through the incorporation of the following:

- Enhanced and high quality eave detailing such as exposed rafter tails, corbels, kickers, et cetera.
- More substantial (wider and deeper) window trim to provide articulation to the building façade.
- High quality windows with thick trim elements/profiles
- Carriage-style garage doors, recessed from the wall.
- Incorporating a more substantial and defined porch entry and raising the finished floor of the building to create a “step-up” to the front porch/entry from the ground plane.

General Plan and Downtown Specific Plan Land Use Conformance

Applicable General Plan and Downtown Specific Plan policies, objectives, and programs include the following:

- *General Plan - Community Character Element policy and programs.*
 - *Policy 3 – Maintain the scale and character of downtown.*
 - *Program 3.1 – Require the height, mass, setbacks, and architectural style of new buildings to be reflective of the current downtown scale and character.*
- *General Plan – Land Use Element policy and programs.*
 - *Policy 9: Develop new housing in infill and peripheral areas which are adjacent to existing residential development, near transportation hubs or local-serving commercial areas.*
 - *Program 2.1: Reduce the need for vehicular traffic by locating employment, residential, and service activities close together, and plan development so it is easily accessible by transit, bicycle, and on foot.*

- *General Plan – Housing Element policy and programs.*
 - *Policy 37: Disperse high-density housing throughout the community, in areas near public transit, major thoroughfares, shopping, and employment centers.*
 - *Policy 38: Strongly encourage residential infill in areas where public facilities are or can be made to be adequate to support such development.*
- *Downtown Specific Plan – Residential Land Use.*
 - *Policy 6 - Encourage development at densities which generally exceed the General Plan range midpoints in order to enhance the opportunities for affordable housing, unique housing types, and economic growth in downtown.*
- *Downtown Specific Plan – Land Use.*
 - *Goal – Preserve the character and development traditions of downtown while improving upon its commercial and residential viability.*
 - *Objective 1 – To retain the small-town scale and physical character of downtown through the implementation of appropriate land use and development standards.*
- *Downtown Specific Plan - Design and Beautification.*
 - *Policy 17 - Protect the established size and spacing of buildings in residential neighborhoods by avoiding excessive lot coverage and maintaining appropriate separations between buildings.*
 - *Policy 20 - When a lot exceeds 60 feet in width, detached garages are required and shall be located to the rear of the site. Exceptions can be granted due to a physical constraint that prevents compliance such as an existing heritage-sized tree or inadequate lot depth. Provide screened rear parking for multi-family units.*

As described in the above sections, staff believes the overall size and massing/bulk of the proposed apartment building is consistent with the scale of other multi-family buildings within the surrounding neighborhood. The applicant has made an effort to provide inconspicuous or set-back garages/surface parking and an architectural design that is reflective of the downtown character and the homes on Harrison Street. Furthermore, the proposed project would promote Specific Plan policies regarding the provision of affordable housing as follows: The amount of modestly sized rental housing in the City would be increased; and the applicant would be required to contribute to the City’s affordable housing fund for the two new units.

DISCUSSION TOPICS

The following questions are where staff would find the Commission’s input most helpful. Please also see Exhibit A.

- A. *Is the proposed density for the project site acceptable?*
- B. *Are the proposed site layout and access acceptable?*
- C. *Is the proposed parking for the project acceptable, including the proposed parking access and maneuverability?*
- D. *Is the architectural style and design of the proposed apartment building acceptable?*

E. What other information would assist the Planning Commission in its decision on the proposed project (e.g., additional photo simulations)?

PUBLIC NOTICE

Notices for this workshop were sent to surrounding property owners and tenants within a 1,000-foot radius of the site. Staff has provided the location and notification map as Exhibit D for reference. At the time this report was published, staff had not received any public comments about the project.

ENVIRONMENTAL ASSESSMENT

Since the Planning Commission will take no formal action on the project at the workshop, no environmental document accompanies this workshop report.

STAFF RECOMMENDATION

Staff recommends the Planning Commission review the proposal, hear all public testimony, and provide comments to staff and the applicant.

Primary Author: Eric Luchini, Associate Planner, 925-931-5612 or eluchini@cityofpleasantonca.gov.

Reviewed/Approved By:

Steve Otto, Senior Planner

Ellen Clark, Planning Manager

Gerry Beaudin, Community Development Director

Existing residence

Fence not shown for clarity



New apartments

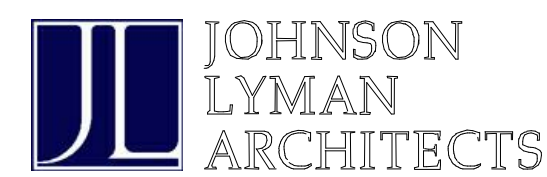
View looking Northwest

Harrison Street Apartments

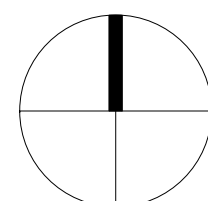
4722 Harrison Street

Pleasanton, California

Vicinity Map



1375 LOCUST ST #202, WALNUT CREEK, CA 94596
 PHONE: 925.930.9690 FAX: 925.930.9039
 WEB PAGE: WWW.JOHNSONLYMAN.COM
 EMAIL: STAFF@JOHNSONLYMAN.COM



Project Summary

Site Area:	7,509 SF +/-	Parking Provided:	5 stalls
Site Coverage:	34.8%		
Floor Area Ratio (Excluding Garage):	45.3%		
APN:	94-155-20		
Existing Building Area:			
Residence:	1,042 SF +/-		
Garage:	400 SF +/-		
Proposed Building Area:			
Residence:	1,042 SF +/- (Existing)		
Garages:	439 SF		
Unit 1			
First Floor	566 SF		
Second Floor	630 SF		
Unit 2			
First Floor	566 SF		
Second Floor	598 SF		
Total	3,841 SF		

Project Team

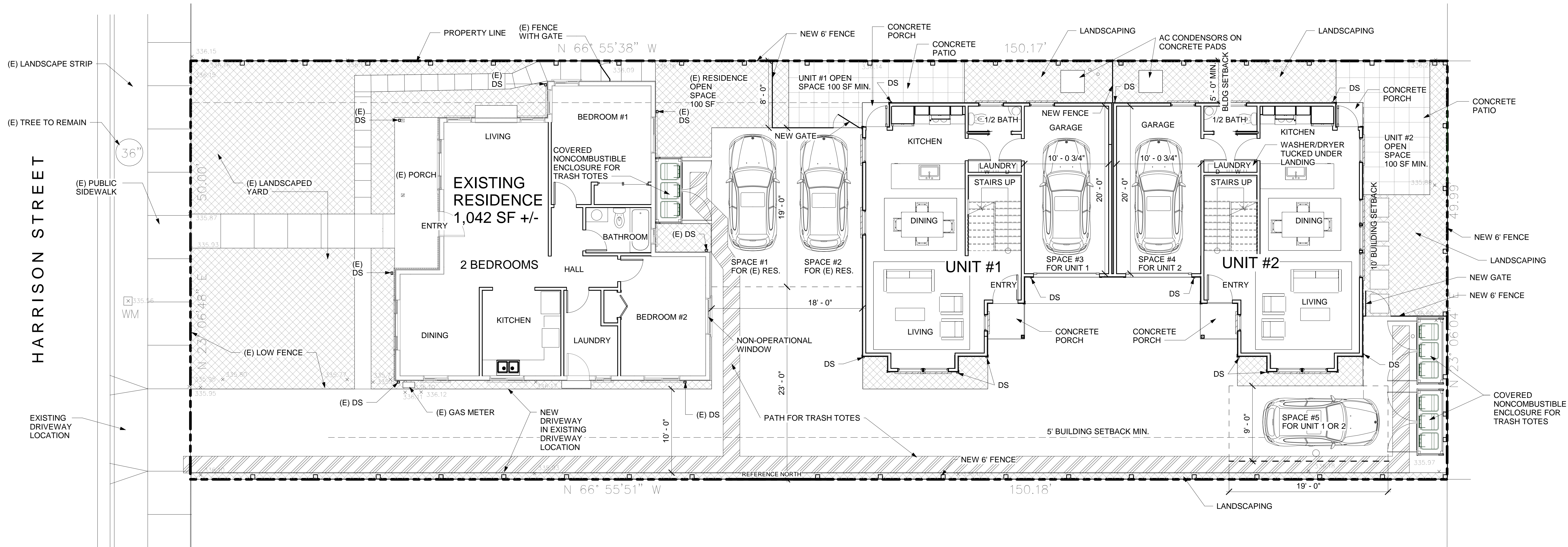
Owner Dennis Winslow & Bonnie Waters 286 Rickenbacker Circle Livermore, CA 94551	Architect Johnson Lyman Architects 1375 Locust Street Suite 202 Walnut Creek, CA 94596 925.930.9690 Attn: Robert Lyman Robert@JohnsonLyman.com
Civil Engineer Humann Company, Inc. 1021 Brown Avenue Lafayette, CA 94549 510.283.5000 Attn: Hany Naom humann@pacbell.net	Landscape Architect Thomas Baak & Associates 1620 North Main Street Walnut Creek, CA 94596 925.933.2583 Attn: Rick Stover rstover@tbaak.com

Sheet Index

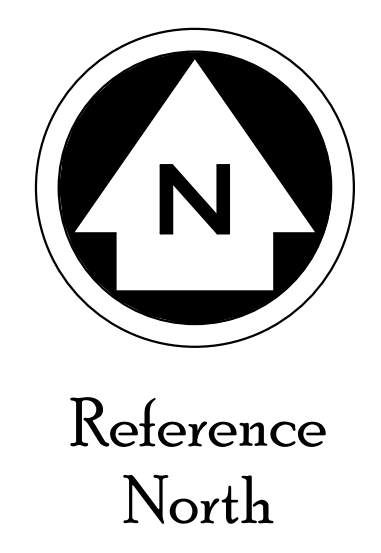
A0	Cover Sheet	CB	Colors & Materials
P1	Renderings	L1	Preliminary Landscape Plan
D1	Demo Plan	C01	Grading and Drainage Plan
A1.1	First Floor Plan	C02	Utility Plan
A1.2	Second Floor Plan	C03	Existing Conditions
A3	Roof Plan		
A4.1	Elevations		
A4.2	Elevations		
A5	Details		
A6	Car Turns		

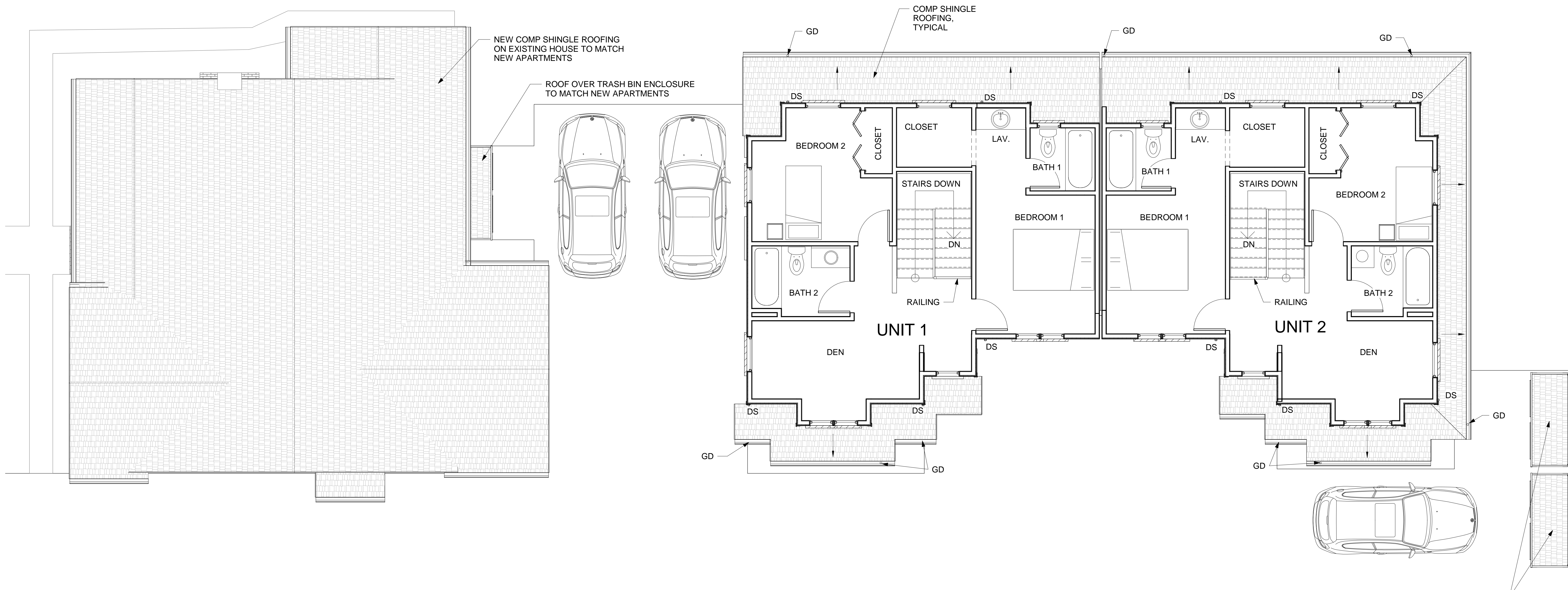
A0

1-10-18



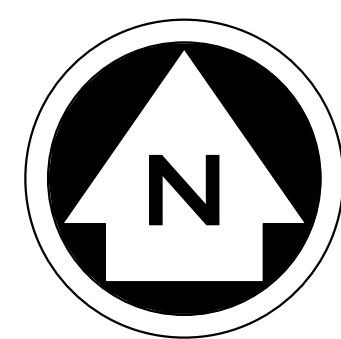
1 1ST FLOOR PLAN
3/16" = 1'-0"



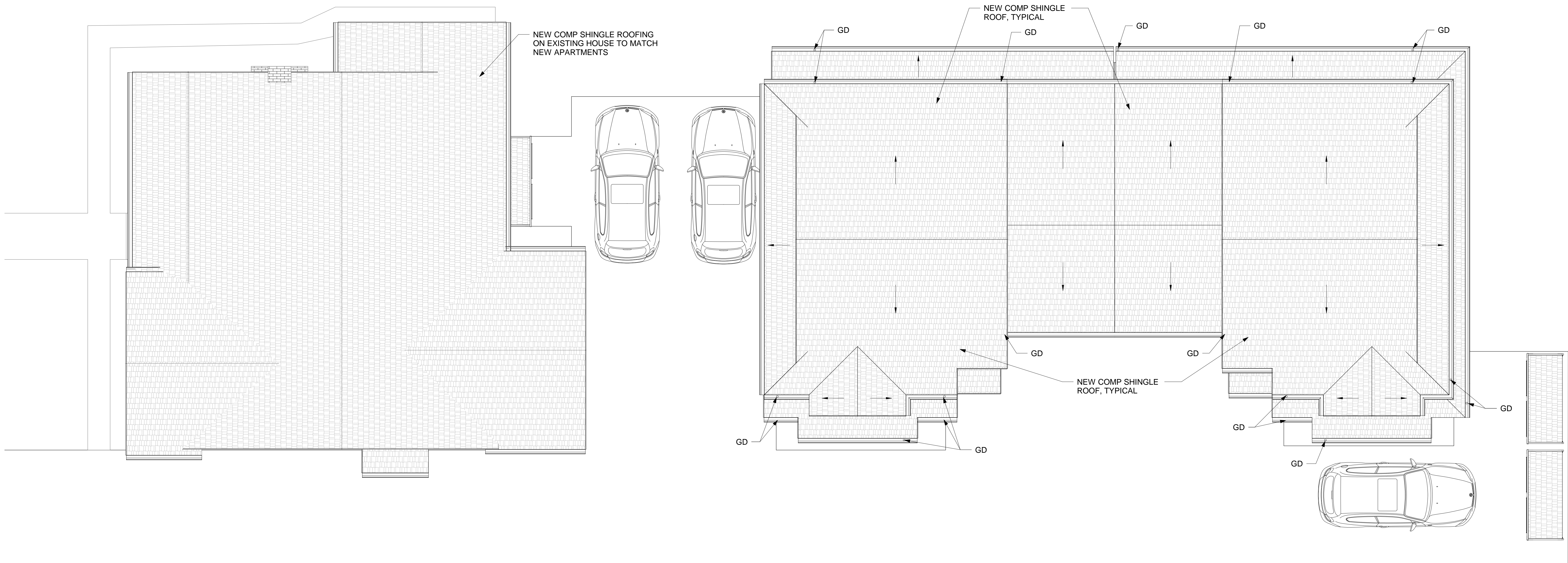


1 2ND FLOOR PLAN
1/4" = 1'-0"

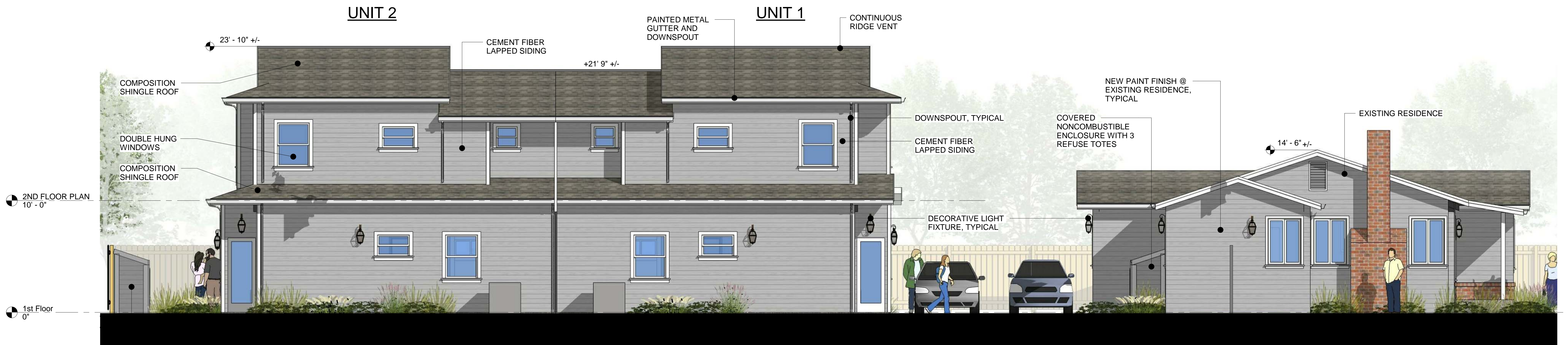
ROOF OVER TRASH BIN ENCLOSURE TO MATCH NEW APARTMENTS



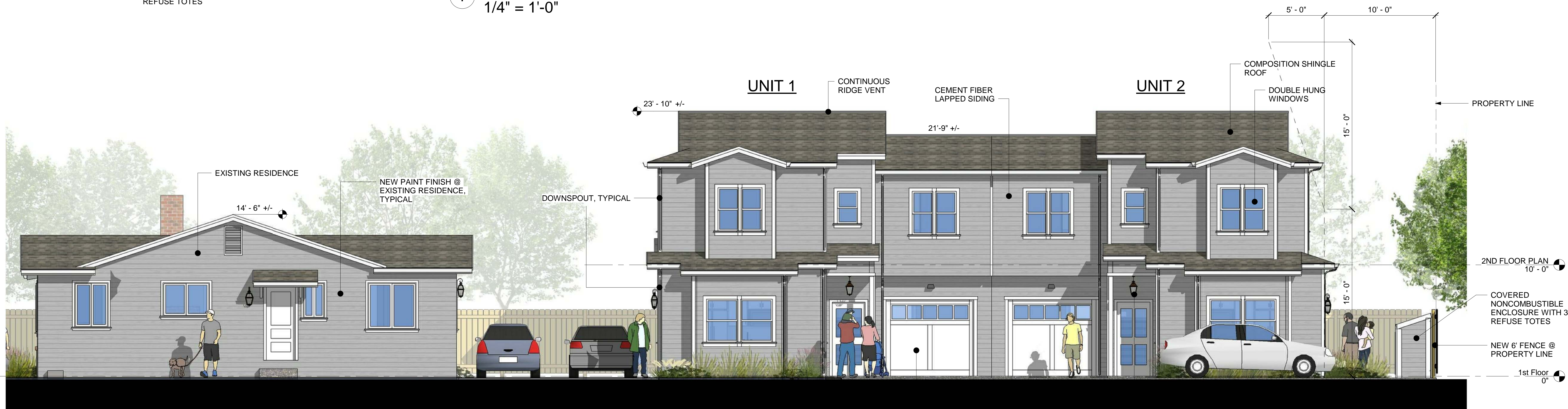
Reference
North



1 ROOF PLAN
1/4" = 1'-0"



1 NORTH ELEVATION
1/4" = 1'-0"



2 SOUTH ELEVATION
1/4" = 1'-0"

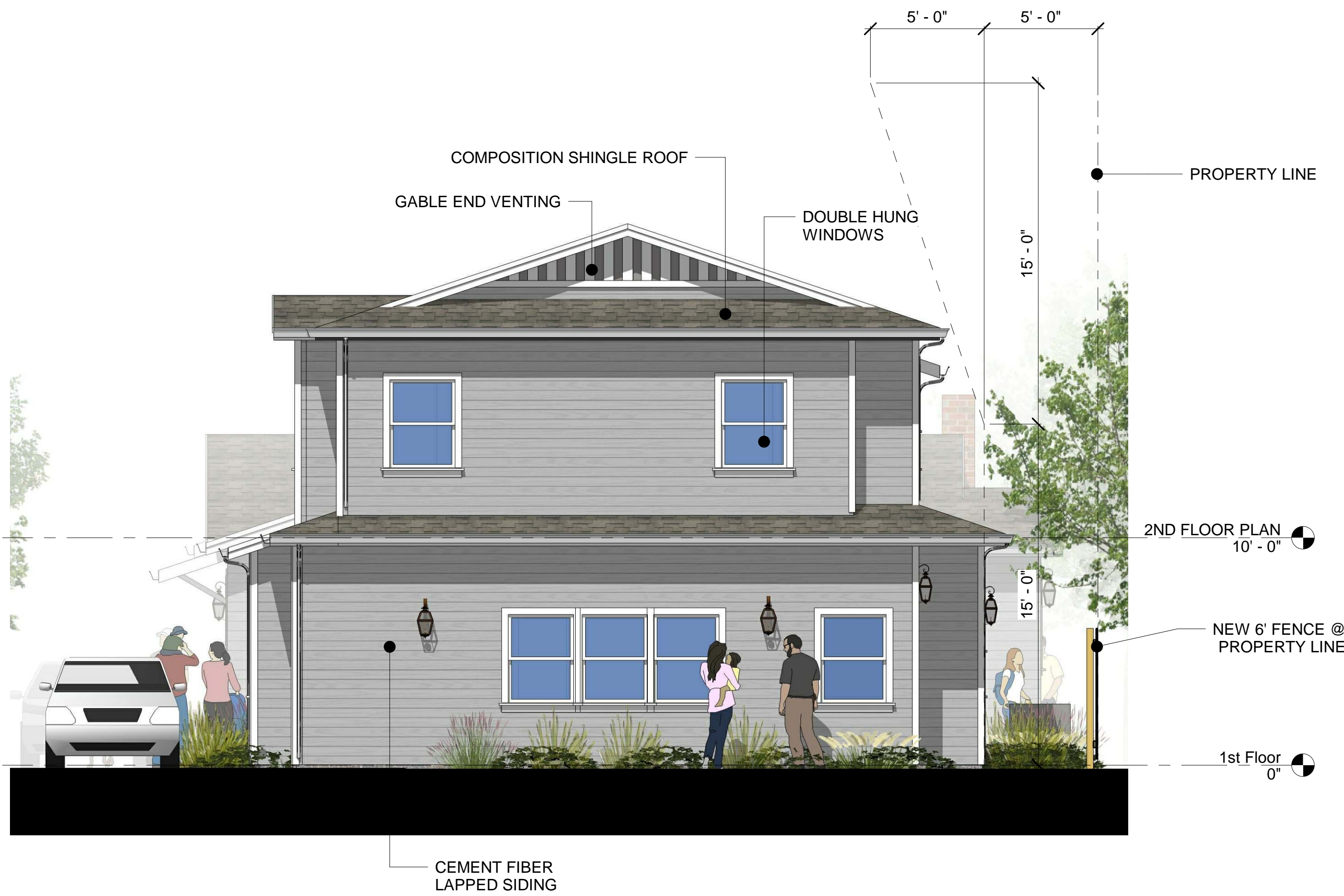


1 WEST ELEVATION - (E) HOUSE
1/4" = 1'-0"

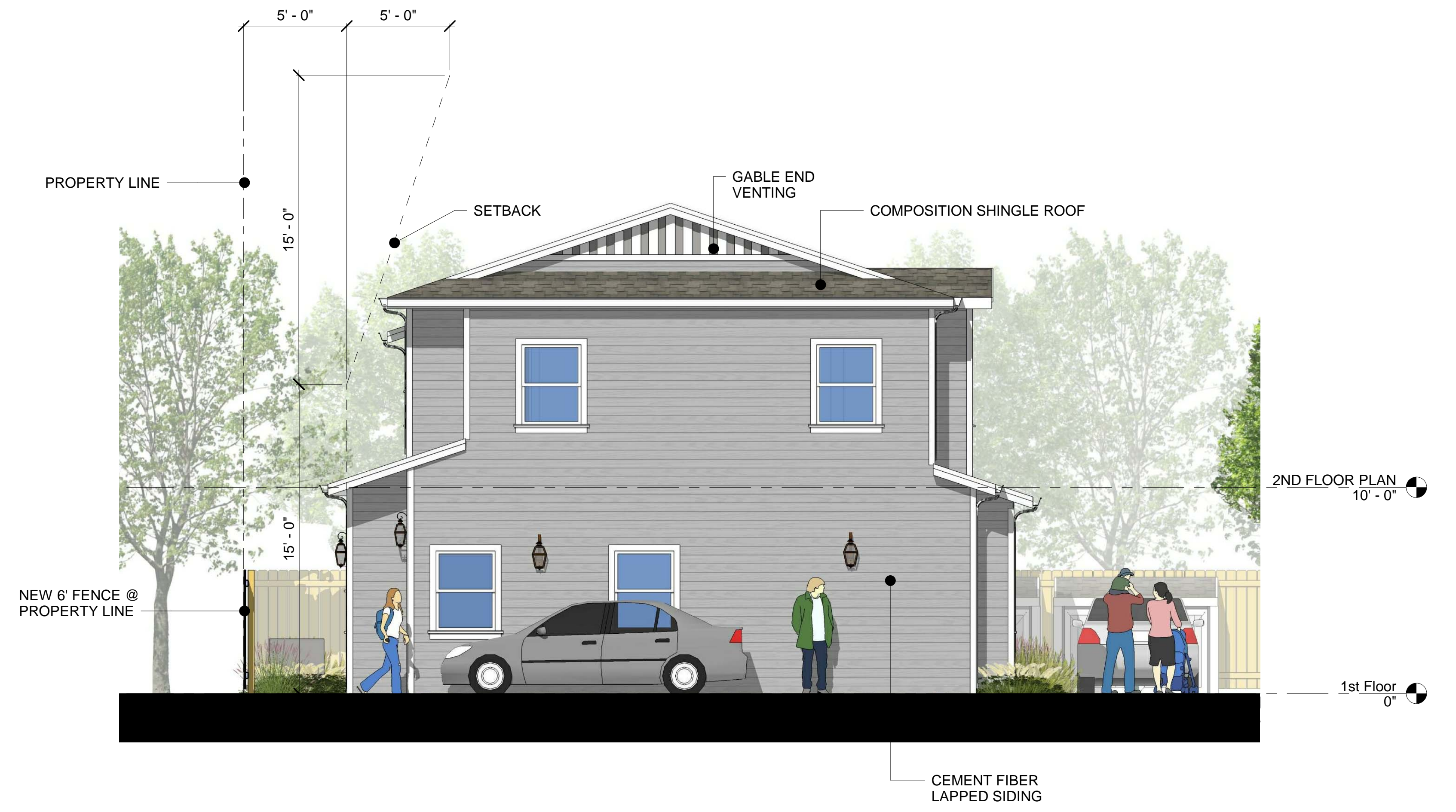


2 EAST ELEVATION - (E) HOUSE
1/4" = 1'-0"

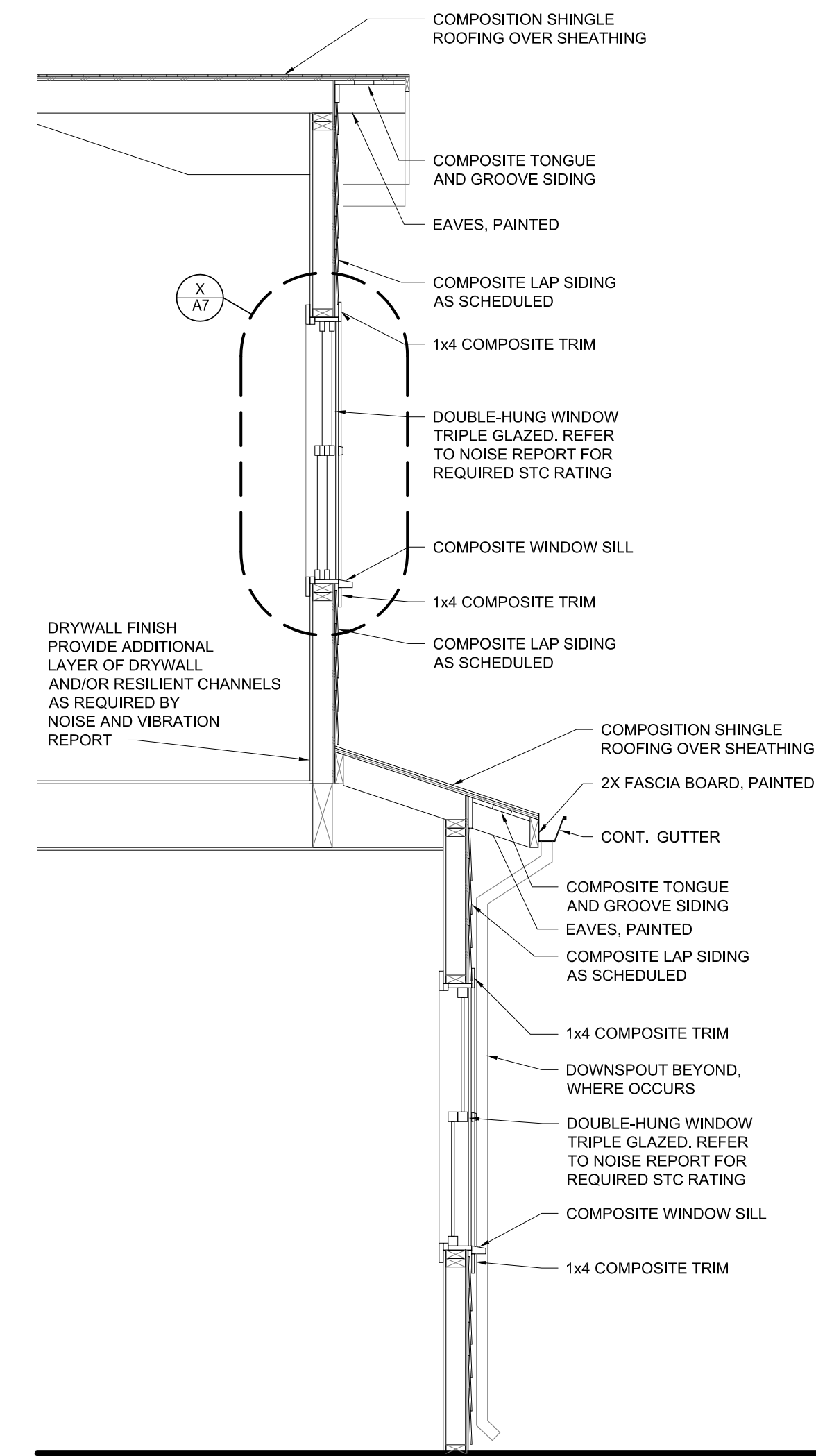
COVERED NONCOMBUSTIBLE ENCLOSURE WITH 3 REFUSE TOTES



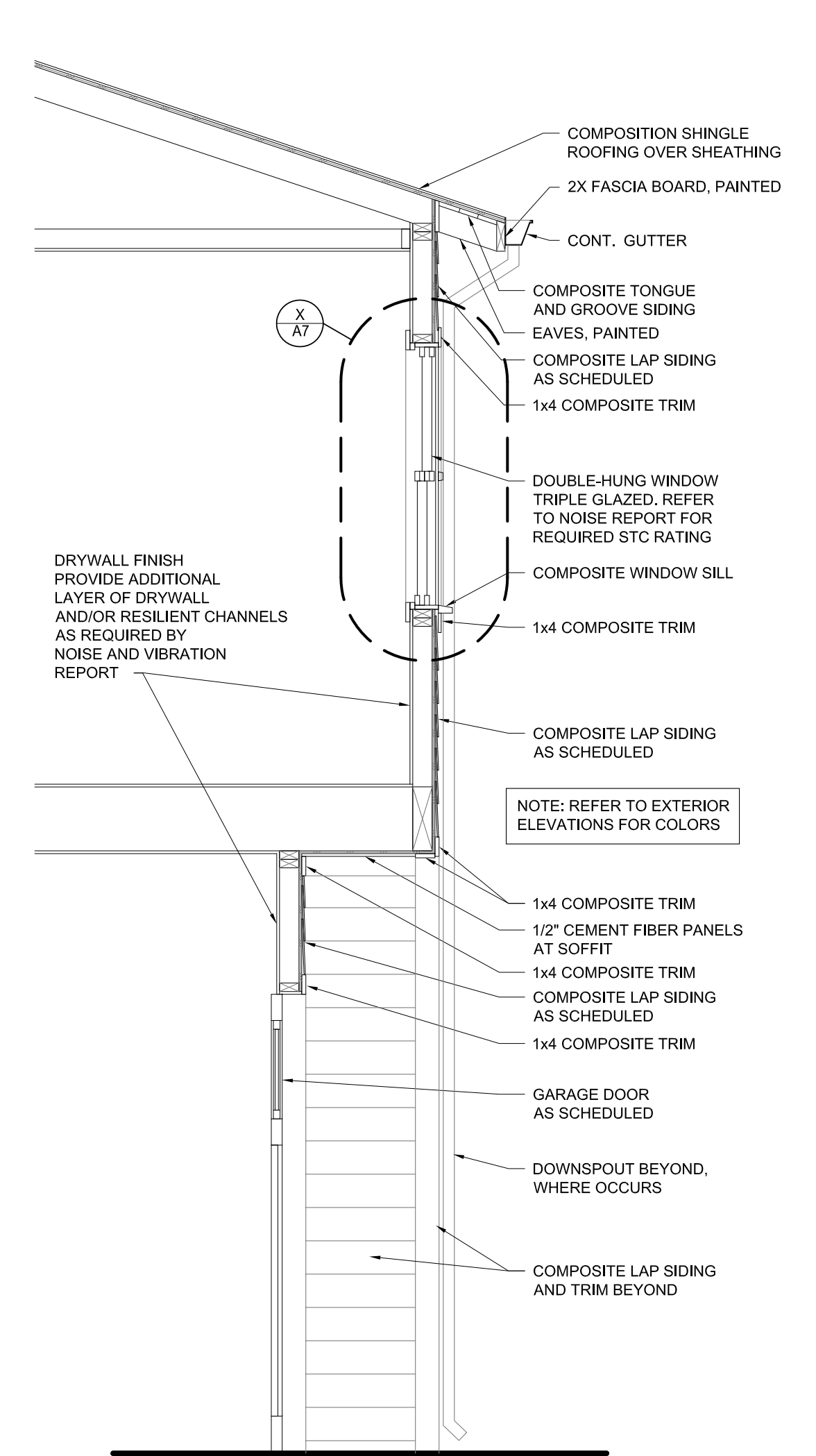
3 EAST ELEVATION - UNIT 2
1/4" = 1'-0"



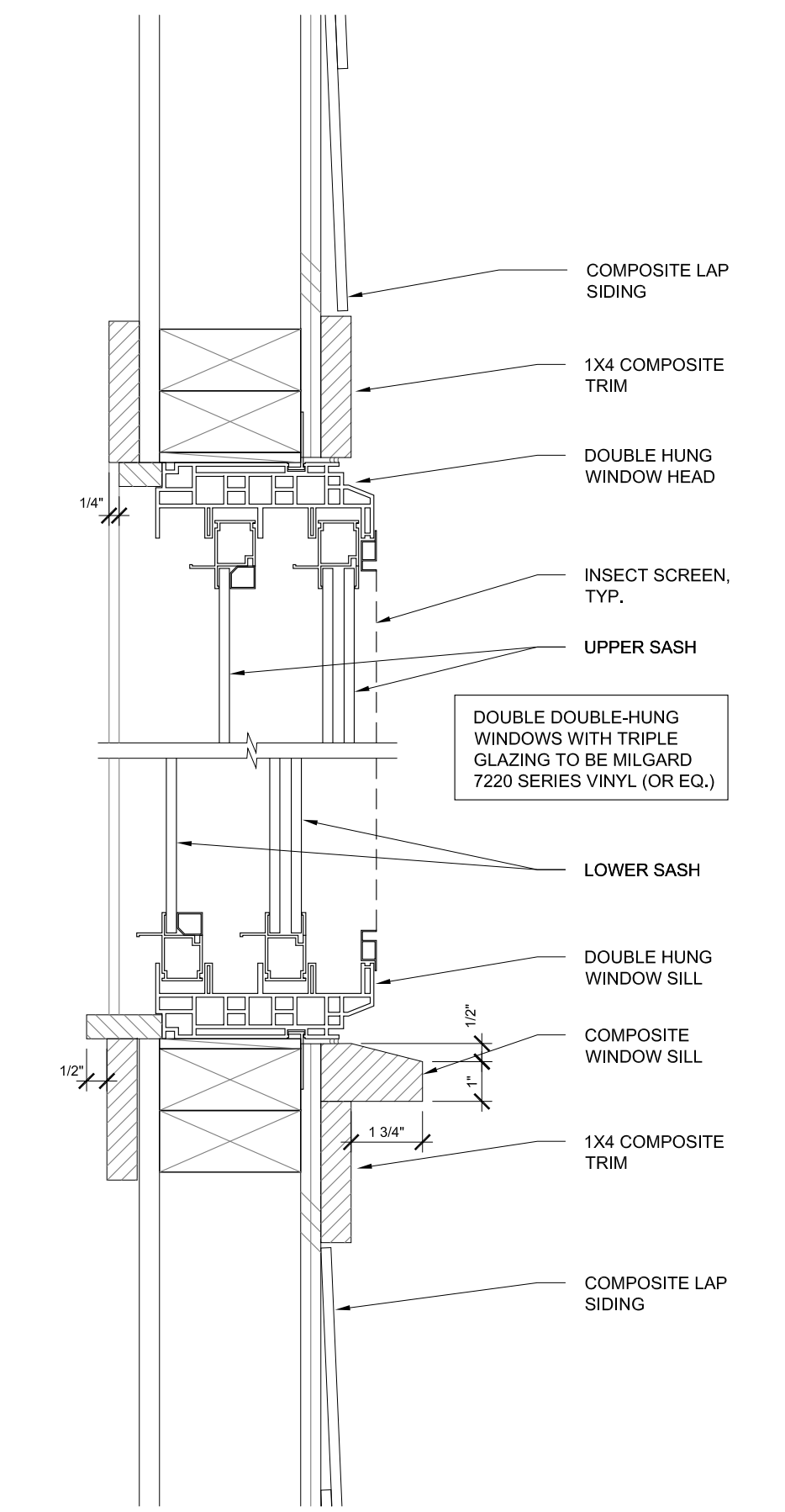
4 WEST ELEVATION - UNIT 1
1/4" = 1'-0"



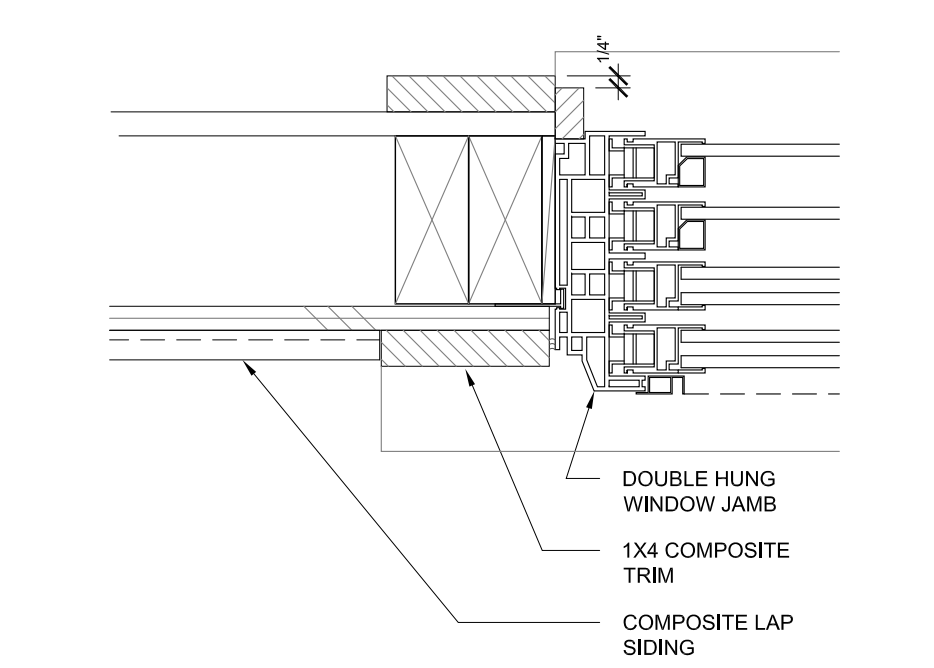
1 EXTERIOR WALL SECTION
 1/2" = 1'-0"



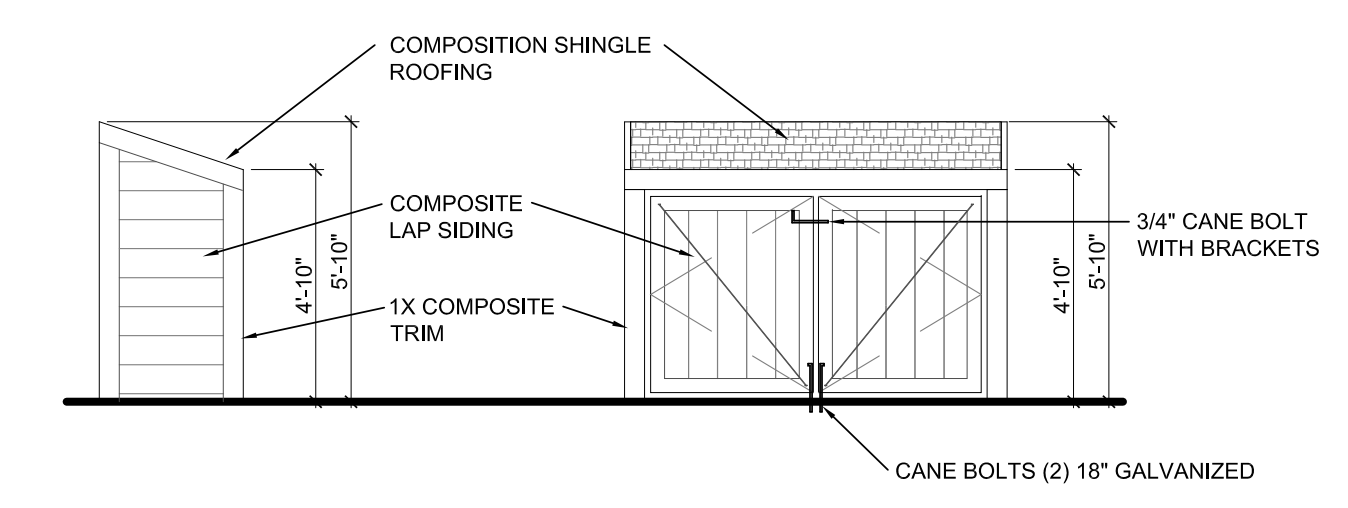
2 EXTERIOR WALL SECTION
 1/2" = 1'-0"



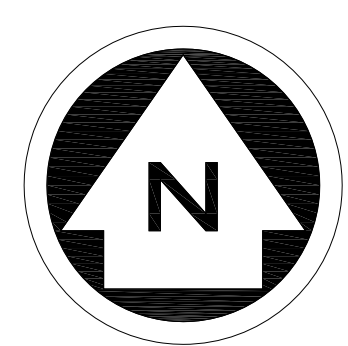
X SECTION AT WINDOW
 3" = 1'-0"



X JAMB AT WINDOW
 3" = 1'-0"



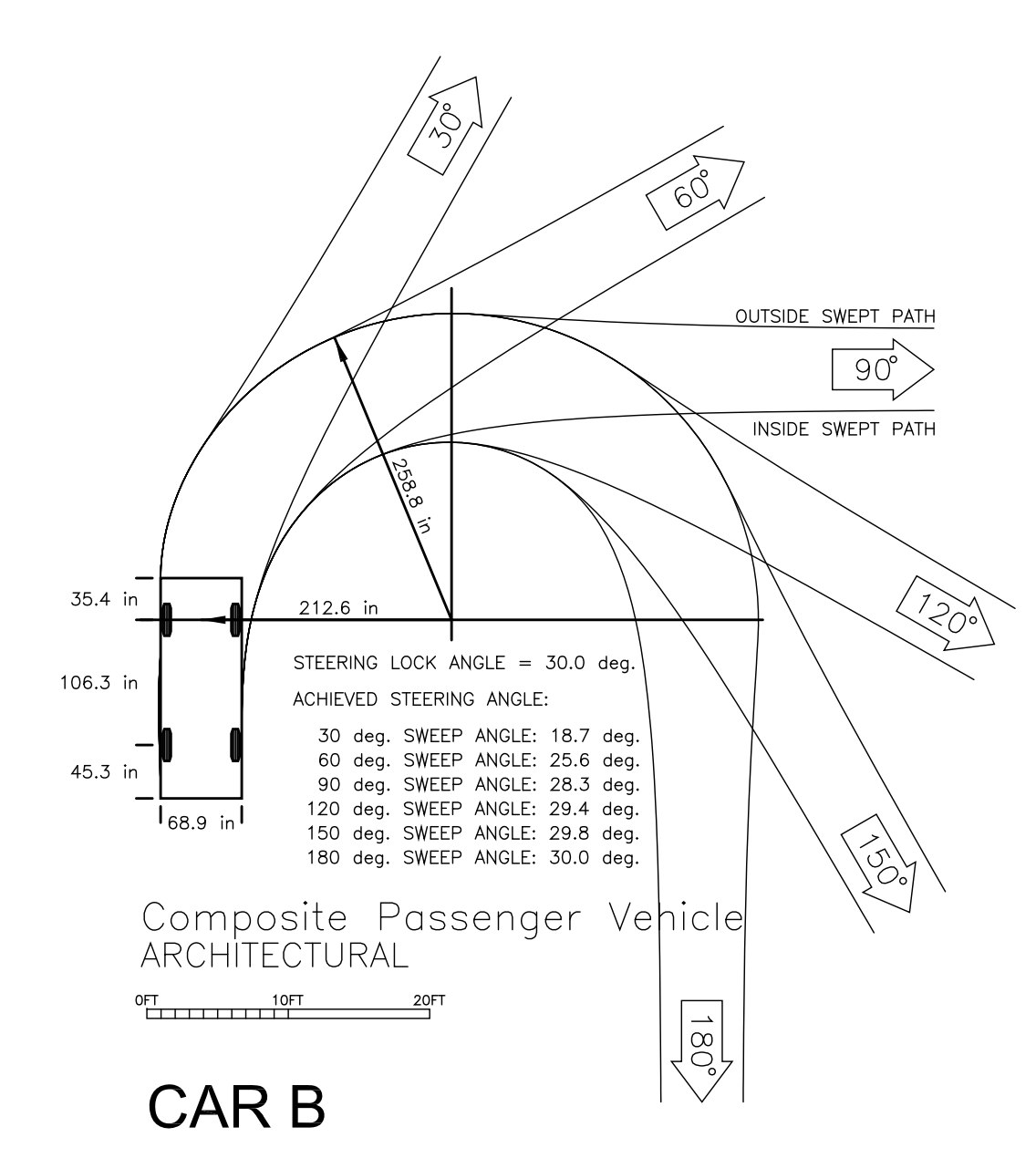
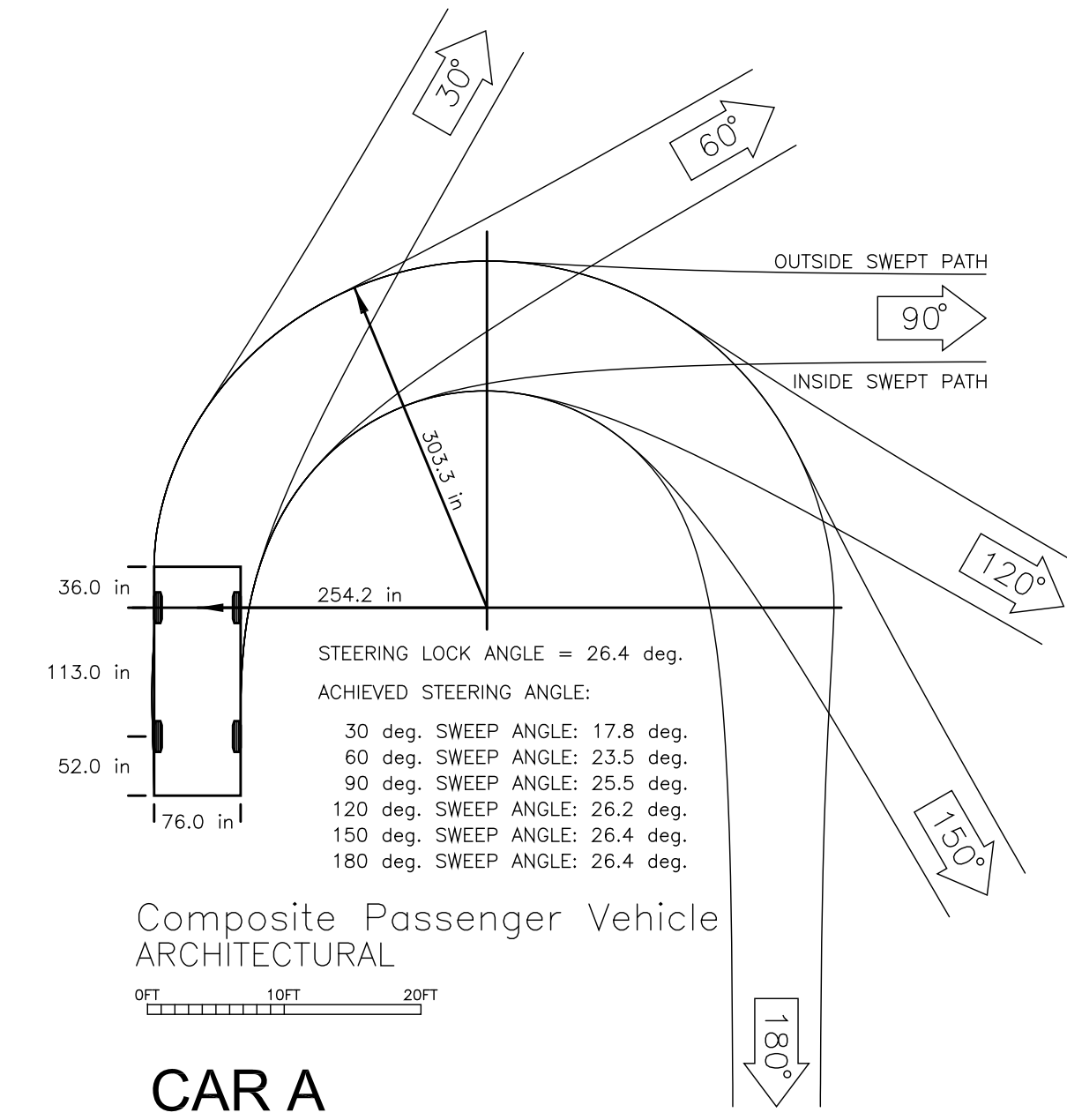
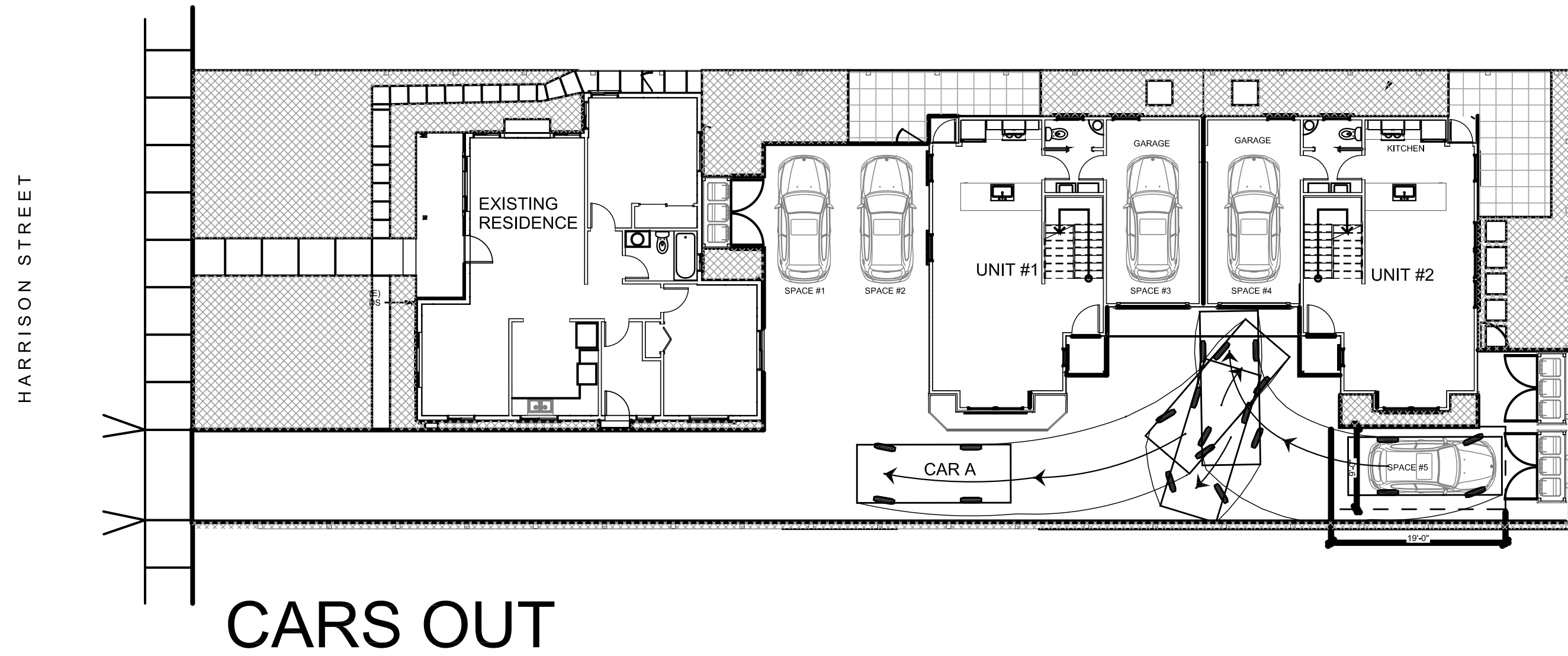
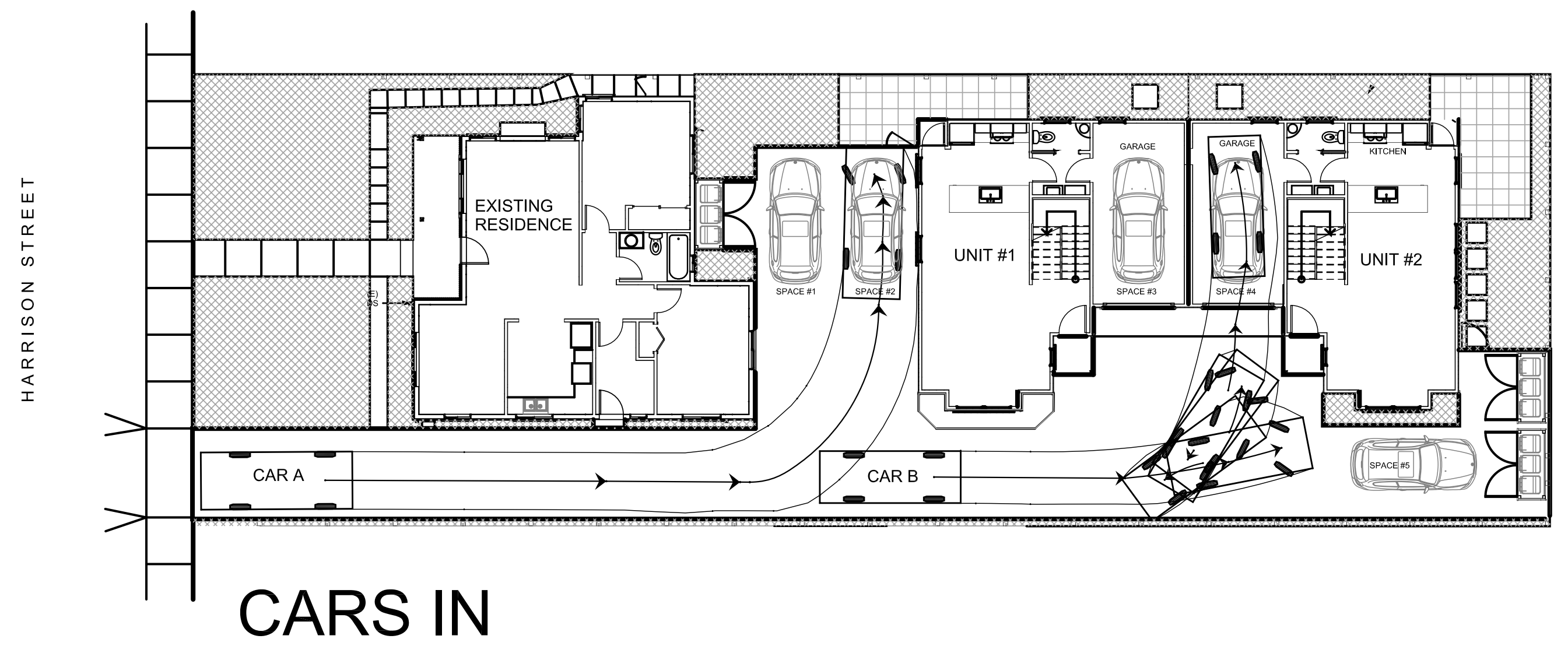
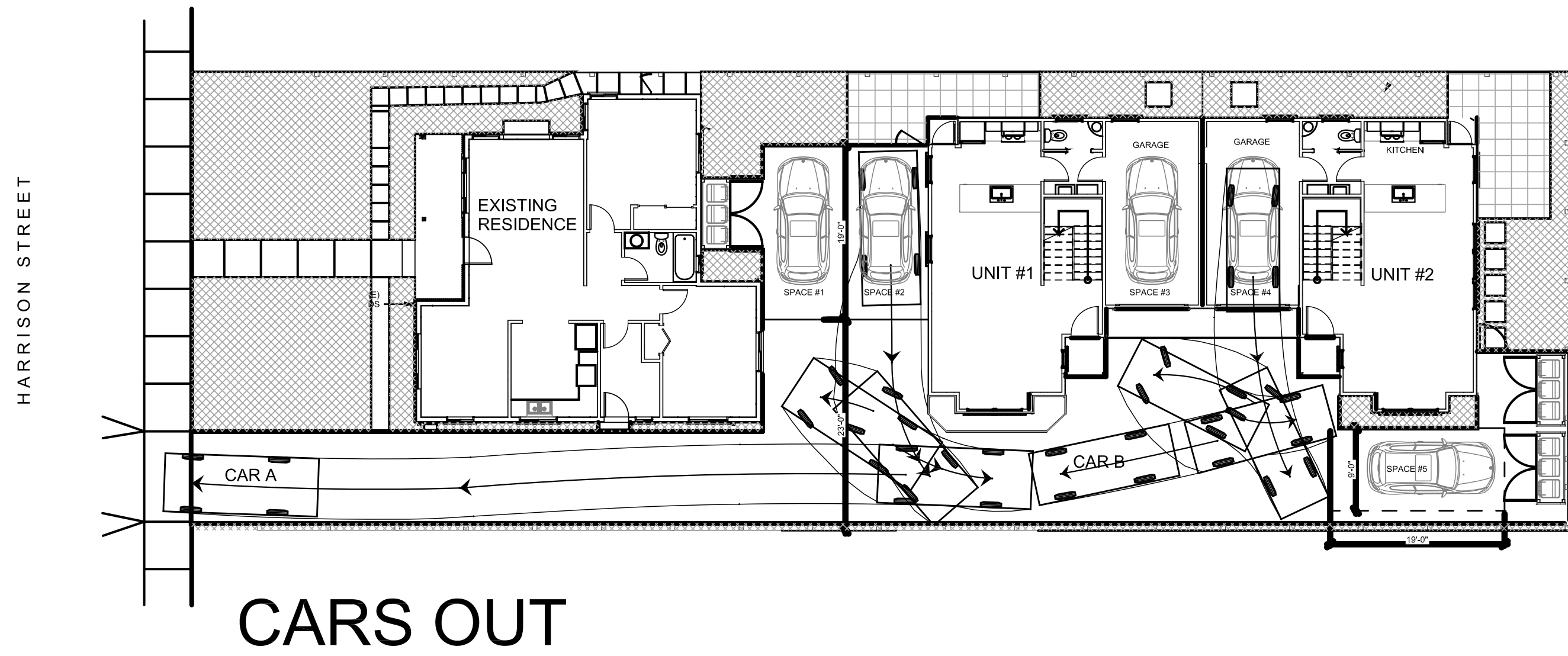
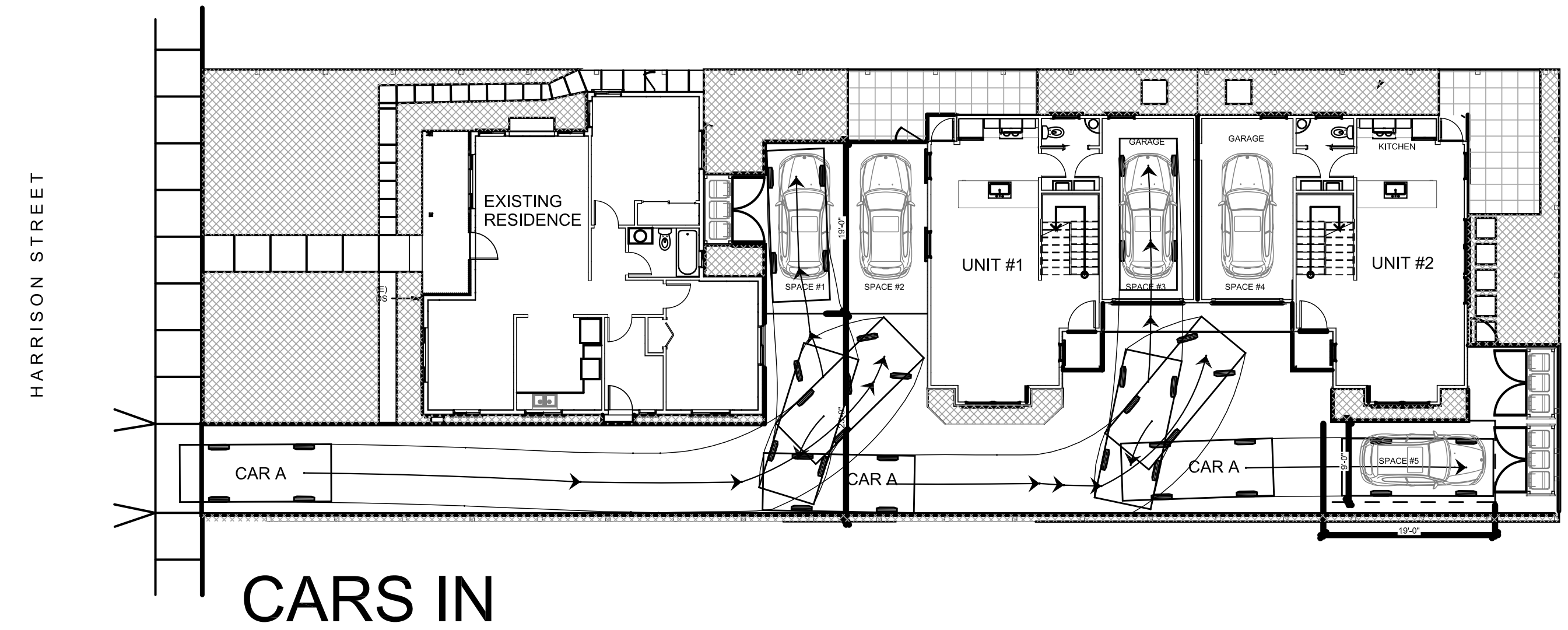
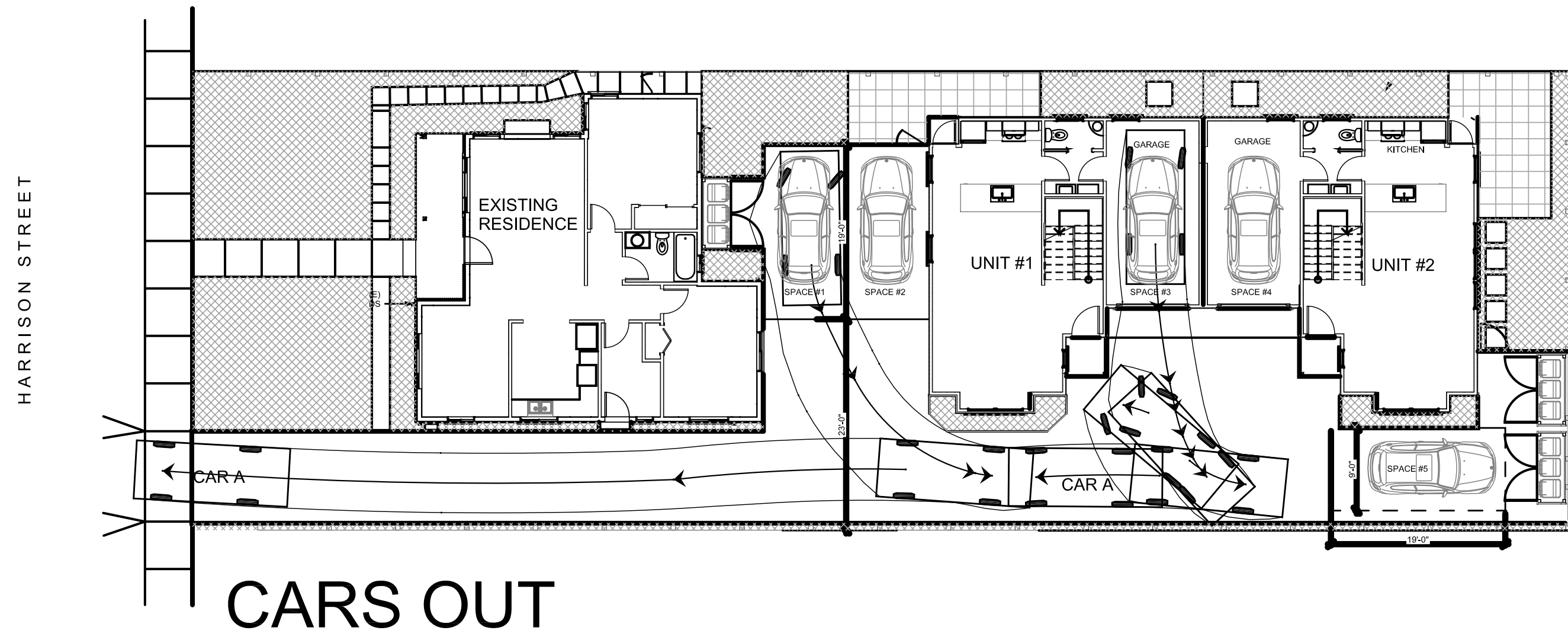
X TRASH ENCLOSURE ELEVATIONS
 1/4" = 1'-0"



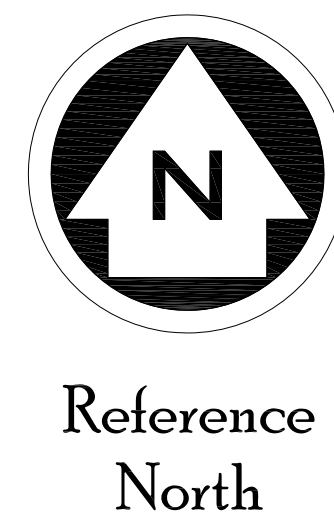
Reference
 North

Harrison Street Apartments

4722 Harrison Street
 Pleasanton, California

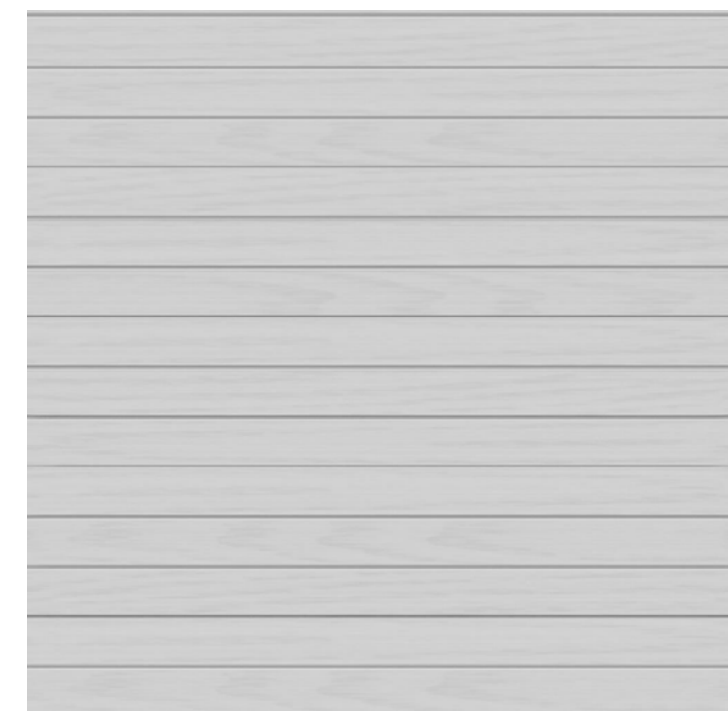


CAR TURNS
NOT TO SCALE



Harrison Street Apartments
4722 Harrison Street
Pleasanton, California

Car Turns



Composite siding -
smooth texture
Certaineed
Granite Gray



Trim
Certaineed
Vanilla White/Snow



Composition shingle roofing
Timberline Ultra HD
Slate

Color & Materials



1 EAST ELEVATION
1/4" = 1'-0"

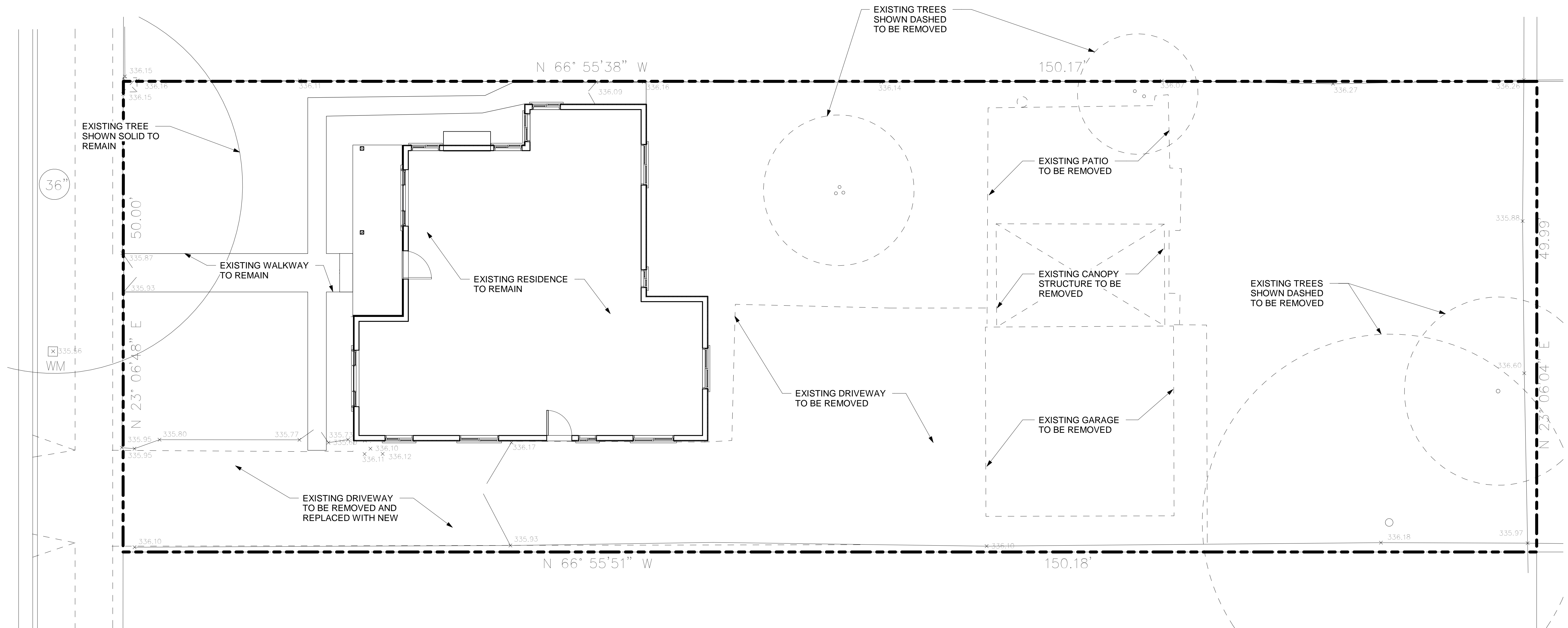


2 PHOTO REAL RENDERING

NEW APARTMENTS

EXISTING DRIVEWAY

EXISTING RESIDENCE



1 DEMO PLAN
3/16" = 1'-0"



View looking Northeast



View looking Southeast

Harrison Street Apartments

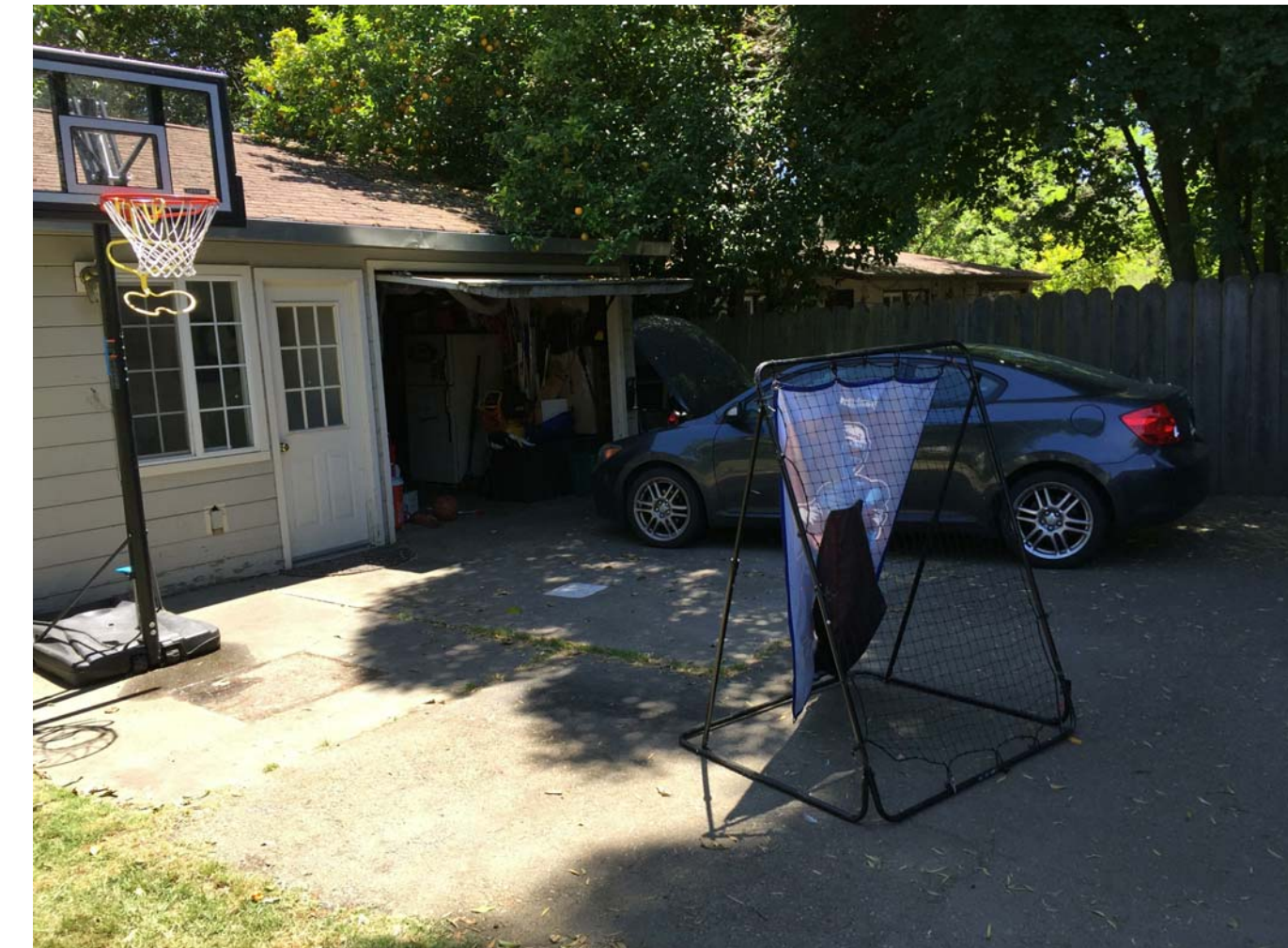
4722 Harrison Street

Pleasanton, California

Renderings

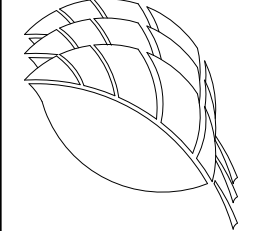
P1

1-10-18



NO.	REVISIONS

Thomas Baak & Associates, LLP
 Landscape Architects
 1620 North Main Street, Suite 4
 Walnut Creek, CA 94596
 Ph: 925.933.2583

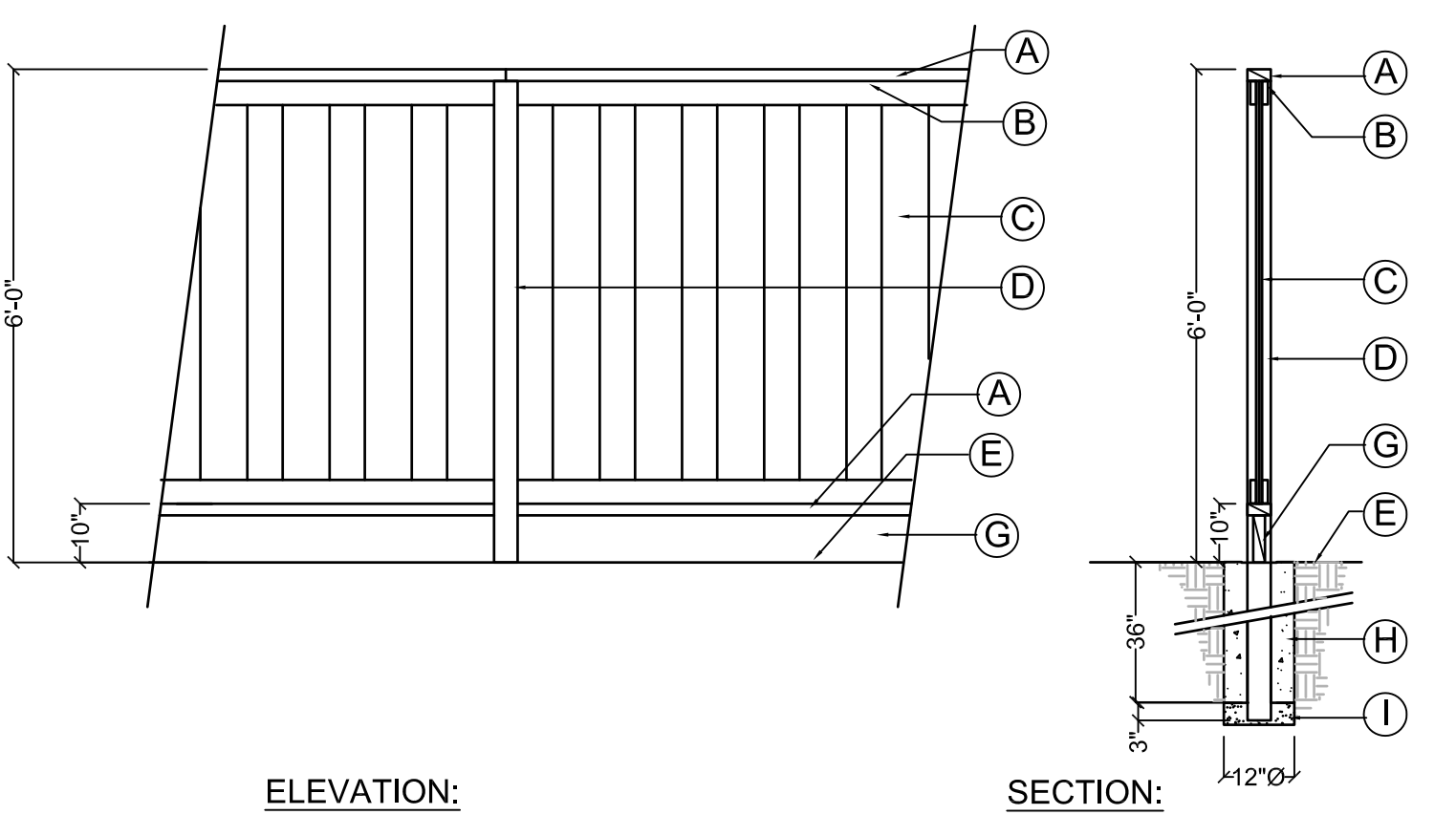
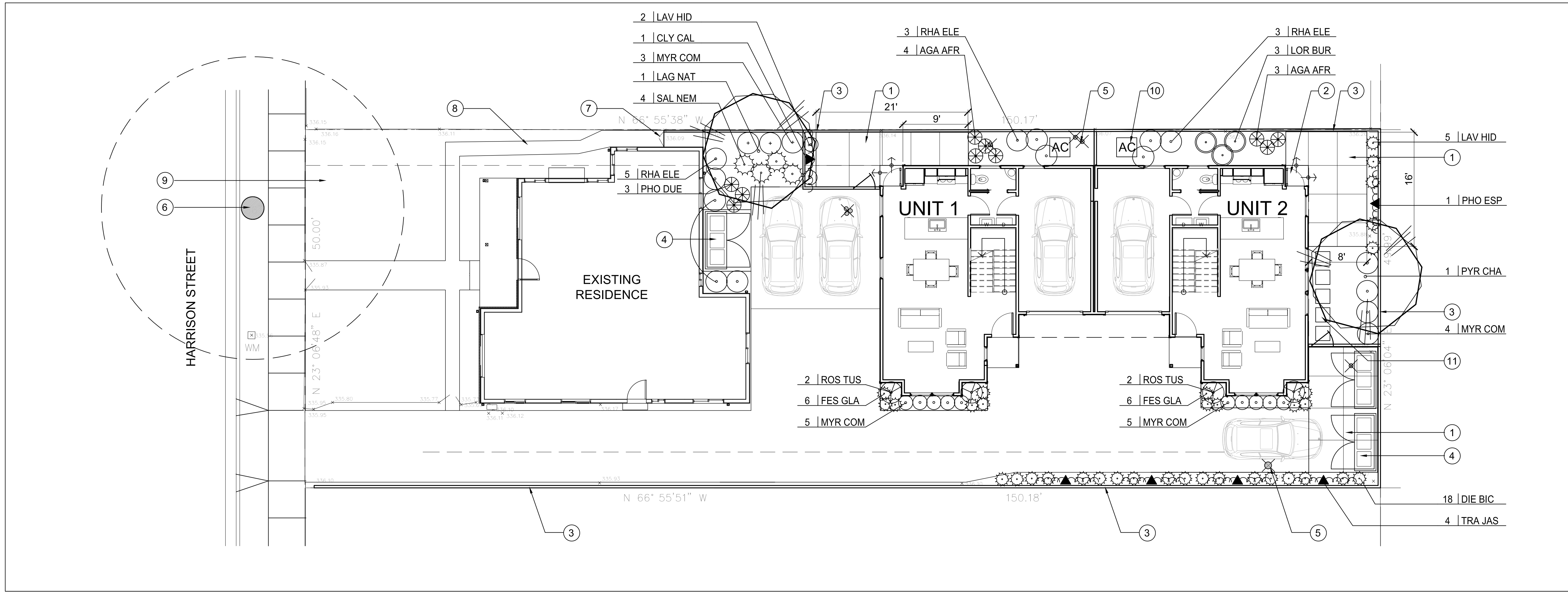


**NEW APARTMENTS
 4722 HARRISON STREET**
 PLEASANTON, CALIFORNIA

**PRELIMINARY
 LANDSCAPE
 PLAN**

DESIGNED: RS DRAWN: XX
 CHECKED: JOB NO:
 DATE
 10-10-17
 SCALE
 NOTED

SHEET
L1
 OF X SHEETS



SOLID WOOD FENCE DETAIL
 NO SCALE

DESCRIPTION:
 A - 2x4 TOP, BOTTOM AND RAILS (HOLD LEVEL)
 B - 1x4 RSDF DOUBLE CLEATS AT RAILS
 C - 1x8 RSDF VERTICAL BOARDS, OVERLAP 1"
 D - 4x4 PTDIF POSTS AT 8 FT. SPACING (MAX.)
 E - FINISH GRADE
 F - 1x2 VERTICAL STAKES SELF-SPACED, W/ 1" NAIL STRIPS
 G - 2x8 PTDIF KICKER BETWEEN TALL POSTS, EXTEND OVER LOW POSTS
 H - 18" DIAMETER x 36" DEEP CONCRETE FOOTING AT POSTS
 I - WOOD POSTS EXTEND 3" THRU BOTTOM OF CONCRETE FOOTING INTO 4" DEEP CLEAN SAND BASE

NOTES:
 1. ALL POSTS TO BE PRESSURE TREATED DOUGLAS FIR, ALL OTHER WOOD MEMBERS TO BE ROUGH SAWN DOUGLAS FIR.
 2. HOLD TOP RAILS LEVEL, STEP FENCE & ALTER PANEL WIDTH AS NECESSARY TO CONFORM TO GRADES.
 3. ALL METAL FASTENERS SHALL BE GALVANIZED.

- SITE AMENITIES LIST:**
- CONCRETE PAVING: 4" THICK CONCRETE WITH REINFORCING AND BASE MATERIAL PER GEOTECH SOILS REPORT; PROVIDE SAWCUTS (OR 1/4" WIDE x 1/2" DEEP SCORE LINES) AS SHOWN; PROVIDE MEDIUM BROOM FINISH.
 - CONCRETE STOOP AT REAR DOORS; FINISH TO MATCH CONCRETE PAVING.
 - 6 FT. HEIGHT SOLID WOOD FENCE; SEE DETAIL THIS SHEET. PROVIDE HEAVY-DUTY (BLACK METAL) HINGES AND SELF-LATCHING MECHANISM AT 3 FT. WIDE GATES.
 - TRASH TOTE ENCLOSURES; REFER TO ARCHITECTURAL DRAWINGS.
 - TYPICAL EXISTING TREE TO BE REMOVED; REFER TO ARBORIST REPORT FOR TREE DESCRIPTIONS, TREE REMOVAL/REMAIN STATUS AND ALL TREE PROTECTION MEASURES.
 - EXISTING TREE TO REMAIN REFER TO ARBORIST REPORT FOR TREE DESCRIPTIONS, TREE REMOVAL/REMAIN STATUS AND ALL TREE PROTECTION MEASURES.
 - EXISTING WOOD GATE TO REMAIN.
 - EXISTING PRIVATE PATHWAY TO REMAIN.
 - EXISTING FRONT YARD LANDSCAPING TO REMAIN, UNDISTURBED.
 - PROPOSED A.C. CONDENSER UNITS; ONE FOR EACH PROPOSED RESIDENCE.
 - 24" SQ. PRECAST CONCRETE STEPPERS; SEAT SOLID

PLANT MATERIALS

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WATER-USE
TREES:				
CER OCC	CERCIS OCCIDENTALIS (LOW-BRANCH)	WESTERN REDBUD	15 GA	LOW
PYR CHA	PYRUS CHANTICLEER	FLOWERING PEAR	15 GA	MEDIUM
SHRUBS:				
LOR BUR	LOROPELTATUM CHINENSIS 'BURGUNDY'	FRINGE FLOWER	5 GA	LOW
MYR COM	MYRTUS COMMUNIS 'COMPACTA'	DWARF MYRTLE	5 GA	LOW
NAN COM	NANDINA 'COMPACTA'	COMPACT NANDINA	5 GA	LOW
PIT VAR	PITTIOSPORUM T. 'VARIEGATA'	VARIEGATED TOBIRA	5 GA	LOW
RHA ELE	RHAPHIOLEIS INDICA 'ELEANOR TABOR'	INDIAN HAWTHORN	5 GA	LOW
ROS TUS	ROSMARINUS 'TUSCANY'	TUSCAN BLUE ROSEMARY	5 GA	LOW
SAL NEW	SALVIA NEMEROSA 'OSTFRIESLAND'	PURPLE SAGE	5 GA	LOW
PERENNIALS & GRASSES:				
AGA AFR	AGAPANTHUS AFRICANUS	LILY-OF-THE-NILE	1 GA	MEDIUM
FES GLA	FESTUCA GLAUCA 'ELIJAH BLUE'	BLUE FESCUE	1 GA	LOW
LAV HID	LAVANDULA A. 'HIDCOTE'	ENGLISH LAVENDER	1 GA	LOW
PHO DUE	PHORMIUM 'DUET'	DWARF FLAX	1 GA	LOW
ESPALEERS:				
CLY CAL	CLYTOSTOMA CALLESTEGIOIDES	LAVENDER TRUMPET VINE	5 GA	MEDIUM
PHO ESP	PHOTINIA FRASERI	PHOTINIA	5 GA	MEDIUM
TRA JAS	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	5 GA	MEDIUM

GENERAL NOTES:

- ALL PLANTING TO BE IRRIGATED BY A SINGLE, FULLY AUTOMATIC, WATER-CONSERVING IRRIGATION SYSTEM, BASED ON WEATHER-OPERATION, CONNECTED TO DOMESTIC WATER SUPPLY; APPLICATION TO BE DRIP AND BUBBLERS.
- ALL PROPOSED PLANTED AREAS ARE TO RECEIVE A 3" LAYER OF FIRBARK MULCH DRESSING.
- REFER TO ARBORIST REPORT AND CIVIL DRAWINGS FOR ALL EXISTING TREE DESCRIPTIONS, EXISTING TREE REMOVAL/REMAIN STATUS, AND ALL EXISTING TREE PROTECTION MEASURES.

WATER EFFICIENT LANDSCAPE WORKSHEET

REFERENCE EVAPOTRANSPIRATION (ET_o): 46.2

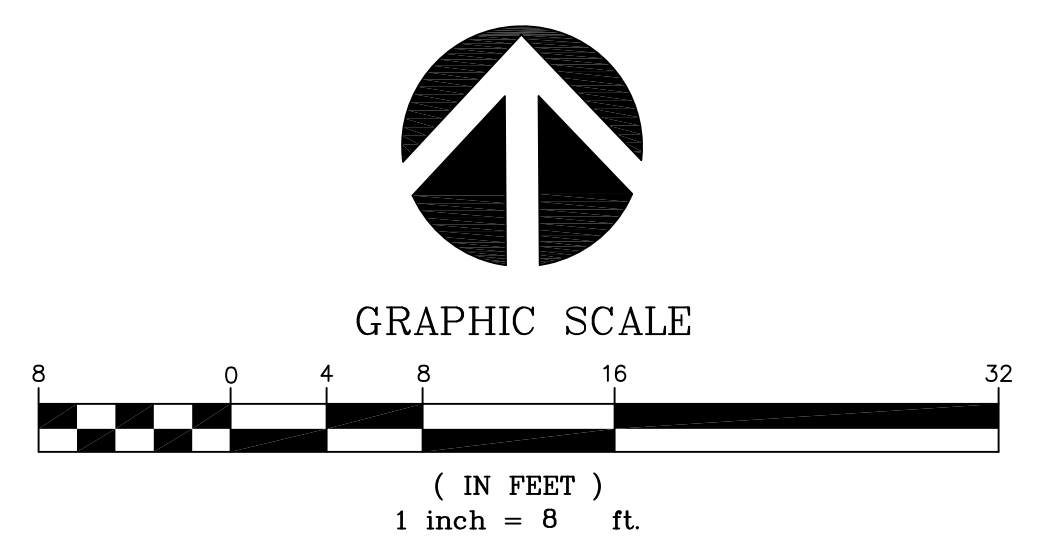
HYDROZONE / PLANTING DESCRIPTION	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF / IE)	LANDSCAPE AREA (sq. ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)
REGULAR LANDSCAPE AREAS:							
LOW WATER USE	0.3	DRIP	0.81	0.3703703	625	231.4814375	6630.6
MEDIUM WATER USE	0.5	DRIP	0.81	0.6172839	101	62.3496739	1785.8
MEDIUM WATER USE	0.5	BUBBLER	0.81	0.6172839	18	11.1111102	318.3
TOTALS:						744	305
SPECIAL LANDSCAPE AREAS:							
REC. AREA					0	0	0
WATER FEATURE 1					0	0	0
WATER FEATURE 2					0	0	0
TOTALS:						0	0
ETWU TOTAL:							8,735
MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):							11,721
ETAF CALCULATIONS:							
REGULAR LANDSCAPE AREAS:							
TOTAL ETAF x AREA	305						
TOTAL LANDSCAPE AREA	744						
AVERAGE ETAF	0.41						
ALL LANDSCAPE AREAS:							
TOTAL ETAF x AREA	305						
TOTAL LANDSCAPE AREA	744						
SITEWIDE ETAF	0.41						

NOTE: AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

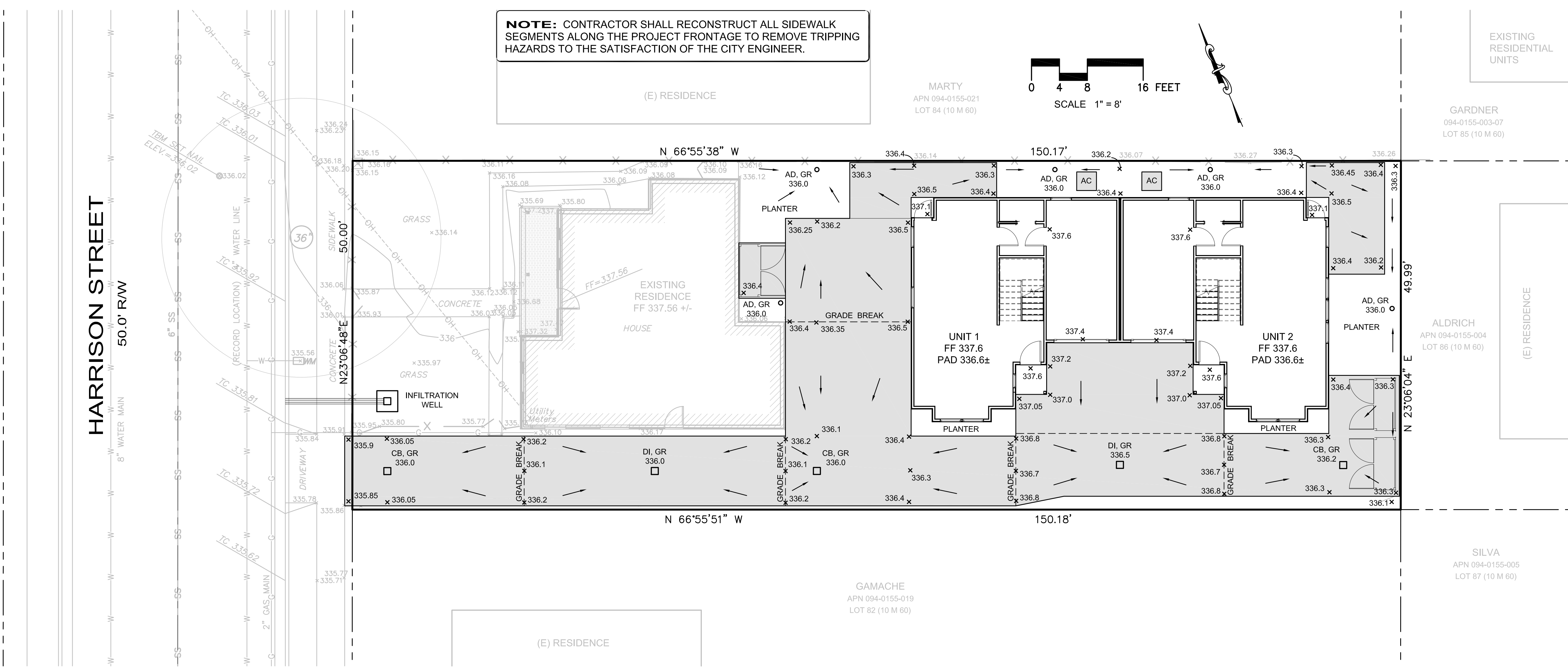
THE SOLID WOOD FENCE AS SHOWN IN THE DETAIL ABOVE IS PROPOSED FOR INSTALLATION ON THE PROPERTY LINE AT THE PERIMETER OF THE SITE. BY PROVIDING A SIGNATURE ON THE FOLLOWING LINES, THE ADJACENT NEIGHBORS/PROPERTY OWNERS HAVE REVIEWED THE DETAIL AND APPROVE THE PROPOSED FENCE FOR CONSTRUCTION.

1. _____
 2. _____
 3. _____

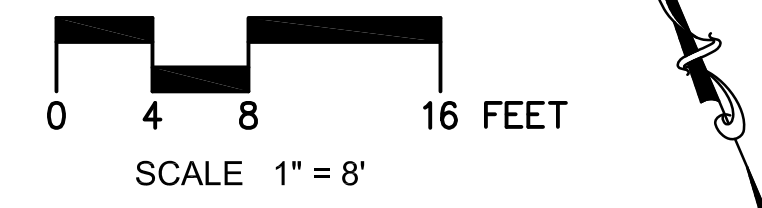
**NEW APARTMENTS
 4722 HARRISON STREET
 PLEASANTON, CA 94566**



HARRISON STREET
50.0' R/W



NOTE: CONTRACTOR SHALL RECONSTRUCT ALL SIDEWALK SEGMENTS ALONG THE PROJECT FRONTAGE TO REMOVE TRIPPING HAZARDS TO THE SATISFACTION OF THE CITY ENGINEER.

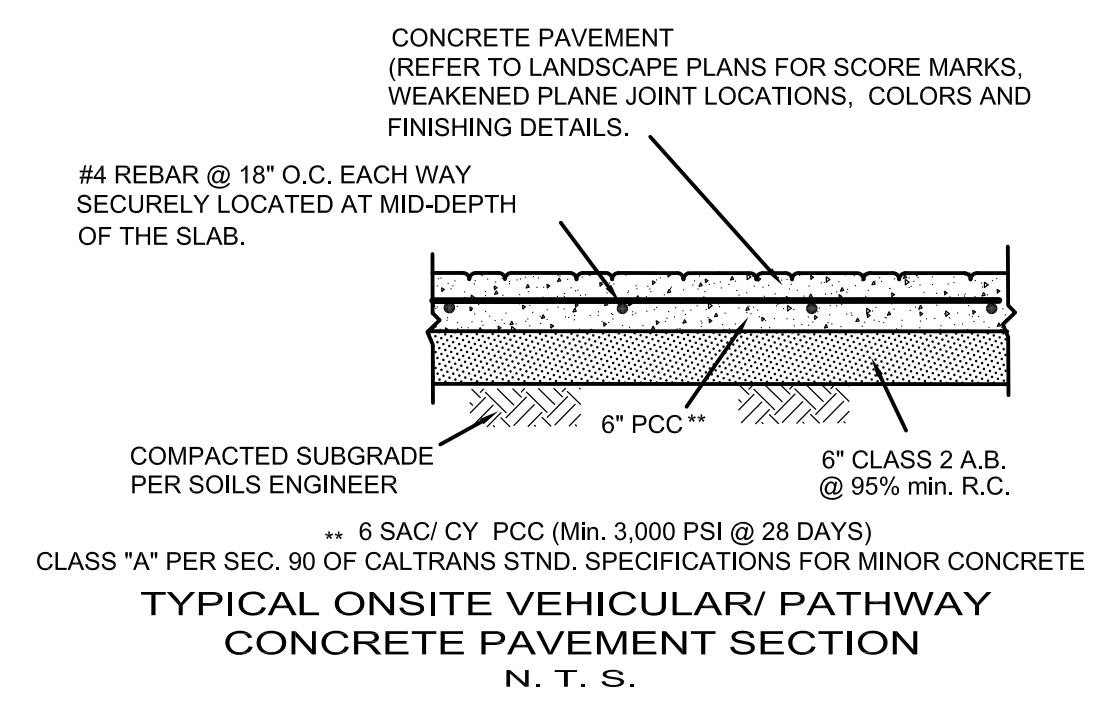


LEGEND

EXISTING	PROPOSED	DESCRIPTION
---	---	PROPERTY LINE
---	---	JOINT POLE
---	---	SANITARY SEWER LINE
---	---	STORM DRAIN LINE
---	---	STORM DRAIN TIE TO DOWNSPOUT
---	---	WATER LINE
---	---	JOINT TRENCH
---	---	DRAIN INLET/CATCH BASIN
---	---	FIRE HYDRANT
---	---	FORCED MAIN
---	---	JOINT TRENCH
---	---	WATER MAIN & GATE VALVE
---	---	SPOT ELEVATION
---	---	OVERHEAD UTILITY
---	---	SIGN
---	---	EXISTING TREE
---	---	STANDARD CITY MONUMENT
---	---	WATER SERVICES & METER
---	---	ELECTRIC BOX
---	---	STREET LIGHT
---	---	PG&E BOX
---	---	CABLE TELEVISION BOX

ABBREVIATIONS

AB	AGGREGATE BASE	LD	LANDSCAPE DRAIN
AC	ASPHALT CONCRETE	LG	LIP OF GUTTER
AD	AREA DRAIN	LP	LOW POINT
APPROX	APPROXIMATE	LT	LEFT
BC	BEGINNING OF CURVE	MH	MANHOLE
BCC	BEGIN OF COMPOUND CURVE	MON	MONUMENT
BFP	BACKFLOW PREVENTOR	N.T.S.	NOT TO SCALE
BJT	BOTTOM JOINT TRENCH ELEV.	PCC	PORTLAND CEMENT CONCRETE
BM	BENCH MARK	PERF	PERFORATED SUBDRAIN
BO	BLOWOFF	PRC	POINT OF REVERSE CURVE
BOV	BLOWOFF VALVE	PROP	PROPOSED
BVC	BEGIN VERTICAL CURVE	PT	POINT
BW	BOTTOM OF WALL ELEVATION	PUE	PUBLIC UTILITY EASEMENT
BWK	BACK OF WALK	PVC	POLYVINYL CHLORIDE
CB	CATCH BASIN	PVI	POINT OF VERTICAL INTERSECTION
CL	CENTERLINE	R	RADIUS
CO	CLEANOUT	RCP	REINFORCED CONCRETE PIPE
CONC	CONCRETE	RIM	RIM ELEVATION
DI	DRAIN INLET	RP	REDUCED PRESSURE
DCD	DOUBLE CHECK DETECTOR	RT	RIGHT
DWY	DRIVEWAY	RW	RIGHT OF WAY
E	ELECTRIC	SD	STORM DRAIN
EC	END OF CURVE	SHT	SHEET
EF	ENTRY FINISH FLOOR	SL	STREET LIGHT
ELEV	ELEVATION	SRV	SERVICE
EP	EDGE OF PAVEMENT	SS	SANITARY SEWER
EVC	END VERTICAL CURVE	SSE	SANITARY SEWER EASEMENT
EX	EXISTING	ST	STREET
FC	FACE OF CURB	STA	STATION
FD	FLOOR DRAIN	STD	STANDARD
FF	FINISHED FLOOR ELEVATION	SW	SIDEWALK
FG	FINISHED GRADE	T	TELEPHONE
FH	FIRE HYDRANT	TC	TOP OF CURB
FL	FLOW LINE	TEMP	TEMPORARY
FS	FINISHED SURFACE	TJT	TOP OF JOINT TRENCH UTILITY ELEV.
G	GAS	TS	TOP OF SOIL
GB	GRADE BREAK	TW	TOP OF WALL ELEVATION
HC	HANDICAP	TYP	TYPICAL
HP	HIGH POINT	VC	VERTICAL CURVE
INV	INVERT	W	WATER LINE
IRR	IRRIGATION	WM	WATER MAIN
JT	JOINT TRENCH	WV	WATER VALVE



THICKENED CONCRETE PAVING EDGE
N.T.S.

PAVING USE	T	D**	W
VEHICULAR	6	10	8
NON-VEHICULAR	4	8	6

EARTH QUANTITIES:
EARTH QUANTITIES TO BE VERIFIED BY CONTRACTOR
CUT 20± CU. YDS.
FILL 25± CU. YDS.

AREA DISTURBED:
4,800± SF (±0.11 ACRE)



PRELIMINARY NOT FOR CONSTRUCTION

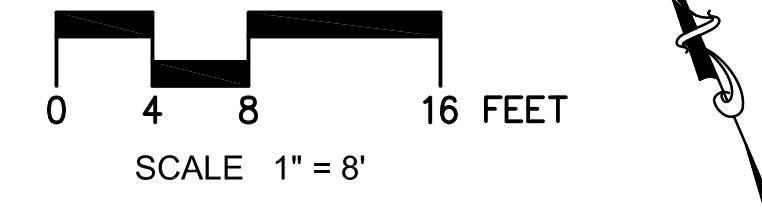
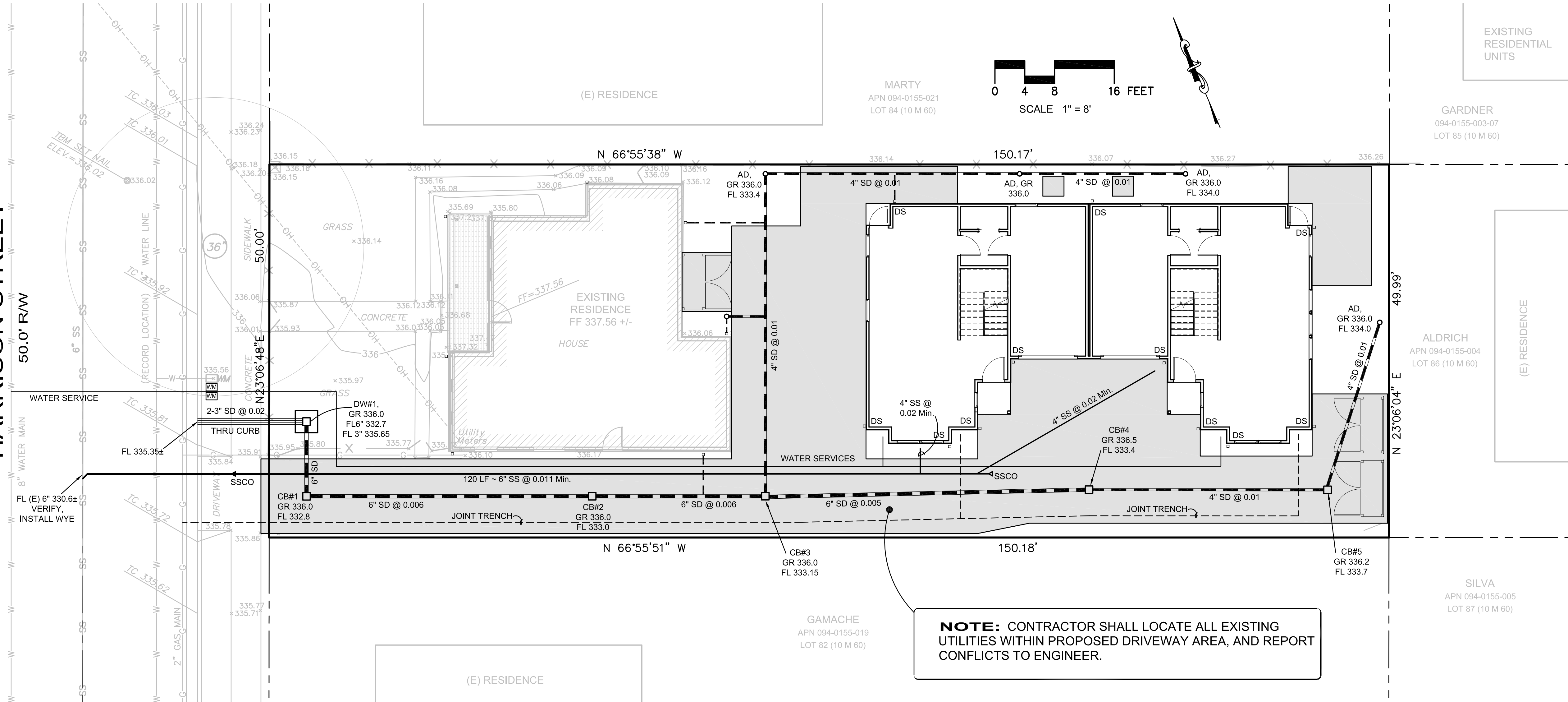
GRADING AND DRAINAGE PLAN
WINSLOW PROPERTY
APN 094-0155-020 - LOT 85 (10 M 60)
4722 HARRISON STREET
PLEASANTON CALIFORNIA

REVISIONS	SCALE	DATE	ENGINEER	H. N.	JOB NO.
1"-8"	12/07/2017				17090

HUMANN COMPANY INC.
ENGINEERING - SURVEYING
10350 25th Ave., Lafayette, CA 94549
PH (925) 285-5000 FAX (925) 285-8576

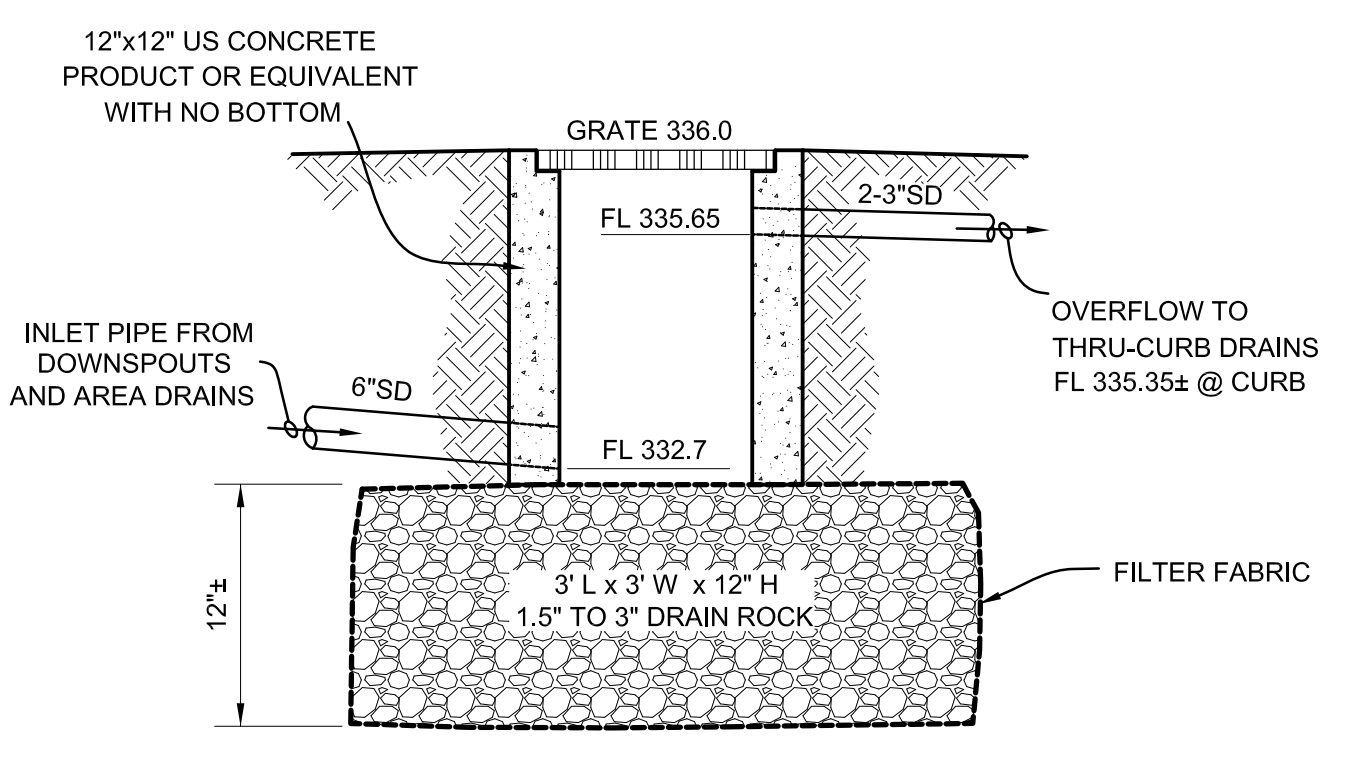
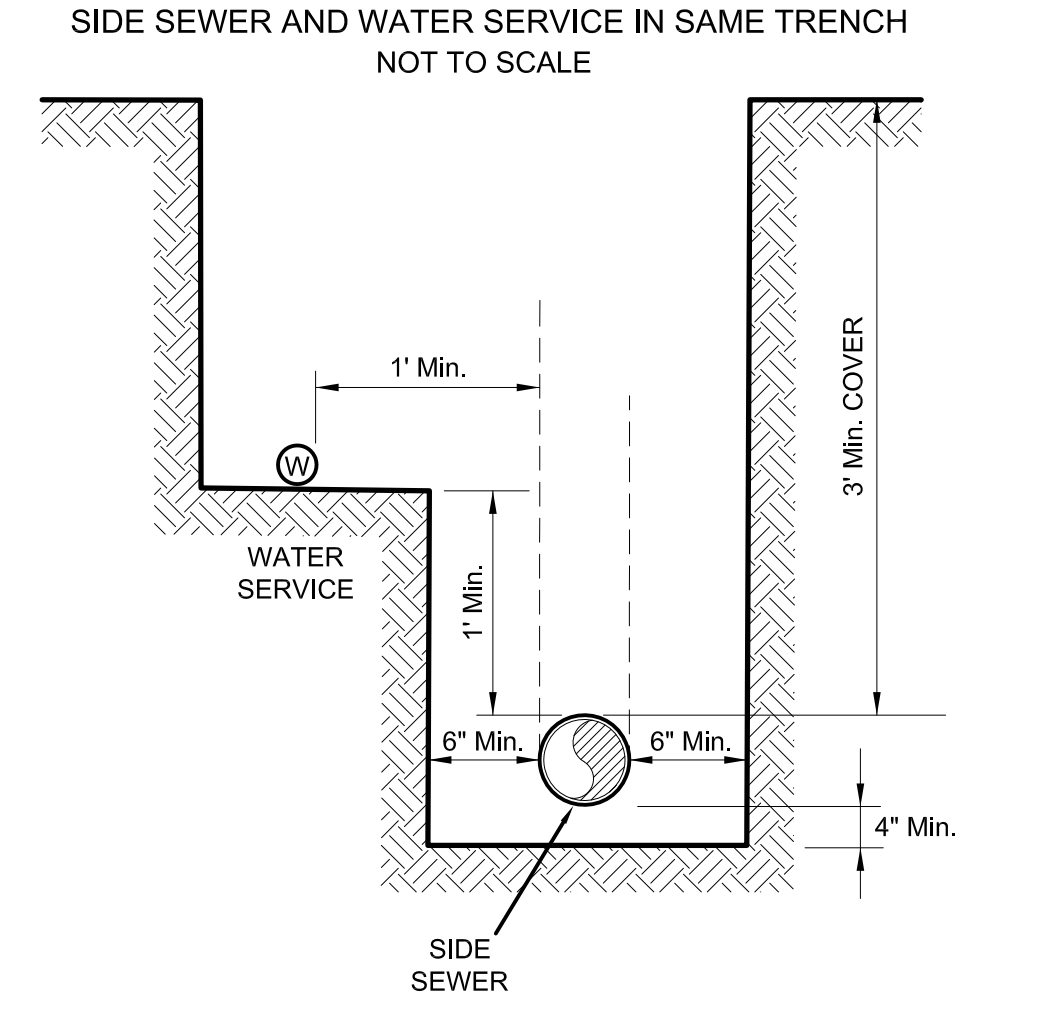
SHEET **C01**
OF 4 SHEETS
JOB NO. 17090

HARRISON STREET
50.0' RAW



NOTE: CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES WITHIN PROPOSED DRIVEWAY AREA, AND REPORT CONFLICTS TO ENGINEER.

JOINT UTILITY TRENCH SEPARATION DETAIL



INFILTRATION WELL
NOT TO SCALE

STORM DRAIN NOTES

- UNLESS OTHERWISE NOTED, ALL PRIVATE STORM DRAIN PIPE SHALL BE PVC SDR 35 OR SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE (CONFORM TO AASHTO M252 & M294 TYPE S).
- ALL EXISTING AND PROPOSED ON-SITE STORM DRAIN INLETS SHALL BE STENCILED WITH "NO DUMPING DRAINS TO BAY" USING THERMOPLASTIC TAPE.
- PROVIDE CLEANOUTS FOR STORM DRAIN AND PERFORATED SUBDRAIN TO MAINTAIN THE SYSTEMS PER BUILDING CODE REQUIREMENTS.
- REFER TO THE PROJECT GEOTECHNICAL REPORT AND STRUCTURAL PLANS FOR ANY ADDITIONAL SUB-DRAIN LOCATIONS, INFORMATION AND DETAILS.

STORM DRAIN SCHEDULE	
INLET #	DESCRIPTION
DW#1	12"x12" US Concrete Model CB1212 "W/out Bottom" or Equal w/ Non Traffic Grate
CB#1 THRU #4	12"x12" US Concrete Model CB1212 or Equal w/ Traffic Grate
CB#5	12"x12" US Concrete Model CB1212 or Equal w/ Non Traffic Grate
ALL ADs	Per Landscape Plans
** REFER TO LANDSCAPE PLANS FOR ANY ADDITIONAL AREA DRAIN LOCATIONS AND TYPE.	

SANITARY SEWER NOTES:

- ALL WORK SHALL BE IN CONFORMANCE WITH CITY OF PLEASANTON SANITARY DEPARTMENT.
- THE SAFETY REQUIREMENTS OF THE OSHA ACT FOR TRENCHING, SHORING AND BRACING SHALL BE COMPLIED WITH WHERE APPLICABLE.
- ALL LATERALS CONNECTING PROPERTY LINE CLEANOUTS TO THE CITY'S SEWER LINES SHALL BE 4" MIN. IN DIAMETER UNLESS OTHERWISE NOTED.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE DIVISION OF INDUSTRIAL SAFETY PERTAINING TO "CONFINED SPACES". ANY MANHOLE, CULVERT, DROP INLET OR TRENCH WHICH COULD CONTAIN AIR WHICH IS NOT READILY VENTILATED MAY BE CONSIDERED A "CONFINED SPACE". THE CONTRACTOR SHALL PROVIDE THE NECESSARY SAFETY OR TESTING EQUIPMENT AND PERSONNEL.



IZZAT S. NASHASHIBI R.C.E. 29528

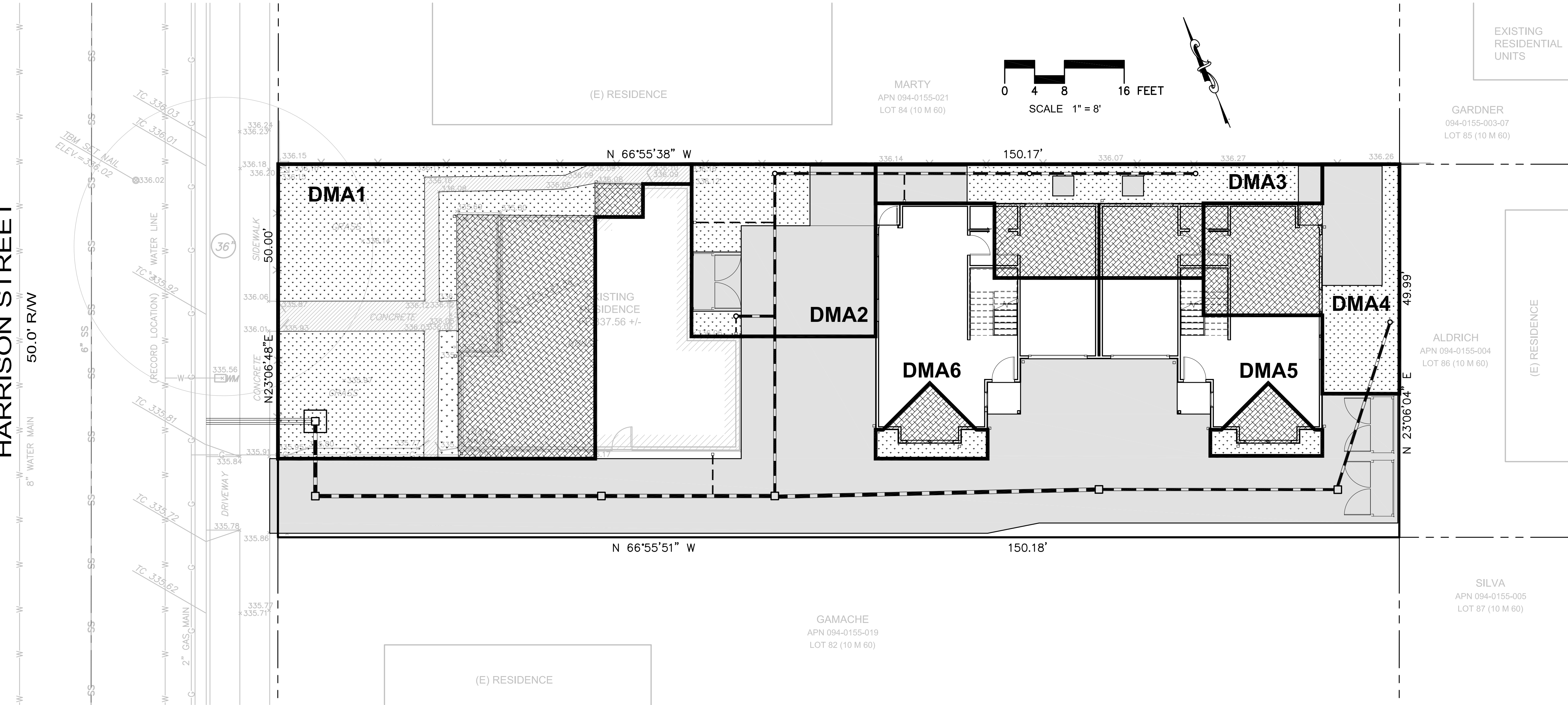
PRELIMINARY NOT FOR CONSTRUCTION

REVISIONS	SCALE	DATE	ENGINEER	H. N.	JOB NO.
1	1"=8'	12/07/2017			17090

UTILITY PLAN
WINSLOW PROPERTY
APN 094-0155-020 - LOT 85 (10 M 60)
4722 HARRISON STREET
PLEASANTON CALIFORNIA

HUMANN COMPANY INC.
REGISTERED PROFESSIONAL ENGINEER
SURVEYING
10251 265th Ave., #100
PH (925) 265-5000 FAX (925) 265-8576

HARRISON STREET
50.0' R/W



LEGEND

- STORM DRAIN LINE
- DOWNSPOUT TIE TO STORM DRAIN
- ROOFS
- EX. CONCRETE WALKWAYS
- NEW CONCRETE DRIVEWAY/ PAVING
- RECEIVING LANDSCAPE
- DRAINAGE MANAGEMENT AREA
- DRAINAGE MANAGEMENT AREA LIMITS

TREATMENT AREA SCHEDULE:

DMA#	ROOF AREA	PAVEMENT AREA	TOTAL IMPERVIOUS AREA	REQUIRED LANDSCAPE AREA	PROVIDED RECEIVING LANDSCAPE AREA
1	630	238	868	434	872
2	-	356	356	178	180
3	280	96	376	188	218
4	240	128	368	184	188
5	55	-	55	28	37
6	55	-	55	28	42



IZZAT S. NASHASHIBI R.C.E. 29528

PRELIMINARY NOT FOR CONSTRUCTION

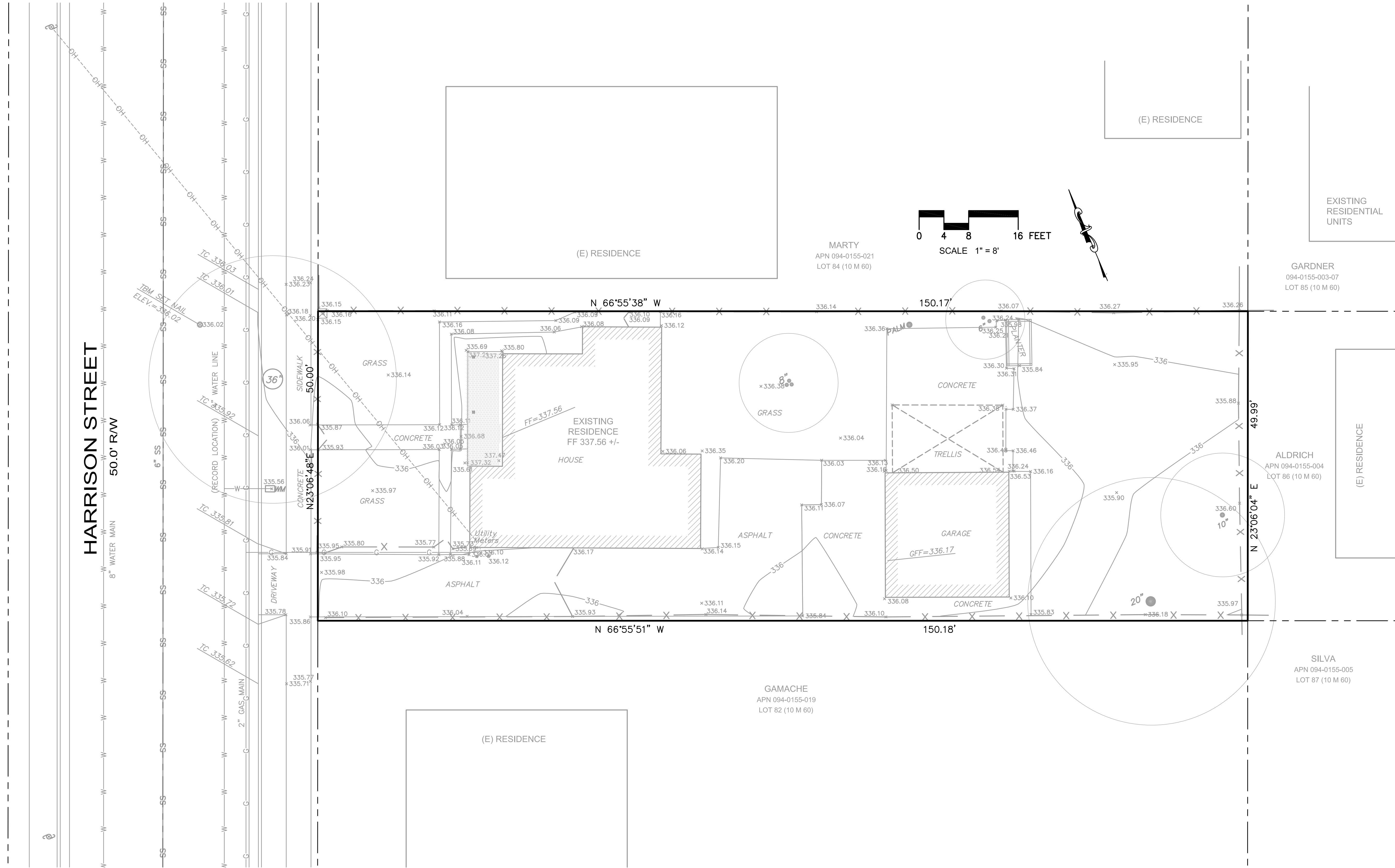
SMALL PROJECT C.3.i PLAN
WINSLOW PROPERTY
 APN 094-0155-020 - LOT 85 (10 M 60)
 4722 HARRISON STREET
 PLEASANTON CALIFORNIA

HUMANN COMPANY INC.
 ENGINEERING - SURVEYING
 10250 28th Ave., Pleasanton, CA 94549
 PH (925) 263-5000 FAX (925) 263-8576

SHEET **C03**
 OF 4 SHEETS

JOB NO. 17090

REVISIONS	SCALE	DATE	ENGINEER	H. N.	JOB NO.
1"	1"=8'	12/07/2017	H. N.	H. N.	17090



BENCHMARK:
 ELEVATIONS SHOWN HEREON ARE BASED UPON CITY OF CITY OF PLEASANTON DATUM. TBM SET NAIL ELEV.=336.02

TOPOGRAPHIC INFORMATION NOTE:
 EXISTING TOPOGRAPHIC INFORMATION SHOWN HEREON PROVIDED BY ALEXANDER & ASSOCIATES INC., JOB No.16324, DATED DECEMBER 10, 2016.



IZZAT S. NASHASHIBI R.C.E. 29528

SCALE	DATE	ENGINEER	H. N.	JOB NO.
1"=8'	12/07/2017			17090

EXISTING CONDITIONS
WINSLOW PROPERTY
 APN 094-0155-020 - LOT 85 (10 M 60)
 4722 HARRISON STREET
 PLEASANTON CALIFORNIA

HUMANN COMPANY INC.
 ENGINEERING - SURVEYING
 10255 285th Ave., Suite 200
 PH (925) 285-5000 FAX (925) 285-8576

SHEET **C04**
 OF 4 SHEETS

JOB NO. 17090

4006 — EXERIOR DECORATIVE








SERIES: Mastermark® Collection
TYPE: Exterior Decorative
APPLICATIONS: Can be used for a swing door, with barn track hardware, with pivot hardware, in a patio swing door or slider system and many other applications for the home's exterior.

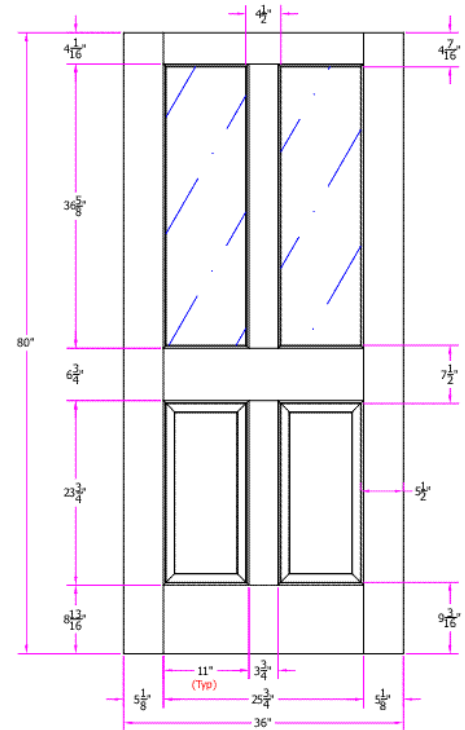
Construction Type:
 Engineered All-Wood Stiles and Rails with Dowel Pinned Stile/Rail Joinery

Panels: 1-1/4" Innerbond® Double Hip-Raised Panel
Profile: Ovolo Sticking
Glass: 5/8" Clear Insulated Glazing

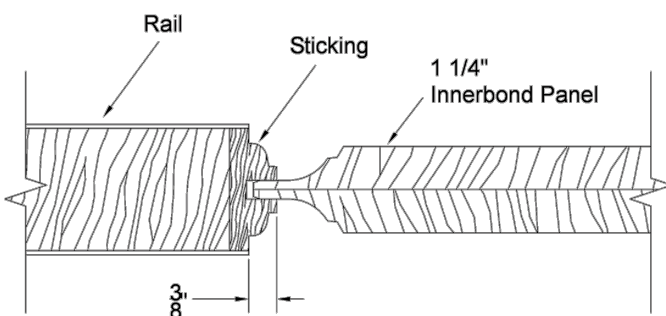
STANDARD FEATURES

-  Any Wood Species
-  Virtually Any Size
-  Glass Options
-  UltraBlock® Technology
-  Privacy Rating: 1

DETAILED DRAWING



DETAILS





Customize

Select an option below

Door Size



Single 8' x 7'

Single 8' x 8'

Single 9' x 7'

Single 9' x 8'

Double 16' x 7'

Double 16' x 8'

Double 18' x 7'

Double 18' x 8'

Color



Window



Glass



Hardware



My Selections

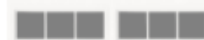
Door Size



Single 8' x 7'

Edit

Window



Stockbridge II 3 Lite Single

Edit

Glass



Apply to home photo



undo



redo

HD

view



zoom



Timothy C. Ghirardelli
CONSULTING ARBORIST

October 18, 2017

Johnson Lyman Architects
1375 Locust Street, #202
Walnut Creek, CA 94596

RE: Tree Survey-4722 Harrison Street, Pleasanton, CA --Proposed Apartments

Introduction

I have been retained by Johnson Lyman Architects to review existing trees on the property pursuant to guidelines defined by the City of Pleasanton - Tree Preservation Ordinance chapter 17.16 that are within the immediate affected environment where construction is proposed. The City of Pleasanton defines a "Heritage tree" as any single-trunked tree with a circumference of 55-inches or more measured four and one-half feet above ground level, or any tree 35-feet or more in height. This site contains Heritage trees as described meeting guidelines for tree height.

I have reviewed the preliminary existing and proposed Site and Utility Plans provided by Johnson Lyman Architects for Humann Company, Inc. Existing trees are reviewed to evaluate their individual health, their contribution to the site and the affects of proposed construction.

My site review occurred on 09.29.17. Tree diameters are measured at 54-inches above grade. Individual trees are numerically tagged and correspond to those in this survey. Guidelines for tree and root zone protection are provided.

Summary

The site is located in an established residential neighborhood on a level parcel containing an existing single family home and separate cottage in back where the proposed project plans to retain the home in front and remove the cottage in back to construct new apartments. A variety of mature non-native, introduced trees and understory plants define the appearance of the local setting.

Seven (7) trees are surveyed on the property including two (2) adjoining property trees where canopies overreach into the subject property adjacent to the proposed driveway. Four (4) trees require removal on site to facilitate construction of the apartments, utilities and new driveway.

The following pages contain my evaluation.

Timothy C. Ghirardelli

CONSULTING ARBORIST--WC ISA CERTIFIED ARBORIST WE 0704A

Tree Survey

Tree No.	Species	Size @ 54"	Health Vigor	H	Const. Impacts	Remove	Retention Rating	Comments
458	Modesto ash <i>Fraxinus velutina</i>	40	Good	X	Low		Good-Fair	Prominent street tree approximately 65 ft. high. No alterations proposed within the canopy of tree. Recent 14" limb failure east canopy. Existing, remaining structural weaknesses observed in secondary limb structure- addressed for the near-term via recent pruning-further review is advised. Heaving and displacement of sidewalk observed from supporting tree root structure.
[^] 459	Fan palm <i>Washingtonia robusta</i>	[*] 36	Good	X	Low Moderate		Good	On adjoining property approximately 40 ft. high. Access drive is proposed essentially on grade. 6" utility line proposed approximately 7-ft from base of tree. Encroaching surface roots observed below AC paving.
[^] 460	Black acacia <i>Acacia melanoxylon</i>	[*] 25	Good	X	Low Moderate		Fair	On adjoining property approximately 52 ft. high. Access drive is proposed essentially on grade. 6" utility line proposed approximately 7-ft from base of tree. Encroaching surface roots observed below AC paving.
461	Orange tree <i>Citrus sinensis</i>	5-5-7-6	Good		High	✓	Good	Requires removal to facilitate construction. Within proposed 4" utility route and access driveway. Approximately 15 ft. high.
462	Crepe myrtle <i>Lagerstroemia indica</i>	6-5	Good		High	✓	Good	Requires removal to facilitate construction. Adjacent to property boundary fence where 4" utility line is proposed. Also in close proximity to construction. Approximately 18 ft. high.
463	English walnut <i>Juglans regia</i>	19	Good-Fair	X	High	✓	Poor	Requires removal to facilitate construction. Within proposed access driveway with 6" utility line. Suppressed canopy structure in competitive environment. Approximately 35 ft. high.
464	Yew pine <i>Podocarpus macrophyllus</i>	8	Good		High	✓	Fair-Good	Proposed 4" utility line in close proximity to tree in high-use construction area. Approximately 12 ft. high.

^{1,2,3} See Tree Health Evaluation [^]Adjoining Property ^{*}Estimated Trunk Diameter H-Heritage Tree

Tree Inventory Photos





Tree & Root Zone Protection Guidelines

Most nutrient and water absorbing roots that sustain the trees can be found in the top 6 to 12 inches of soil. Raising or lowering grades just 4 to 6 inches, or trenching and compacting soils with equipment within natural tree canopies will all affect tree health and longevity. The following guidelines are provided to limit root zone disturbances that may affect tree health and stability as a result of proposed alterations.

1. Tree & Root Zone Protection Prior to, and During Construction

- 1.1 **PROJECT ARBORIST MONITORING:** A good working relationship between the Arborist and contractor and a clear understanding of contractor issues relative to arboricultural issues is essential to avoid any debilitating tree damage. The Project Arborist shall be retained during pre construction and demolition to review procedures and minimize tree and root zone impacts as well as for operations listed in 1.4 through 1.8 below.
- 1.2 **ESTABLISH MATERIAL & EQUIPMENT STORAGE AREA:** Prior to any approved construction activity, assign a confined, dedicated area for material and equipment storage away from the established tree canopies.
- 1.3 **TREE TRUNK PROTECTION:** Apply Straw Wattles directly to the trunk of any tree where proposed alterations are inside protected tree canopies selected to remain where trunks are exposed. Straw wattles shall be attached non-invasively around each tree trunk from ground level to 6-feet above grade to protect against direct contact from equipment or material handling.
- 1.4 **PROTECTIVE TREE ROOT ZONE FENCING:** Protective fencing is a standard guideline with limited application in this construction environment where selected trees to be retained will undergo alterations within their canopies. Project Arborist monitoring during demolition, grading and trenching operations shall be required instead. The Project Arborist shall direct operations as possible to minimize construction traffic through tree canopies that can compact soil and suffocate roots.
- 1.5 **ORGANIC MULCH:** Organic matter such as wood chips may be applied as a temporary solution over the available root zone area of trees adjacent to construction to limit soil compaction from construction related traffic. The Project Arborist shall direct operations.
- 1.6 **GRADING:** Any and all approved grading or soil disturbance activities within protected tree canopies shall be monitored by the Project Arborist. Grading to remove soil within the canopy of protected trees shall proceed by hand slowly under Project Arborist direction and remove soil in shallow lifts so the Project Arborist can stop the process if roots are observed.
- 1.7 **TREATMENT OF ROOTS:** Roots larger than 2-inches may only be removed with the approval of the Project Arborist. Roots less than 2 inches must be pruned with loppers or hand saw.
- 1.8 **TRENCHING FOR UTILITIES, DRAINAGE, CONDUITS:** The process of hand-trenching shall be used to minimize trauma to tree roots inside the protected tree canopy. Excavation is performed by hand and careful equipment operation under the direction of the Project Arborist. Hand trenching leaves roots 2-inches and larger undisturbed. Soil is removed from under and around tree roots to form the necessary trench.

2. Pruning Prior to Construction

- 2.1 Any and all pruning for clearance or limb removal shall be reviewed by the Project Arborist prior to any pruning activity. Any and all proposed operations shall be approved and completed by approved Certified Arborists familiar with the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A-300) and Best Management Practices for Pruning published by the International Society of Arboriculture

3. Landscape Construction

- 3.1 All landscape design or construction shall require Project Arborist review for any design alterations within protected tree canopies.
- 3.2 Any tree canopy encroachment for irrigation supply lines, drainage and electrical conduits for lighting shall be hand trenched avoiding roots 2-inches and larger.
- 3.3 Landscape and irrigation plans shall be designed to minimize irrigation and runoff, promote surface infiltration where appropriate and minimize the use of fertilizers and pesticides that can contribute to storm water pollution.

4. Arborist's Supplemental Report

- 4.1 As needed at project completion-- any necessary treatments for mitigation shall be provided by the Project Arborist in a supplemental report. The report shall also verify compliance with the City of Pleasanton and the Project Arborist's tree and root zone protection plan requirements.

Tree Health Evaluation

Several factors are involved in the evaluation process. Healthy, vigorous trees are better able to tolerate impacts such as root injury, soil compaction and changes in soil moisture than are trees that are in poor condition prior to impact. The tree Health & Vigor ratings below provide an initial guideline for evaluating tree health. Trees with a Health & Vigor Rating of *excellent* or *good* will be more likely to survive development trauma than those with *fair* or *poor*.

¹Health & Vigor Rating:

Excellent	A healthy, vigorous tree relatively free of signs and symptoms of disease.
Good	Tree with normal shoot elongation, interior dead wood, manageable twig dieback, and/or pest problems. Tree structure may influence considerations.
Fair	Tree with moderate amounts of twig and branch dieback, thinning canopy, reduced vigor, wounds that are slow to recover, with 65 to 80% of the canopy alive. May have poor branch structure and/or suppressed canopy. May have conditions that are manageable to improve tree health.
Poor	Tree with dieback of large limbs, large wounds with little callus growth, visible decay, and 30 to 60% of the canopy alive. Tree may also have dieback and decay in primary in scaffold limbs and/or trunk structure. May have large cavities and be structurally unsound beyond any reasonable management.

Retention Rating---Factors Considered in the Evaluation of Trees Suitable for Retention

1. Tree Location, Structure and Competition

The location of the tree is considered with respect to the future environment. Site development increases the frequency of use thereby increasing the concern for structural deficiencies or trees in decline that might become a liability. Trunks and limbs are visually examined to evaluate structural defects and decay that could lead to breakage, or failure.

2. Species Tolerance

Trees respond to environmental changes according to individual genetic ability. For example, Coast live oaks are more capable of withstanding development trauma than Valley oaks similar in size condition and relative construction impacts. Considerations also include age and longevity

3. Contribution

Contribution refers to the evaluation of individual, and/or grove characteristics to the site, neighborhood and benefits to the public. Factors also weigh the above Health/Vigor assessments and both function and aesthetic:

Functional considerations may include species, age and longevity, structure, stability and risks, benefits that include shade, screening and/or sun protection, wildlife habitat or ecological considerations, and the effects of competition.

Aesthetic considerations may include species importance, rarity or uniqueness, natural or exotic, visual interest including seasonal and structural features, appearance and placement in the environment.

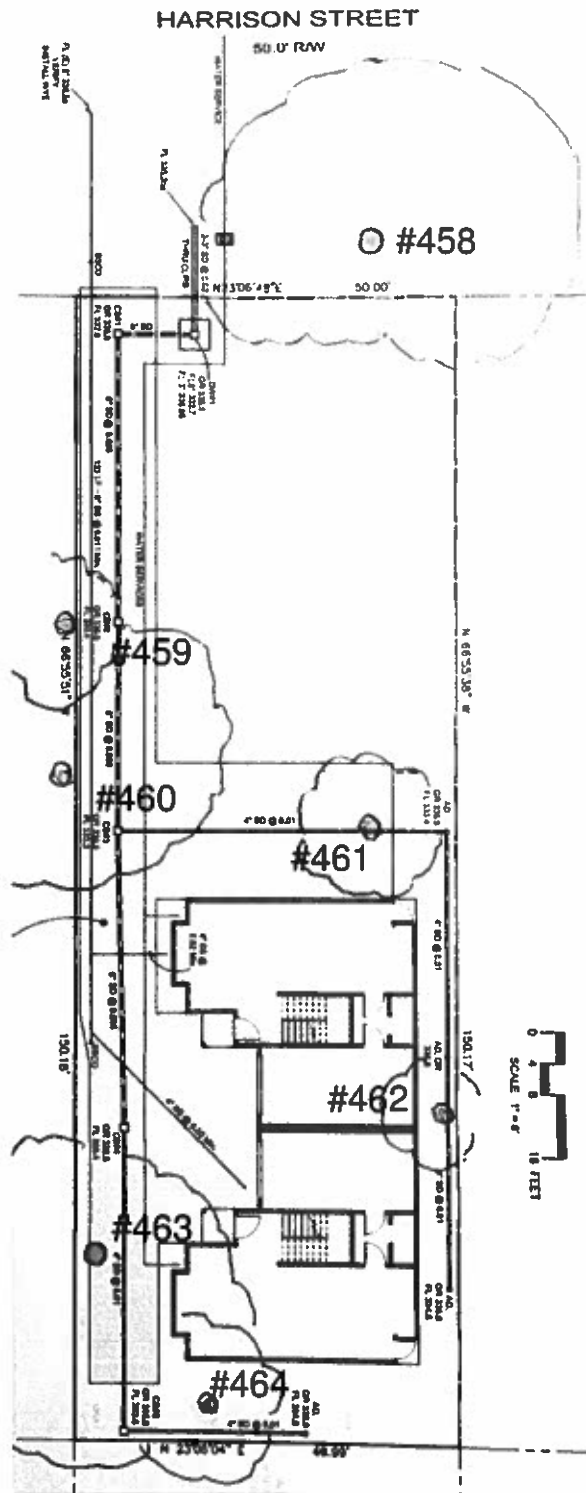
²Proposed Construction Impacts

High Impact	Impacts that are at, or beyond the maximum range of root loss. Significant changes in the proposed plan are required in order to retain the tree. Specific recommendations are required from the Arborist to reduce proposed impacts.
Moderate Impact	Impacts considered to be within the range of sustainable root loss. Specific recommendations are required from the Arborist to reduce proposed impacts.
Low Impact	Minor impacts well within the sustainable range of root loss. Arborist supervised alterations within the tree canopy are required.

³Retention Rating

Excellent	Ideal specimen both functionally and aesthetically with good health and longevity.
Good	Tree suited to retention for the long term. Individual characteristics are weighed. Any health or structural concerns are manageable with reasonable care.
Fair	Tree may have age, health, and/or structural concerns that may, or may not be manageable. Aesthetics are likely to be affected or affect other more valuable trees. Removal may benefit others.
Poor	Tree is likely to be poor candidate for the long term, in decline and/or have non-manageable structural concerns. Removal is likely to benefit others.

Site Plan



Not to Scale-Plan Provided by Humann Company Inc.

ADDENDUM: Tree Survey-4722 Harrison Street, Pleasanton, CA --Proposed Apartments

Tree Appraisal's

Tree appraisals are provided by city request.

The tree appraisal and valuation process uses the Guide for Plant Appraisal, ninth edition, 2000 (Published by the International Society of Arboriculture (ISA) for the Council of Tree and Landscape Appraisers). Basic price, replacement cost and species factors are those published in a regional supplement titled *Species Classification & Group Assignment* by the Western Chapter of ISA for the 9th edition guide above.

Tree #	Common Name	Botanical Name	Size @ 54"	Species %	Condition %	Location %	Appraised Value
458	Modesto ash	<i>Fraxinus velutina</i>	40	30	50	70	\$4,400.00
^459	Fan Palm	<i>Washingtonia robusta</i>	*36	70	50	50	\$1,000.00
^460	Black acacia	<i>Acacia melanoxylon</i>	*25	30	40	50	\$1,300.00
461	Orange tree	<i>Citrus sinensis</i>	5-5-7-6	70	60	60	\$4,350.00
462	Crepe myrtle	<i>Lagerstroemia indica</i>	6-5	70	70	70	\$1,350.00
463	English walnut	<i>Juglans regia</i>	19	70	70	50	\$3,100.00
464	Yew pine	<i>Podocarpus macrophyllus</i>	8	70	70	50	\$950.00

^Adjoining Property

*Estimated trunk diameter-no access to adjoining property tree

a. P17-0907, Robert Lyman for Dennis Winslow

Workshop to review and receive comments on a Design Review application to construct an approximately 3,841-square-foot, two-story, two-unit apartment building behind the existing residence (to remain) at 4722 Harrison Street. Zoning for the property is RM-1,500 (Multi-Family Residential) District.

Associate Planner Eric Luchini presented the agenda report.

Commissioner Balch asked about the vehicular access as shown on Page A6 of the plans, specifically if similar designs had been approved in the past.

Mr. Luchini replied the design is atypical. Mr. Beaudin suggested the Commission provide direction but bear in mind the limitations due to the configuration of the lot in the downtown area.

Chair Nagler referenced a similar previously approved project on Rose Avenue, to which Mr. Luchini concurred that site was referenced by staff and the applicant when designing the plans proposed. Commissioner Brown asked staff to provide the address of that project, Commissioner O'Connor replied 434 Rose Avenue. Commissioner Allen asked when that project was approved. Mr. Beaudin replied staff will provide information regarding that project when this application comes back.

Commissioner Brown asked about the number of trash receptacles and whether they would all line the street on pick-up day. Mr. Luchini confirmed the number and location as indicated in the plan and that they would all line the street on pick-up day. Commissioner O'Connor asked about the square footage calculation shown on plans, Mr. Luchini explained the square footage Commissioner O'Connor was referring to was the total combined area for the new and existing structures.

Commissioner Brown noted the existing residence is not designated a historic home and asked about the decision to retain the structure as-is. Staff deferred the question to the applicant.

Commissioner Allen asked what size car the turning radius is calculated for. Mr. Beaudin replied turning radius on newer vehicles is tighter than the vehicles used in calculation.

Commissioner Allen asked about the definition of bedroom verse den. Mr. Luchini explained staff's interpretation of a bedroom is a room with a closet. Ms. Clark added, the two dens are not fully enclosed such as a bedroom, so while a closet could be added it would take further modification to truly use these areas as bedrooms.

Commissioner Ritter asked about refuse pick-up options for properties such as this which is proposed to have nine receptacles. Mr. Beaudin replied Pleasanton Garbage Service is involved in the design review process and in this case the determination was made that the nine cans were acceptable.

THE PUBLIC HEARING WAS OPENED.

Dennis Winslow, property owner, provided background and history of the property and project. He noted his experience in the development review process and his involvement in the city.

Robert Lyman, architect, pointed to the submitted plans and provided commentary on the design and architecture of the proposed project. He stated the intention of the den would be to provide additional living space for uses such as a reading nook or home office. Mr. Lyman addressed the commissioner's comments on car turns, stating the model used older model cars with more restrictive turning radius than newer vehicles.

Commissioner Balch asked the architect, if the Commission were to ask for additional architectural detail, if he had specific or alternative design elements in mind.

Mr. Lyman discussed triple-pane sound attenuating windows and window elements (acknowledging a concern with shadow relief if those were to be installed), paving materials, a mow strip, and entry details such as a raised porch.

Commissioner Balch commented he would like to see more detail given to the garage doors and the façade of the rear of the building.

Commissioner Ritter asked about the size of the outdoor space.

Mr. Lyman pointed to plan sheet A1.1, showing the outdoor porch areas for each residence, and provided narrative on how that space could be utilized. Mr. Winslow explained the limitations in design come from the layout of the existing residence which has a large front yard. He proposed the front yard be available to all residents.

Commissioner Brown commented the story poles were useful and quashed concerns he originally had about the massing. He listed his concerns: number of turns required for parking, number of trash cans, and lack of articulation on north elevation.

In response to a suggestion from Commissioner O'Connor to use double-pane noise attenuating windows which provide shadow relief, Mr. Lyman replied he was not aware of such a product and that the triple-pane product he mentioned earlier was provided to him by an engineer.

Commissioner O'Connor asked what measures were being taken to address sound mitigation. Mr. Lyman replied sound attenuation would be addressed by window design and additional layers of drywall.

Natasha Erdeo, neighbor, said she noticed the story poles and wanted to attend the public hearing to learn more about what was being proposed. She commented on view impacts and concern with limited parking on Augustine Street.

Mr. Lyman and Mr. Winslow concluded responses about sound.

THE PUBLIC HEARING WAS CLOSED.

Discussion Topics:

A. *Is the proposed density for the project site acceptable?*

Commissioners Balch, Brown, Ritter, and O'Connor provided support for the proposed density.

Commissioner Allen expressed hesitation with the density. She acknowledged the sensitivity of density in downtown and questioned if the proposed layout is the best option to minimize the appearance of density. Elaborating, Commissioner Allen proposed the scenario of neighboring properties constructing similar projects whereby creating buildings with windows which look directly in to one another. She suggested consideration of alternative window design such as dormers.

Chair Nagler conveyed initial concern with the density, but with acknowledgment of demand for affordable housing and infill in downtown he supported the density as proposed. He noted the positioning of the density on the rear of the property, explaining how it provides visual relief as opposed to a project closer to the street.

B. *Are the proposed site layout and access acceptable?*

C. *Is the proposed parking for the project acceptable, including the proposed parking access and maneuverability?*

Commissioner Ritter recognized limitations due to height restrictions in downtown. He suggested the Rose Hotel concept, where parking is on the ground floor with the livable space above, would have worked in this instance had there not been the height restriction. Given the limitations, he supports the layout as designed.

Commissioner O'Connor supported the layout and number of parking spaces but is concerned with the maneuverability.

Commissioner Balch suggested rotating or moving the trash enclosures to alleviate the maneuverability constraints.

Chair Nagler clarified conflicting interests, with Commissioners Balch and O'Connor discussing the relocation of trash enclosures to the rear of the residences and Commissioner Ritter requesting consideration of additional outdoor space.

Commissioners O'Connor and Balch discussed specific concern with the maneuverability of car number four, and the idea of rotating the three trash enclosures in front of car number five by 180 degrees putting them against the house, across from the other three, whereby allowing car five to park deeper in the space and providing additional room for car number four.

Commissioner Brown and Chair Nagler supported the suggestion and confirmed staff understood the proposal.

Commissioner Balch said he appreciated the layout and that it is not tandem parking, that the proposed plan was the preferred parking style, clarifying that the direction is to keep the overall design as-is but to relieve the maneuverability constraints as suggested. With regard to the outdoor spaces, he said unit two is appropriate as designed but asked the applicant consider the location and size of unit one.

Commissioner Brown suggested reallocating some of the “resident open space” in Section E to outdoor space for unit one. Commissioner Balch agreed.

D. Is the architectural style and design of the proposed apartment building acceptable?

Commissioner Brown expressed appreciation for continuity with the existing structure.

Commissioner Balch requested additional architectural enhancements, as suggested in the agenda report. He suggested tying in the light fixtures and colors of the existing home while adding more character to the new buildings. He referenced three newer residences on Peters Avenue, which have four-sided architecture, a concept that is relatively new but essential for this kind of infill development in the downtown area.

Commissioner Allen agreed the referenced homes on Peters Avenue and St. Mary Street provide a model for the architectural style the Commission supports. She agreed with staff’s recommendations in the agenda report, and suggested pavers or mow strips.

Commissioner Ritter was supportive of the gables and roofline as proposed.

Commissioner O’Connor suggested expanding the color palate, hardware on the garage doors making it look more carriage-like, and additional detail for the windows.

Chair Nagler summarized the previous comments, stating the Commission is less interested in matching the existing residence and more interested in newer design elements as seen on the referenced projects. He suggested modifying the existing residence to compliment the design features of the new buildings rather than limiting the design on the rear residence to match the existing residence. The Commission unanimously agreed.

E. What other information would assist the Planning Commission in its decision on the proposed project (e.g., additional photo simulations)?

Commissioner Balch expressed appreciation of the quality of the renderings submitted. He provided his opinion on removal and replacement of the Heritage Tree, asking for replacement to be equivalent to the age of the tree removed and not a 2:1 ratio.

In response to a question from Commissioner O'Connor, Mr. Beaudin provided overview of the ongoing conversations between the City and Altamont Commuter Express (ACE) with regard to silent crossings or quiet zones.

Commissioner Allen requested a line-of-sight visual from the second-story windows to the neighboring properties to determine whether privacy mitigations would be necessary.

ENVIRONMENTAL NOISE STUDY FOR:

4722 Harrison Street
Pleasanton, CA
RGD Project #: 17-082

PREPARED FOR:

Robert M. Lyman
Johnson Lyman Architects, LLP
1375 Locust Street, #202
Walnut Creek, CA 94596

PREPARED BY:

Harold Goldberg, P.E.
Tsz "Anthony" Wong

DATE:

9 January 2018

1. Introduction

The proposed project is a 2-story two-unit apartment building at 4722 Harrison Street in the City of Pleasanton. The site is near the Union Pacific and ACE Train railroad tracks. This study quantifies and assesses the railroad noise and vibration environment with respect to the requirements of the State of California Building Code and the City of Pleasanton General Plan.

2. Environmental Noise Fundamentals

Noise can be defined as unwanted sound. It is commonly measured with an instrument called a sound level meter. The sound level meter captures the sound with a microphone and converts it into a number called a sound level. Sound levels are expressed in units of decibels. To correlate the microphone signal to a level that corresponds to the way humans perceive noise, the A-weighting filter is used. A-weighting de-emphasizes low-frequency and very high-frequency sound in a manner similar to human hearing. The use of A-weighting is required by most local General Plans as well as federal and state noise regulations (e.g. Caltrans, EPA, OSHA and HUD). The abbreviation dBA is sometimes used when the A-weighted sound level is reported.

Because of the time-varying nature of environmental sound, there are many descriptors that are used to quantify the sound level. Although one individual descriptor alone does not fully describe a particular noise environment, taken together, they can more accurately represent the noise environment. The maximum instantaneous noise level (L_{max}) is often used to identify the loudness of a single event such as a car pass-by or airplane flyover. To express the average noise level the L_{eq} (equivalent noise level) is used. The L_{eq} can be measured over any length of time but is typically reported for periods of 15 minutes to 1 hour. The background noise level (or residual noise level) is the sound level during the quietest moments. It is usually generated by steady sources such as distant freeway traffic. It can be quantified with a descriptor called the L_{90} which is the sound level exceeded 90 percent of the time.

To quantify the noise level over a 24-hour period, the Day/Night Average Sound Level (DNL or L_{dn}) or Community Noise Equivalent Level (CNEL) is used. These descriptors are averages like the L_{eq} except they include a 10 dB penalty during nighttime hours (and a 5 dB penalty during evening hours in the CNEL) to account for peoples increased sensitivity during these hours. The CNEL and L_{dn} are typically less that one decibel apart.

In environmental noise, a change in noise level of 3 dB is considered a just noticeable difference. A 5 dB change is clearly noticeable, but not dramatic. A 10 dB change is perceived as a halving or doubling in loudness.

Vibration is an oscillatory motion which can be described in terms of the displacement, velocity, or acceleration. Because the motion is oscillatory, there is

no net movement. Displacement is the easiest descriptor to understand. For a vibrating floor, the displacement is simply the distance that a point on the floor moves away from its static position. The velocity represents the instantaneous speed of the floor movement.

The peak particle velocity (PPV) is the descriptor used in monitoring of construction vibration since it is related to the stresses that are experienced by buildings. Although PPV is appropriate for evaluating the potential of building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals and a time averaged vibration descriptor correlates better with human response. For this reason, criteria for transit vibration is presented in terms of the root-mean-square (rms) vibration velocity and is typically shown in units of decibels referenced to 1 micro-inch per second (with the abbreviation VdB" to reduce the potential for confusion with sound decibels).

3. Acoustical Criteria - Noise

3.1. California Building Code

Section 1207.4 of the California Building Code has exterior noise transmission requirements for residential dwellings. The code states that allowable interior noise levels attributable to exterior sources shall not exceed an L_{dn} of 45 dB in any habitable room.

3.2. Pleasanton General Plan

The Noise Element of the City of Pleasanton General Plan has policies and programs to assure the appropriateness of new development with the noise environment of Pleasanton.

Policy 1: Require new projects to meet acceptable exterior noise level standards

- Program 1.1: Use the normally acceptable designation and text description contained in Table 11-5 "Noise and Land Use Compatibility Guidelines," to determine the acceptability of new development and to determine when noise studies are required. For new single-family residential development, maintain a maximum day/night average noise level standard of 60 dBA L_{dn} for exterior noise in private or shared outdoor use areas excluding front yards. For new multi-family residential development, maintain a maximum standard of 65 dBA L_{dn} in community outdoor recreation areas (or 60 dBA L_{dn} when the outdoor noise is due to aircraft). Noise standards are not applied to balconies or front yards. In the Downtown, the City Council will evaluate the requirement to achieve these standards on a case-by-case basis.

TABLE 11-5: NOISE AND LAND USE COMPATIBILITY GUIDELINES

Land Use Category	Exterior Noise Exposure (L_{dn})					
	55	60	65 ^b	70	75	80
Single-Family Residential ^a	White	White	White	White	White	White
Multi-Family Residential, Hotels, and Motels ^a	White	White	White	White	White	White
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds	White	White	White	White	White	White
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches	White	White	White	White	White	White
Office Buildings, Business, Commercial, and Professional	White	White	White	White	White	White
Auditoriums, Concert Halls, Amphitheaters	White	White	White	White	White	White

^a In noise environments resulting primarily from railroad trains, exterior noise levels up to 70 dBA L_{dn} are normally acceptable recognizing that day-night average noise levels are controlled by intermittent, loud events.

^b <65 dBA outdoors = < 45 dBA indoors

NORMALLY ACCEPTABLE
 Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements

CONDITIONALLY ACCEPTABLE
 Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

UNACCEPTABLE
 New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

- Program 1.2: Where high noise levels are the result of railroad trains, an exterior noise level of up to 70 dBA L_{dn} would be considered compatible with most residential development recognizing that day-night average noise levels are controlled by intermittent, loud events. Vibration-sensitive land uses located near the Union Pacific Railroad tracks should demonstrate compatibility with the Federal Transit Administration’s vibration impact criteria by completing site-specific vibration analyses.
- Program 1.4: Require noise studies for future projects to use a consistent format, to include a description of the methodology and assumptions used, to analyze alternative noise mitigation measures, and to evaluate the effectiveness of the mitigation following implementation.

Policy 3: Ensure that noise does not exceed interior noise levels of 45 dBA L_{dn} for residential uses and those levels specified in noise studies for other uses.

- Program 3.2: Require noise-attenuation measures when necessary to ensure that interior noise levels for new single- and multi-family residences do not exceed 45 dBA L_{dn} . Interior noise levels shall not exceed 45 dBA L_{dn} in any new residential units (single and multifamily). Development sites exposed to noise levels exceeding 60 dBA L_{dn} shall be analyzed following protocols in Appendix Chapter 12, Section 1208, A, Sound Transmission Control, 2001 (current) California Building Code, Section 1207.

- Program 3.3: New residential development affected by noise from railroad trains and aircraft shall be designed to limit typical maximum instantaneous noise levels to 50 dBA in bedrooms and 55 dBA in other rooms.

4. Acoustical Criteria – Groundborne Vibration

The Federal Transit Administration¹ has criteria for assessing vibration impacts from rail and transit facilities. The vibration impact criterion for frequent events at residences is 72 VdB. This is consistent with Program 1.2 of the Pleasanton General Plan.

5. Noise and Vibration Environment

To quantify the existing noise levels, one long-term, 24-hour, and one short-term noise measurements were made at the project site. The long-term measurement (LT-1) was conducted at a height of 24 feet to represent the noise exposure of the proposed 2nd floor rooms. The short-term measurement (ST-1) was conducted at a height of 5 feet to represent the noise exposure at the 1st floor rooms and outdoor use areas. To quantify the vibrations from train passbys, a ground vibration measurement of two ACE trains was made at the existing concrete driveway (Location V-1) approximately at the setback of the proposed building. The noise and vibration measurement locations are shown in Figure 2. Figure 3 and Table 1 show the long-term and short-term noise measurement results, respectively. Table 2 shows the measured train vibration levels.

In general, the major noise sources affecting the project site are train horns and train passby. Other sources of noise include local vehicular traffic and occasional aircraft flyovers. Aircraft flyovers generated a typical maximum noise level of 60 to 64 dBA at location LT-1. During the short-term measurement period, noise from nearby dog barks and voices also contributed to the measured noise levels but were excluded from the noise control analysis.

¹ Office of Planning and Environment, Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, FTA-VA-90-1003-06, May 2006.

Figure 2: Measurement Locations



Source: Map data ©2017 Google

Figure 3: Noise Measurement Results Location LT- 1 ($L_{dn} = 60$ dBA)

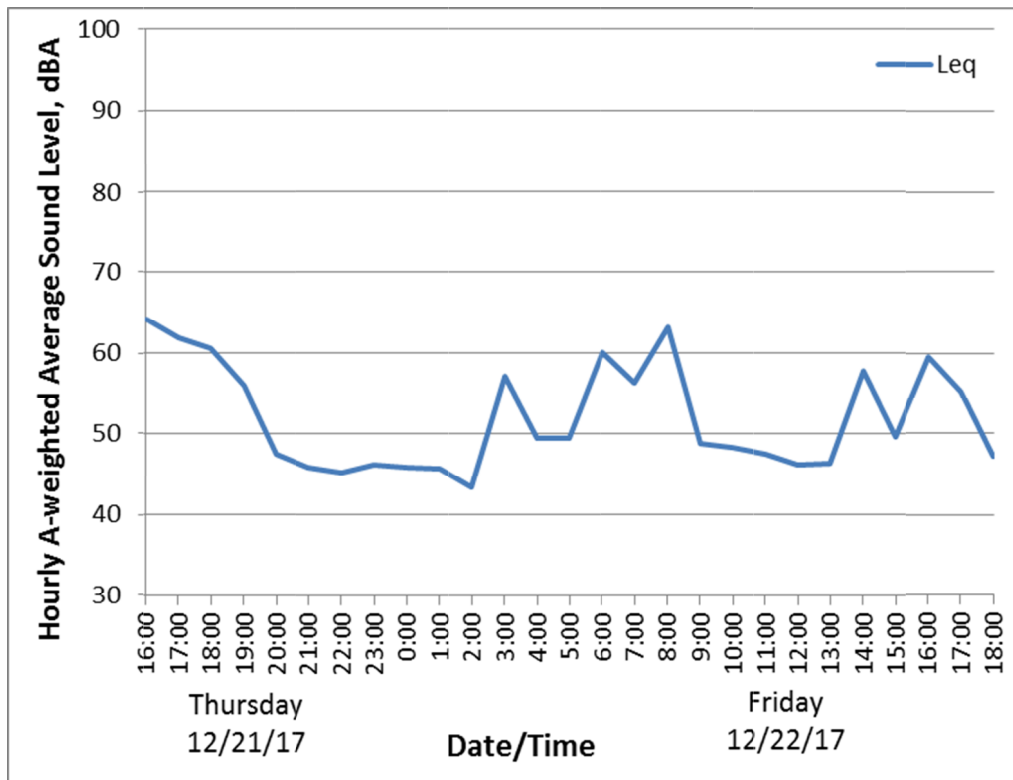


Table 1: Short-Term Noise Measurement Results

Location		Time	A-weighted Sound Level, dBA	
			L_{eq}	L_{max}
ST-1	5 feet above ground	12/21/17 4:12 – 5:32 PM	61	ACE train at 4:30 PM: 78 ACE train at 5:31 PM: 76 Railroad crossing bells: 42 – 44 Motorcycle on Harrison Street: 50 Dog bark near monitor: 69 - 88

Table 2: Vibration Measurement Results at Location V-1

Time of Train	Vibration Level, VdB
12/21/17 4:30 P.M.	56
12/21/17 5:31 P.M.	56

The measured hourly L_{eq} was significantly influenced by the sound of train horns. There is a railroad crossing approximately 250 feet north of the project site. Based on site observations and audio recordings, trains are sounding their whistles as they approach this crossing.

During the entire monitoring period, we measured a total of 11 train passbys. Based on ACE’s regular and holiday train schedules, we identified eight scheduled ACE train passbys and three unscheduled freight train passbys. Table 2 lists the train passby events and the associated measured L_{max} . At location LT-1, the maximum instantaneous sound level (L_{max}) was measured to be 82 to 88 dBA for ACE trains and 88 to 92 dBA for freight trains.

At location ST-1, the measured L_{max} noise levels from two ACE trains were 76 and 78 dBA. A comparison with the simultaneous measurements at the 24-foot measurement (LT-1) indicates that the maximum instantaneous noise from trains was 7 to 9 decibels lower at the ground level due to acoustical attenuation provided by intervening buildings.

Table 2: Measured Train Noise Summary at LT-1

Date	Time	L _{max} (dBA)	Type
Thursday, December 21, 2017	4:30 P.M.	87	ACE
	5:31 P.M.	83	ACE
	6:29 P.M.	88	ACE
	7:31 P.M.	83	ACE
Friday, December 22, 2017	3:32 A.M.	88	Freight
	6:49 A.M.	89	ACE
	7:53 A.M.	83	ACE
	8:52 A.M.	92	Freight
	2:25 P.M.	89	Freight
	4:29 P.M.	86	ACE
	5:26 P.M.	82	ACE

6. Analysis/Recommendations

The following analysis is based on the floor plans and elevations in the drawings issued by Johnson Lyman Architects dated 10 October 2017. In addition, it is our understanding that the proposed exterior wall assembly consists of fiber cement siding panels on the exterior, a layer of plywood, 2x4 or 2x6 wood stud with batt insulation, and a layer of 5/8-inch gypsum board on the interior².

6.1. Noise Outdoors

Based on our measurements and calculations, the proposed 2-story building would be exposed to an exterior noise level of L_{dn} of 53 dBA at the ground floor and L_{dn} of 60 dBA at the 2nd floor. The noise exposure at the ground floor would be less due to the acoustical shielding provided by the neighboring buildings.

The City of Pleasanton considers an L_{dn} 70 dBA or less in noise environments primarily dominated by railroad train noise to be compatible exterior uses in most residential developments (GP Program 1.2). Based on the results of our measurements and analysis, noise levels at the project site would be considered compatible with exterior uses.

² Phone conversation with Robert Lyman on January 8, 2018.

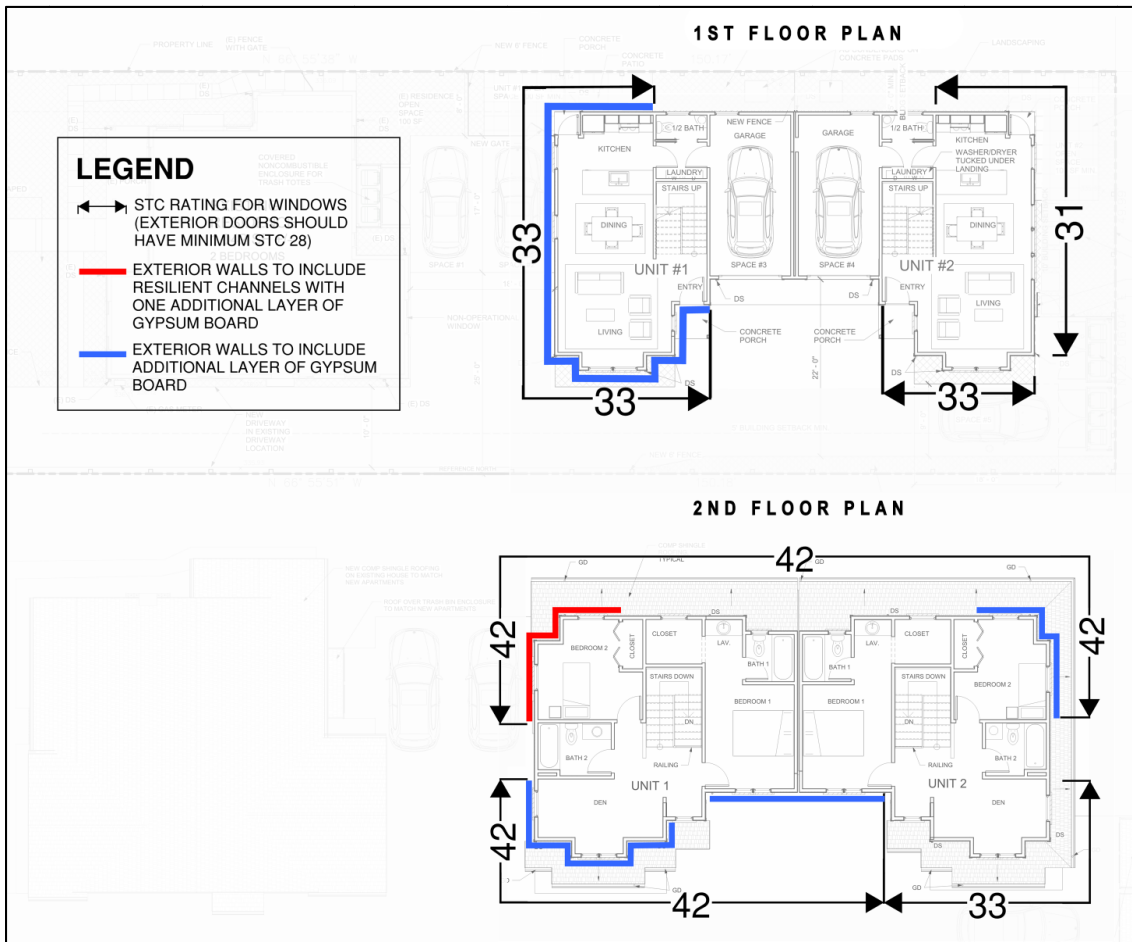
6.2. Noise Indoors

The City of Pleasanton has a single-event noise standard that must be considered because of the railroad noise at the project site. The City’s single event standard is applied to the “typical maximum noise level”. For this analysis we use the average L_{max} of the loudest 30 percent of the measured passbys (i.e. L_{max30}) as the typical maximum noise level. The L_{max30} from freight and ACE trains is 90 dBA.

Achieving the single-event noise standard would require sound-rated windows/doors and, for some rooms, an acoustically enhanced wall assembly. Figure 4 presents the recommended wall, window, and door treatments. For this project, achieving the single-event noise standard would also achieve the City and State interior noise requirement of L_{dn} 45 dBA.

The recommended window and door sound ratings are specified in terms of the Sound Transmission Class (STC). For windows and doors, the STC rating applies to the glass or panel and the frame as a system. The performance of the windows and doors should be documented by test reports from an acoustical laboratory.

Figure 4: Recommendations for Windows, Exterior Doors and Exterior Walls



Two types of upgraded walls are recommended. The red lines indicate walls that should have two layers of 5/8-inch thick gypsum board on the interior side attached to the studs with resilient channels. We recommend the ClarkDietrich RCSD since they are acoustically tested. The resilient channels and gypsum board should be installed per the resilient channel manufacturer's installation instructions. The blue lines indicate walls that should receive a second layer of 5/8-inch thick gypsum board and resilient channels are not required.

Windows would need to be in the closed position to meet the interior noise goals. Therefore, you should consider a ventilation system be included in the design in order to provide a habitable environment. This aspect should be reviewed by the project mechanical engineer. It is important that any ventilation system not compromise the noise reduction provided by the exterior window and wall assembly.

6.3. Ground Vibration

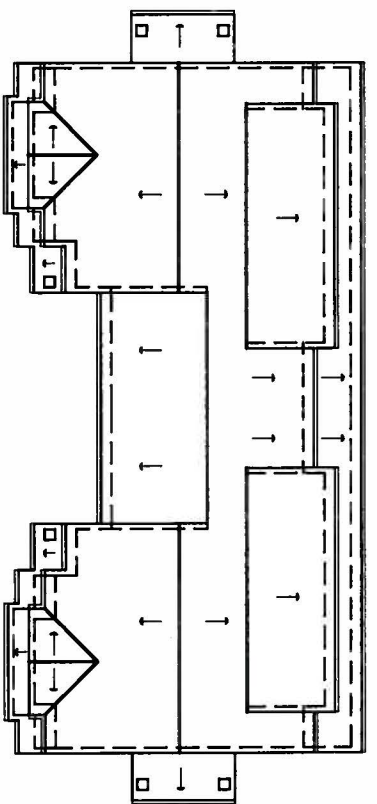
The City of Pleasanton and the Federal Transit Administration has criteria for assessing vibration impacts from rail and transit facilities. The vibration impact criterion for frequent events at residences is 72 VdB.

The measured ground vibration level from train passbys were 56 VdB. Based on the general assessment methodology outlined in the FTA's Transit Noise and Vibration Impact Assessment, vibration levels inside the wood frame project building would be 56 VdB or less. Since this level is less than the vibration impact threshold of 72 VdB, the project would meet the FTA vibration criterion referenced in the City General Plan.

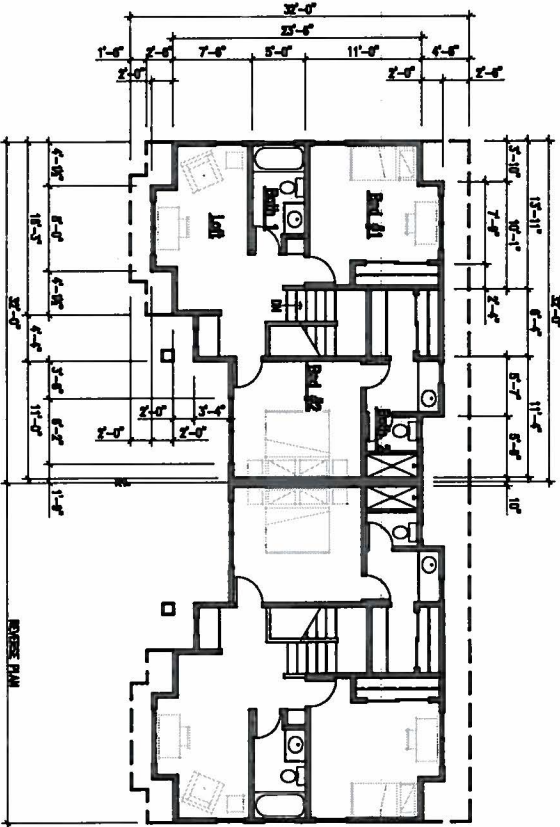
*

*

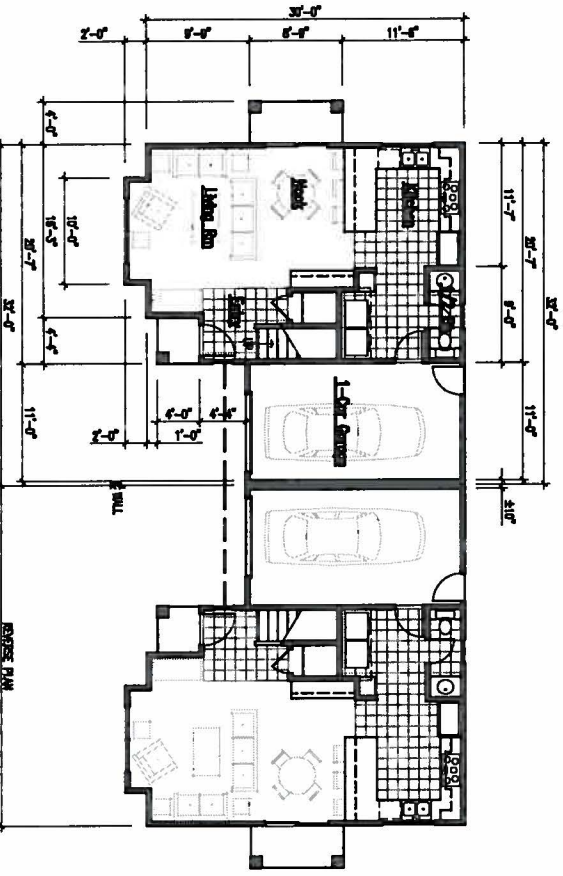
*



ROOF PLAN
1/8"=1'-0"



UPPER FLOOR PLAN
1/8"=1'-0"

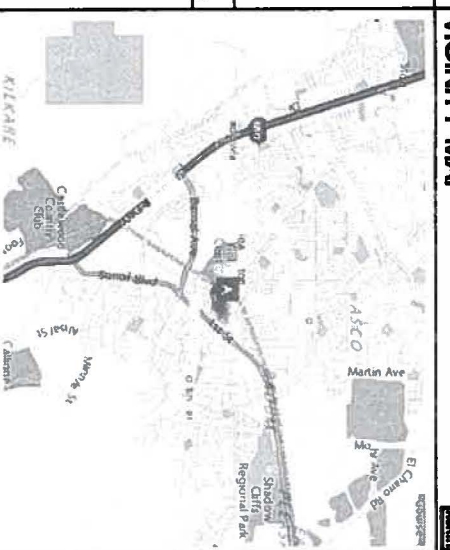


LOWER FLOOR PLAN
1/8"=1'-0"

SCOPE OF WORK

THE GENERAL PROPOSED SCOPE OF WORK FOR THIS PROJECT IS AS FOLLOWS:
 1. CONSTRUCT NEW TWO UNIT APARTMENT BUILDING.
 2. CONSTRUCT NEW DRIVEWAY.
 3. CONSTRUCT NEW LANDSCAPE.
 4. INSTALL NEW LANDSCAPING FOR DRIVE LANE.

VICINITY MAP



PROJECT DATA

BUILDING CODES:	PERMITS:	APPLICABLE CODES:
PERMITS: 1. CONSTRUCTION PERMIT 2. PLANNING PERMIT 3. LANDSCAPE PERMIT	PERMITS: 1. CONSTRUCTION PERMIT 2. PLANNING PERMIT 3. LANDSCAPE PERMIT	2013 CALIFORNIA BUILDING CODE 2013 CALIFORNIA ELECTRICAL CODE 2013 CALIFORNIA FIRE CODE 2013 CALIFORNIA MECHANICAL CODE 2013 CALIFORNIA PLUMBING CODE 2013 CALIFORNIA RESERVATION CODE 2013 CALIFORNIA TREE CODE 2013 CALIFORNIA WINDBURN CODE 2013 CALIFORNIA WOOD PRESERVATION CODE 2013 CALIFORNIA WOOD PRESERVATION CODE 2013 CALIFORNIA WOOD PRESERVATION CODE
SITE DATA:	BUILDING DATA:	APPLICABLE CODES:
PERMITS: 1. CONSTRUCTION PERMIT 2. PLANNING PERMIT 3. LANDSCAPE PERMIT	PERMITS: 1. CONSTRUCTION PERMIT 2. PLANNING PERMIT 3. LANDSCAPE PERMIT	2013 CALIFORNIA BUILDING CODE 2013 CALIFORNIA ELECTRICAL CODE 2013 CALIFORNIA FIRE CODE 2013 CALIFORNIA MECHANICAL CODE 2013 CALIFORNIA PLUMBING CODE 2013 CALIFORNIA RESERVATION CODE 2013 CALIFORNIA TREE CODE 2013 CALIFORNIA WINDBURN CODE 2013 CALIFORNIA WOOD PRESERVATION CODE 2013 CALIFORNIA WOOD PRESERVATION CODE 2013 CALIFORNIA WOOD PRESERVATION CODE

IMPERVIOUS SURFACE CALCULATIONS

DESCRIPTION	PERVIOUS	IMPERVIOUS	REMARKS	DESCRIPTION	PERVIOUS	IMPERVIOUS	REMARKS
(Q) BALDING FOOTPRINT	-	888 of 1,978		(Q) BALDING FOOTPRINTS	-	1288 of 2,193	
(Q) PORCH & WALKWAY	-	171 of		(Q) DRIVEWAY	-	1888 of	
(Q) DECK	-	20 of		(Q) ENCLOSED DRIVEWAYS	-	472 of	2 PROPOSED CHANGES AT 255 of 175
(Q) DRIVEWAY	-	203 of		(Q) CHANGED PORCHES	-	171 of	1 PROPOSED CHANGE AT 171 of 171
(Q) LANDSCAPING	-	294 of		(Q) LANDSCAPED PORCHES	-	342 of	2 PROPOSED AT 171 of 171
				(Q) PORCHES	-	25 of	2 PROPOSED AT 171 of 171
				(Q) PORCHES	-	175 of	4 INCLUDING TREE/SIDE PORCHES
				(Q) LANDSCAPING	-	1488 of	
				(Q) CONCRETE SLAB (NOT HOA)	-	228 of	REMOVED AND REPLACED w/ (Q) IMP SURFACE
				(Q) CONCRETE SLAB (NOT HOA)	-	3011 of	REMOVED AND REPLACED w/ (Q) IMP SURFACE
TOTALS BY SURFACE AREA	888 of 1,978 of	1,090 of 2,193 of		TOTALS BY SURFACE AREA	3011 of	1,090 of 2,193 of	
PERCENTAGE	45%	50%		PERCENTAGE	45%	50%	

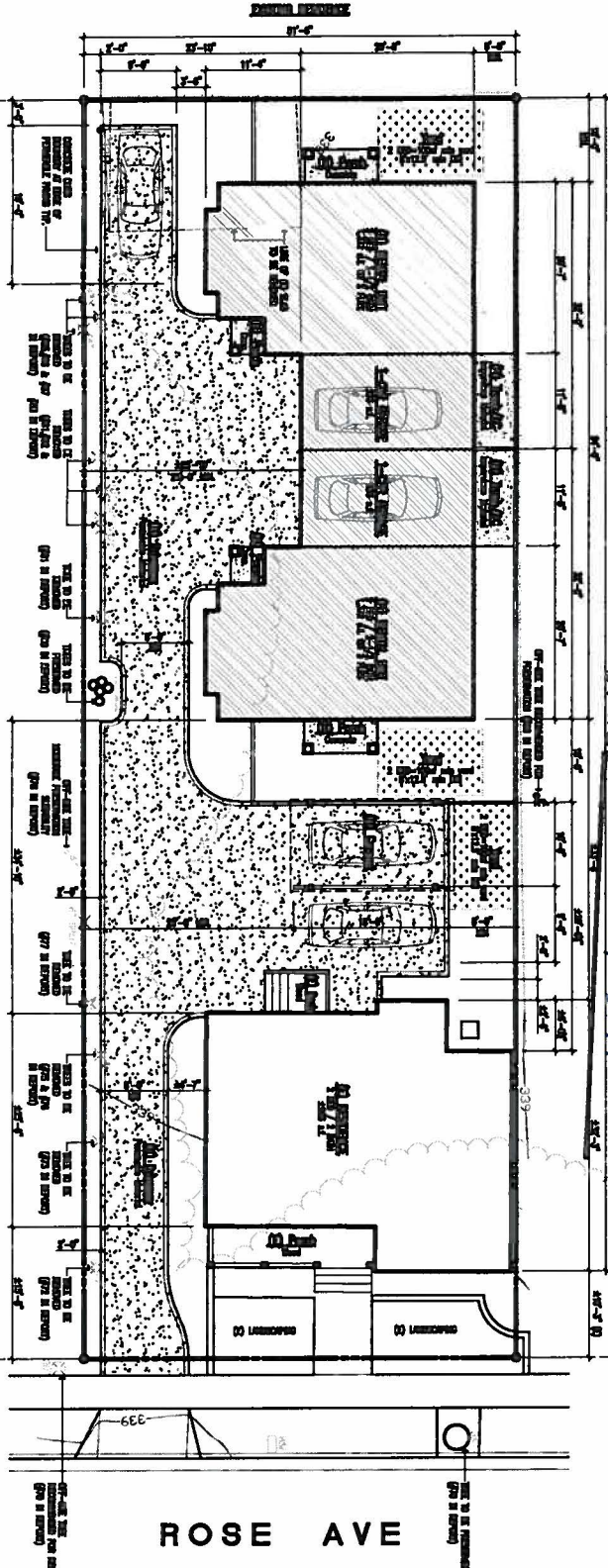
TOTAL PORCH SIZE: 1725' SQ FT OR 1477' HOA SIZE. 19' HOA. TOTAL IMPERVIOUS: 1488' SQ FT OR 71% TOTAL IMPERVIOUS: 1238' SQ FT OR 58% (TYPICAL) (APARTMENT APARTMENT INCLUDED IN FLOOR AREA)

TREE PRESERVATION

1. THE PROPOSED IMPERVIOUS SURFACE SHALL BE INSTALLED IN CONFORMANCE WITH THE CITY OF PLEASANTON TREE PRESERVATION ORDINANCE.
 2. THE PROPOSED IMPERVIOUS SURFACE SHALL BE INSTALLED IN CONFORMANCE WITH THE CITY OF PLEASANTON TREE PRESERVATION ORDINANCE.
 3. THE PROPOSED IMPERVIOUS SURFACE SHALL BE INSTALLED IN CONFORMANCE WITH THE CITY OF PLEASANTON TREE PRESERVATION ORDINANCE.
 4. THE PROPOSED IMPERVIOUS SURFACE SHALL BE INSTALLED IN CONFORMANCE WITH THE CITY OF PLEASANTON TREE PRESERVATION ORDINANCE.
 5. THE PROPOSED IMPERVIOUS SURFACE SHALL BE INSTALLED IN CONFORMANCE WITH THE CITY OF PLEASANTON TREE PRESERVATION ORDINANCE.
 6. THE PROPOSED IMPERVIOUS SURFACE SHALL BE INSTALLED IN CONFORMANCE WITH THE CITY OF PLEASANTON TREE PRESERVATION ORDINANCE.
 7. THE PROPOSED IMPERVIOUS SURFACE SHALL BE INSTALLED IN CONFORMANCE WITH THE CITY OF PLEASANTON TREE PRESERVATION ORDINANCE.
 8. THE PROPOSED IMPERVIOUS SURFACE SHALL BE INSTALLED IN CONFORMANCE WITH THE CITY OF PLEASANTON TREE PRESERVATION ORDINANCE.
 9. THE PROPOSED IMPERVIOUS SURFACE SHALL BE INSTALLED IN CONFORMANCE WITH THE CITY OF PLEASANTON TREE PRESERVATION ORDINANCE.
 10. THE PROPOSED IMPERVIOUS SURFACE SHALL BE INSTALLED IN CONFORMANCE WITH THE CITY OF PLEASANTON TREE PRESERVATION ORDINANCE.

APPROVED
 PLEASANTON PLANNING COMMISSION
 BY *[Signature]*
 DATE 5-14-2014
 CITY OF PLEASANTON
 PLANNING DIVISION
 MAY 06 2014

EXHIBIT B
RECEIVED



SITE PLAN
1"=10'-0"

434 Rose Ave Apartments
 434 Rose Ave
 Pleasanton, California 94566

HERELD GAYRES
 ARCHITECTS
 10000 RAYBURN AVENUE, SUITE 100
 DUBLIN, CALIFORNIA 94568
 (925) 835-1111

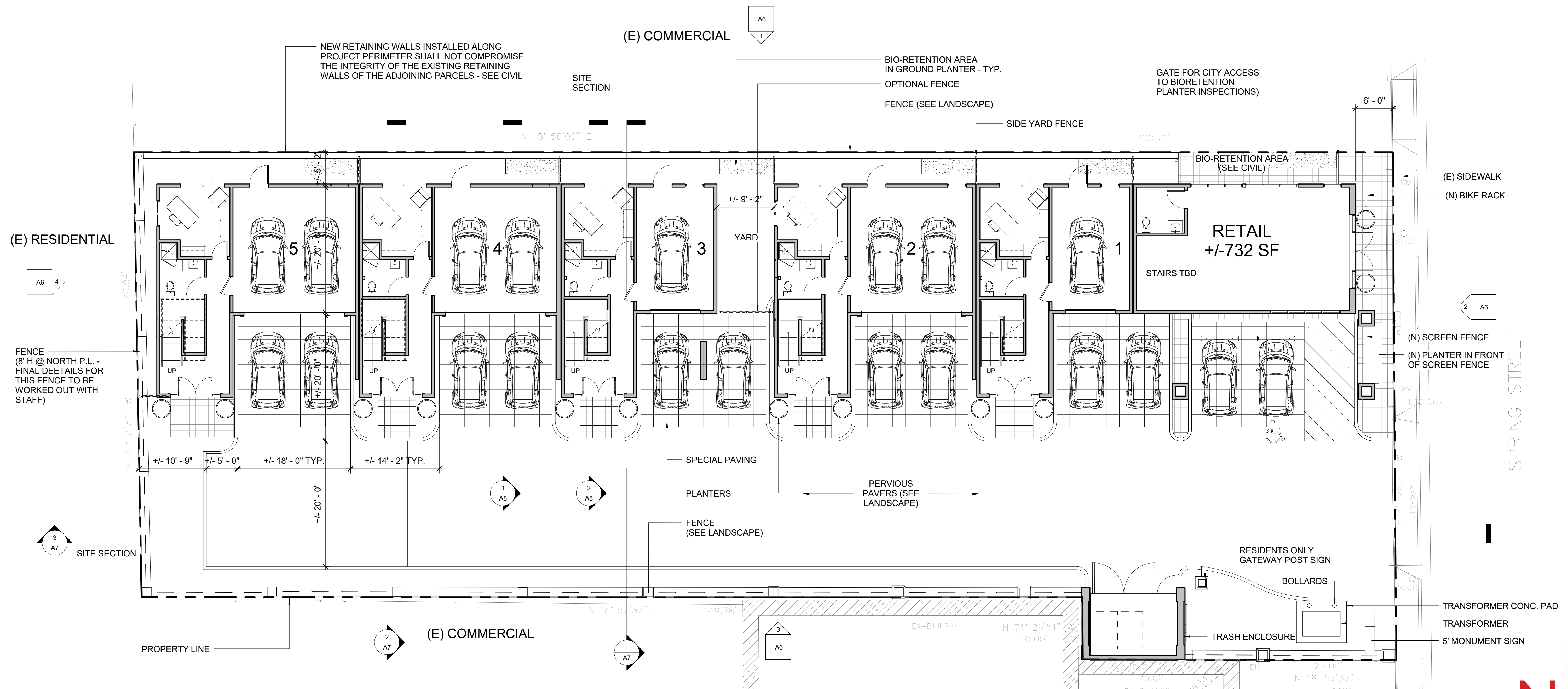
REGISTERED ARCHITECT
 STATE OF CALIFORNIA
 NO. 10000

PROJECT DATA

DATE	04/28/14
NO.	13003
NO.	13003-0

SITE PLAN
PROJECT DATA
FLOOR PLANS
ROOF PLAN

A1



AREA CALCULATIONS:

SITE DATA:

SITE AREA: +/- 14,694 SF
GENERAL PLAN: RETAIL, HIGHWAY, AND SERVICE COMMERCIAL; BUSINESS AND PROFESSIONAL OFFICES
ZONING: CENTRAL COMMERCIAL (C-C), DOWNTOWN REVITALIZATION, CORE AREA OVERLAY DISTRICT
SPECIFIC PLAN: DOWNTOWN SPECIFIC PLAN - DOWNTOWN COMMERCIAL
PROPOSED ZONING: UNCHANGED

RETAIL/OFFICE:

RETAIL (1ST LEVEL) +/- 732 SF
 OFFICE (2ND LEVEL) +/- 1090 SF
TOTAL GROSS: +/- 1822 SF
PARKING REQUIRED (4/1000) 8
PARKING PROVIDED 2

RESIDENTIAL UNITS 1 & 3:

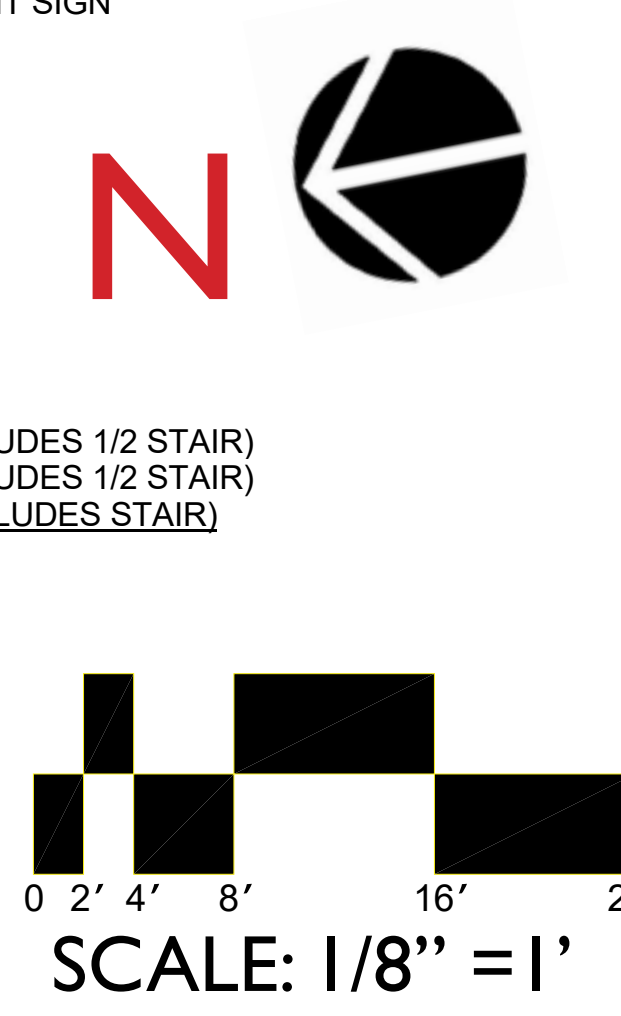
1ST LEVEL +/- 408 SF (INCLUDES 1/2 STAIR)
 2ND LEVEL +/- 808 SF (INCLUDES 1/2 STAIR)
 3RD LEVEL +/- 772 SF (INCLUDES STAIR)
TOTAL LIVING: +/- 1,988 SF
GARAGE: +/- 273 SF
DECKS: +/- 207 SF
TOTAL GROSS AREA/UNIT +/- 2468 SF
PARKING REQUIRED (2 PER UNIT) 4
PARKING PROVIDED 6

RESIDENTIAL UNITS 2 & 5:

1ST LEVEL +/- 408 SF (INCLUDES 1/2 STAIR)
 2ND LEVEL +/- 995 SF (INCLUDES 1/2 STAIR)
 3RD LEVEL +/- 835 SF (INCLUDES STAIR)
TOTAL LIVING: +/- 2,238 SF
GARAGE: +/- 420 SF
DECKS: +/- 92 SF
TOTAL GROSS AREA/UNIT +/- 2750 SF
PARKING REQUIRED (2 PER UNIT) 8
PARKING PROVIDED 8

RESIDENTIAL UNITS 4:

1ST LEVEL +/- 408 SF (INCLUDES 1/2 STAIR)
 2ND LEVEL +/- 959 SF (INCLUDES 1/2 STAIR)
 3RD LEVEL +/- 1115 SF (INCLUDES STAIR)
TOTAL LIVING: +/- 2,482 SF
GARAGE: +/- 420 SF
DECKS: +/- 158 SF
TOTAL GROSS AREA/UNIT +/- 3060 SF
PARKING REQUIRED (2 PER UNIT) 2
PARKING PROVIDED 4



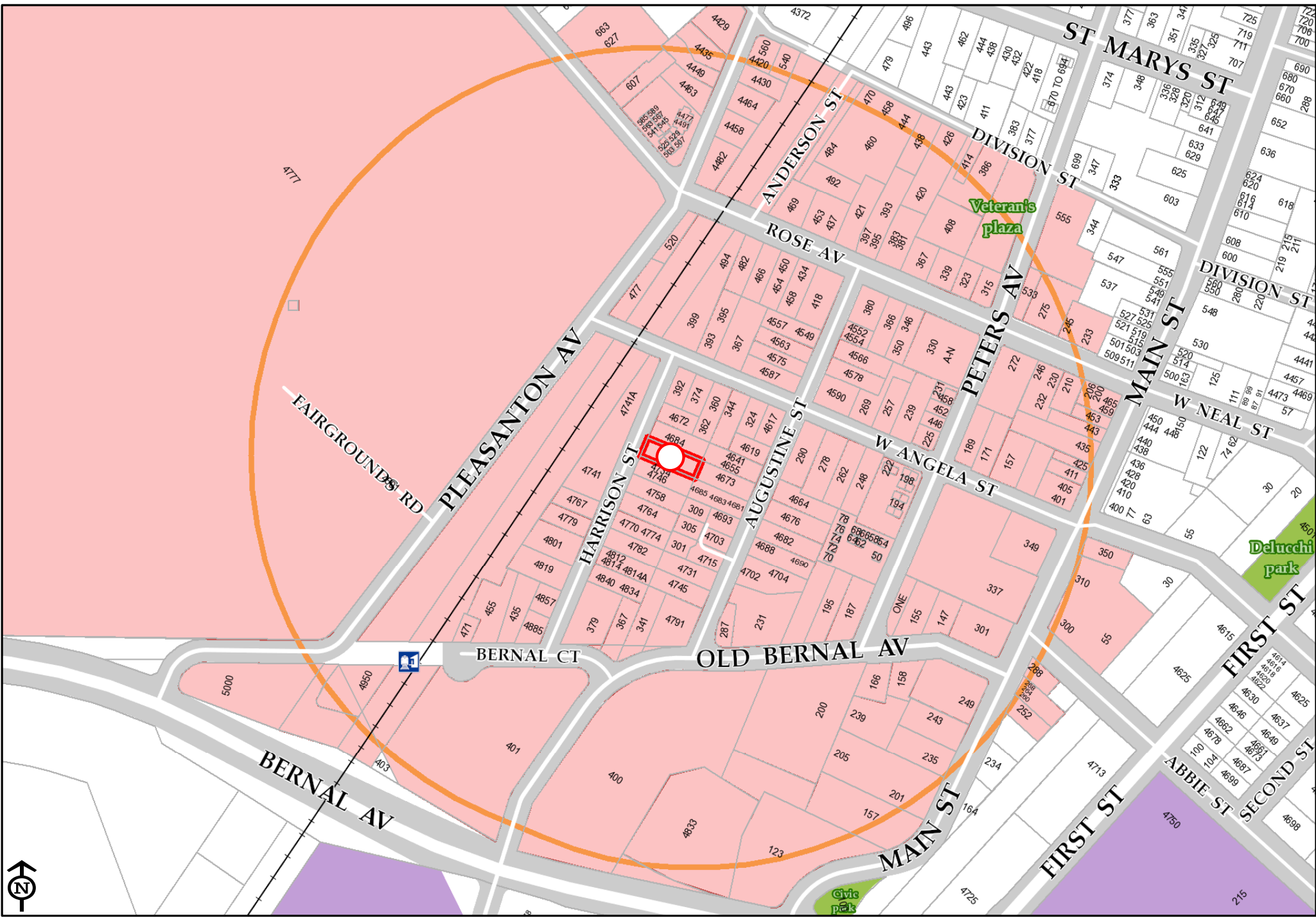
SPRING STREET

H. James Knuppe

MIXED USE

273 SPRING ST.
 PLEASANTON, CALIFORNIA

A2 FIRST FLOOR PLAN
 02.23.2016



P17-0907, 4722 Harrison Street, Robert Lyman for Dennis Winslow

Planning Division
February 14, 2018

