

Exhibit A
DRAFT CONDITIONS OF APPROVAL
Vesting Tentative Map 8257 / 3430-3450 Cornerstone Drive

PROJECT SPECIFIC CONDITIONS

Planning Division

1. Prior to issuance of a building permit, the project developer shall submit a construction management plan showing that adequate access to and from the existing preschool/private school will be provided and that adequate parking will be maintained for the existing preschool/private school located on the adjoining property during the construction of the residential project, subject to review and approval by the Director of Community Development.

Engineering Department

2. The project developer shall remove all deed restrictions on the subject property prior to approval of the project Final Map by the City Council.
3. The project developer shall remove all private easements on the subject property which conflict with the proposed development sequentially with the recordation of the final map.

URBAN STORMWATER CONDITIONS OF APPROVAL

4. The project shall comply with the NPDES Permit No. CAS612008, dated November 19, 2015, California Regional Water Quality Control Board, San Francisco Bay Region, Municipal Regional Stormwater NPDES Permit, Order Number R2-2015-0049 and amendments, issued the by California Regional Water Quality Control Board, San Francisco Bay Region, a copy of which is available at the Community Development Department, Public Works/Engineering section at City offices, Alameda County Clean Water Program and at State Water Board.

STANDARD CONDITIONS OF APPROVAL

Planning Division

5. Vesting Tentative Map 8257 shall be in substantial conformance to Exhibit B, dated "Received December 11, 2015," on file with the Planning Division, except as modified by these conditions. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development.

6. The expiration date for Vesting Tentative Map 8257 shall lapse two years from the effective date of this approval unless a final subdivision map is recorded or an extension is approved by the City.
7. Vesting Tentative Map 8257 shall incorporate by reference all applicable conditions and requirements of PUD-111, the PUD Development Plan covering this subdivision, as approved by the City Council.
8. Planning Division approval is required before any changes are implemented in the design, grading, drainage, etc. of the subdivision map.
9. The Final Subdivision Map plan check package will be accepted for submittal only after completion of the 15-day appeal period from the date of the resolution unless the project developer submits a signed statement acknowledging that the plan check fees may be forfeited in the event that the approval is overturned on appeal, or that the design is significantly changed as a result of the appeal.
10. To the extent permitted by law, the project developer shall defend (with counsel reasonably acceptable to the City), indemnify, and hold harmless the City, its City Council, its officers, boards, commissions, employees, and agents from and against any claim (including claims for attorney fees), action, or proceeding brought by a third party against the indemnified parties and the project developer to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorney 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.

Engineering Department

11. A "Conditions of Approval" checklist shall be completed and attached to all plan checks submitted for approval indicating that all conditions have been satisfied.
12. The project developer shall grant an easement to the City over those parcels needed for public service easements (PSEs) and which are approved by the City Engineer, or other easements, which may be designated by the City Engineer.
13. The project developer shall create drainage easements across the project for the benefit of the individual lots, subject to the review and approval of the City Engineer.
14. The project developer shall create utility easements across the project for the benefit of the individual lots, subject to the review and approval of the City Engineer.

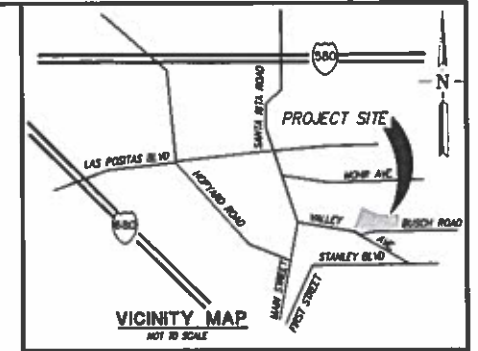
15. Prior to approval of the Final Map, the applicant developer shall comply with all applicable conditions of outside agencies having jurisdiction.
16. Prior to the first plan check, the applicant's engineer/surveyor shall submit a preliminary copy of the Final Map along with a preliminary copy of the title report and a copy of the adjoining deeds and/or recorded maps to the City. The City will forward these documents to its consultant who will estimate the cost for examining the map and certifying that the map is technically correct and in accordance with Section 66442 of the California Subdivision Map Act. After the consultant has provided a cost estimate, the applicant's engineer/surveyor may submit the first plan check along with a deposit for these costs along with all other standard plan check fees. Any unused portion of the estimate will be returned to the applicant after the map is recorded. Similarly, if the applicant withdraws their application in writing prior to the consultant having performed the work, any unused portion of the deposit will be returned to the applicant. Conversely, should consultant's estimate be insufficient to cover all of the consultant's time, the applicant will be required to pay the City the difference between the estimate and the actual cost prior to submittal of the map for the City Engineer's approval.
17. At the time the project developer submits the fee for the consultant map review, the applicant shall also submit the following information to the City Engineer for review and approval:
 - a) Four prints of the final map
 - b) One copy of the preliminary title report
 - c) One set of the computer closures
 - d) One legible copy of the latest recorded deed for the property being subdivided
 - e) One legible copy of the recorded deeds for each of the adjacent properties unless those properties are part of a recorded map which has been recorded within the last seven years; and
 - f) One legible copy of the Recorded Final map, Parcel Map, or Record of Survey used to prepare this Parcel Map.
18. The project developer's title company shall record the final map, CC&R's, Storm Water Operations and Maintenance Agreement, any grant deeds or easements, and any other required documents concurrently with the Alameda County Recorder's Office. After the recording of these documents the City shall be provided with a legible recorded copy.
19. The project developer shall provide the City with a copy of the recorded map with all recording data shown.

20. Any dedications, open offers of dedication, or grants of easements may be dedicated and accepted on the face of the map. Agreement or other required items shall be recorded as separate documents concurrently with the recordation of the final map.

[end]

VESTING TENTATIVE MAP TRACT 8257 - MERIDIAN AT IRONWOOD

CITY OF PLEASANTON, COUNTY OF ALAMEDA, CALIFORNIA
FOR: PONDEROSA HOMES



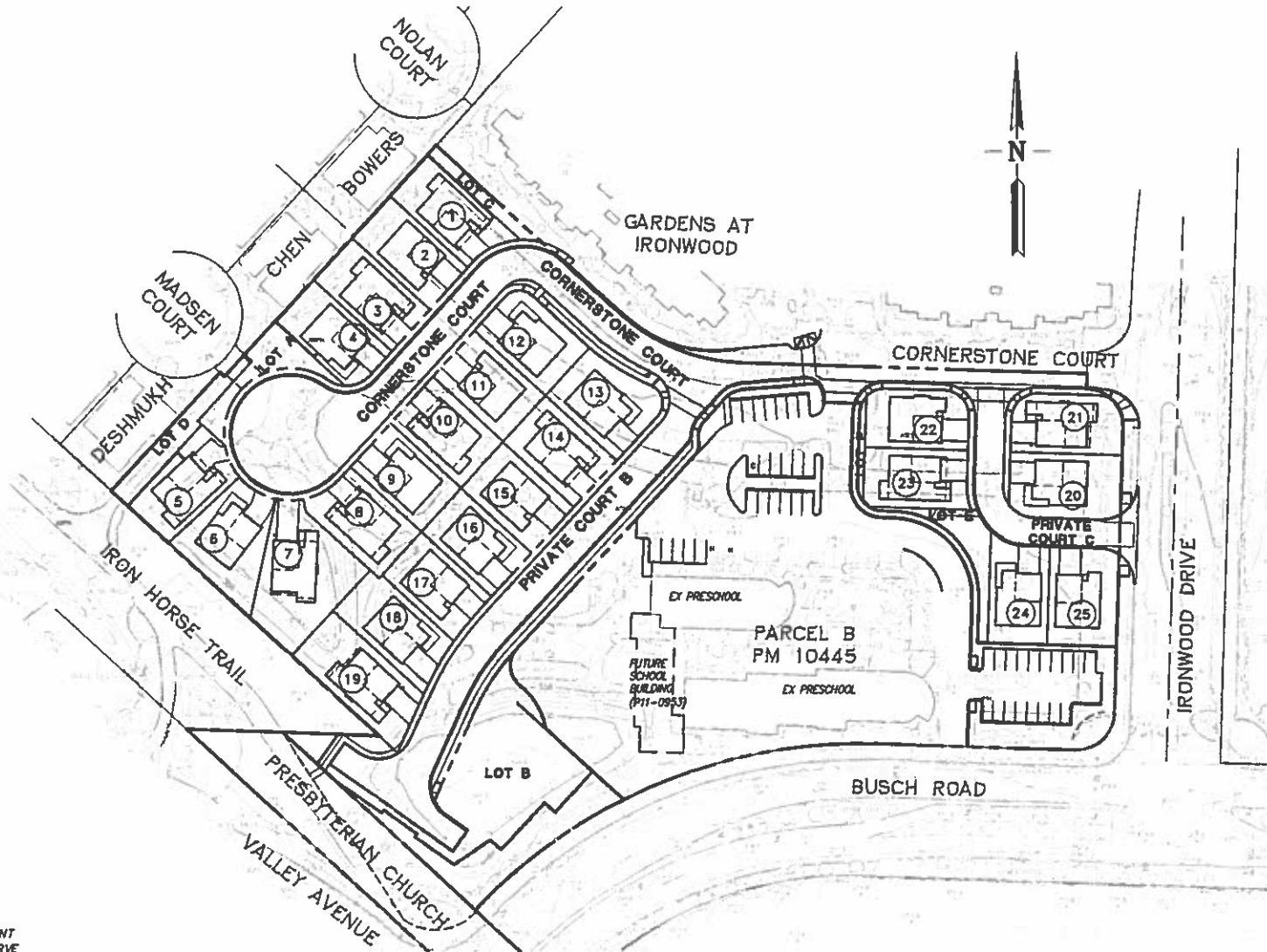
GENERAL NOTES

- OWNER: CENTERPOINTE PRESBYTERIAN CHURCH
C/O PONDEROSA HOMES
6130 STONERIDGE WALL ROAD, #185
PLEASANTON, CA 94588
TEL (925) 460-8910
CONTACT: JEFF SCHROEDER
- DEVELOPER: PONDEROSA HOMES & INC
6130 STONERIDGE WALL ROAD, #185
PLEASANTON, CA 94588
TEL (925) 460-8910
CONTACT: JEFF SCHROEDER
- CIVIL ENGINEER: RUGGERI-JENSEN-AZAR
4690 CHABOT DRIVE, SUITE 200
PLEASANTON, CA 94588
TEL: (925) 227-9100
CONTACT: KIRK MYERS
- GEOTECHNICAL ENGINEER: TRC SOLUTIONS
1920 OLD MIDDLEFIELD WAY
MOUNTAIN VIEW, CA 94043
TEL (850) 987-2385
CONTACT: WELSON WONG
- ARCHITECT: WILLIAM HEZMALHALCH ARCHITECTS, INC
2850 REDHILL AVENUE, SUITE 200
SANTA ANA, CA 92705
TEL (949) 250-0807
CONTACT: ROBERT LEE
- LANDSCAPE ARCHITECT: RIPLEY DESIGN GROUP
1615 BONANZA STREET, SUITE 314
WALNUT CREEK, CA 94596
TEL (925) 938-7377
CONTACT: ANNKA CARPENTER
- PROPERTY DESCRIPTION: A PORTION OF PARCEL C AS SHOWN ON THAT CERTAIN MAP ENTITLED "TRACT 7381, BUSCH PROPERTY", FILED NOVEMBER 8, 2003, IN BOOK 273 OF MAPS AT PAGES 23-34. A NON-EXCLUSIVE EASEMENT FOR VEHICULAR AND PEDESTRIAN INGRESS AND EGRESS AND ALL INCIDENTS THEREOF, OVER, ALONG AND THROUGH THAT AREA OF PARCEL B OF TRACT MAP 7381 SHOWN AS "R.A.E.", 948-4395-002-03 AND 946-1251-008-08
- ASSESSOR'S PARCEL NUMBER: CHURCH AND DAYCARE/PRESCHOOL
- CURRENT USE: SINGLE-FAMILY DETACHED
- PROPOSED USE: PLUD
- EXISTING ZONING: PLUD
- PROPOSED ZONING: PLUD
- GROSS SITE AREA: 4.21± ACRES
- SMALLEST LOT AREA: 1,633± SQUARE FEET
- TOTAL NUMBER OF PROPOSED RESIDENTIAL LOTS: 25
- UTILITIES:
a. WATER: CITY OF PLEASANTON
b. SANITARY SEWER: CITY OF PLEASANTON
c. STORM DRAIN: CITY OF PLEASANTON
d. FIRE: LIVERMORE-PLEASANTON FIRE DEPARTMENT
e. GAS AND ELECTRIC: PACIFIC GAS AND ELECTRIC
f. TELEPHONE: AT&T
g. CABLE TV: COMCAST
- TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED ON AERIAL TOPOGRAPHIC SURVEY PREPARED IN DECEMBER 2014.
- THIS PROPERTY LIES WITHIN FLOOD ZONE X (AREAS OF 0.2% ANNUAL CHANCE FLOOD) AS SHOWN IN FLOOD INSURANCE RATE MAP, COMMUNITY MAP NO. 0601003366, DATED AUGUST 3, 2009.
- THE DEVELOPER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS.
- AN EASEMENT FOR PUBLIC UTILITIES AND PRIVATE STREETS SHALL BE RECORDED OVER THE ADJACENT GARDENS SITE AS SHOWN AT THE TIME THE FINAL MAP IS RECORDED.

PROPOSED	DESCRIPTION	EXISTING
---	TRACT BOUNDARY	---
---	LOT LINE	---
---	RIGHT OF WAY	---
---	CENTER LINE	---
---	RETAINING WALL	---
---	EASEMENT LINE	---
---	STORM DRAIN	EX 12" SD
---	SANITARY SEWER	EX 12" SS
---	WATER	EX 8" W
---	CURB & GUTTER	EX FC
---	SIDEWALK	---
---	OVERHEAD UTILITIES	---
---	JOINT POLE	---
---	EARTH OR GRASS SWALE	---
---	EXISTING UTILITY TO BE REMOVED/ABANDONED, AS NOTED	---
---	STORM WATER INLET	---
---	FIELD INLET	---
---	AREA DRAIN	---
---	MANHOLE	---
---	FIRE HYDRANT	---
---	BLOW OFF	---
---	SANITARY SEWER CLEAN OUT	---
---	WATER VALVE	---
---	STREET LIGHT	---
---	MONUMENT	---
---	TRAFFIC SIGN	---
---	STREET NAME SIGN	---
---	FENCE	---
---	BARRICADE	---
---	SLOPE	---
---	HANDICAP RAMP	---
---	CONTOUR ELEVATIONS	---
---	SPOT ELEVATION	---
---	ASPHALT PAVEMENT	---
---	BIORETENTION AREA	---

ABBREVIATIONS

AB	AGGREGATE BASE	MH	MANHOLE
AC	ASPHALT CONCRETE	OH	OVERHEAD UTILITIES
AD	AREA DRAIN	PAE	PRIVATE ACCESS EASEMENT
BC	BEGINNING OF CURVE	PCC	POINT OF COMPOUND CURVE
BLDG	BUILDING	PL	PROPERTY LINE
BMP	BEST MANAGEMENT PRACTICE	PRC	POINT OF REVERSE CURVE
BO	BLOW OFF	PSDE	PRIVATE STORM DRAIN EASEMENT
BW	BOTTOM OF WALL	PSE	PUBLIC SERVICE EASEMENT
CL	CENTER LINE	PVC	POLYVINYL CHLORIDE PIPE
CP	CENTER POINT	RCP	REINFORCED CONCRETE PIPE
DMA	DRAINAGE MAP AREA	RET	RETAINING
DWY	DRIVEWAY	RW	RIGHT OF WAY
DIP	DUCTILE IRON PIPE	SD	STORM DRAIN
EC	END OF CURVE	SDE	STORM DRAIN EASEMENT
ESMT	EASEMENT	SF	SQUARE FEET
EVAC	EMERGENCY VEHICLE ACCESS EASEMENT	SNS	STREET NAME SIGN
EX	EXISTING	SO	SIDE OPENING INVERT
FC	FACE OF CURB	SR	SELF RETAINING
FF	FINISH FLOOR	SS	SANITARY SEWER
FG	FINISHED GRADE	SSCO	SANITARY SEWER CLEAN OUT
FH	FIRE HYDRANT	SSE	SANITARY SEWER EASEMENT
FI	FIELD INLET	STA	STATION
FL	FLOW LINE	SWI	STORM WATER INLET
FS	FIRE SERVICE	SWK	SIDEWALK
GB	GRADE BREAK	TC	TOP OF CURB
HP	HIGH POINT	TG	TOP OF GRATE
INV	INVERT ELEVATION	TW	TOP OF WALL
LAT	LATERAL	W	WATER
JP	JOINT POLE	WM	WATER METER
LE	LANDSCAPE EASEMENT		
LP	LOW POINT		



LOCATION MAP

NOT TO SCALE

SHEET INDEX

SHEET NO.	DESCRIPTION
TM1.0	COVER SHEET
TM2.0	EXISTING CONDITIONS PLAN
TM3.0	PRELIMINARY LOTTING PLAN
TM4.0	PRELIMINARY GRADING AND UTILITY PLAN
TM5.0	PRELIMINARY STORMWATER TREATMENT PLAN
TM6.0	SECTIONS AND DETAILS

Lot No.	Street Name
1-12	Cornerstone Court
13-19	Zenith Court
20-25	Juno Lane

Tract 8257
RECEIVED December 11, 2015
EXHIBIT B

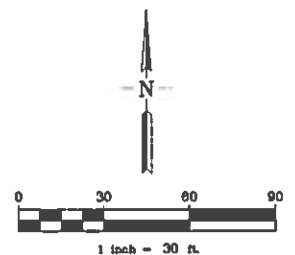
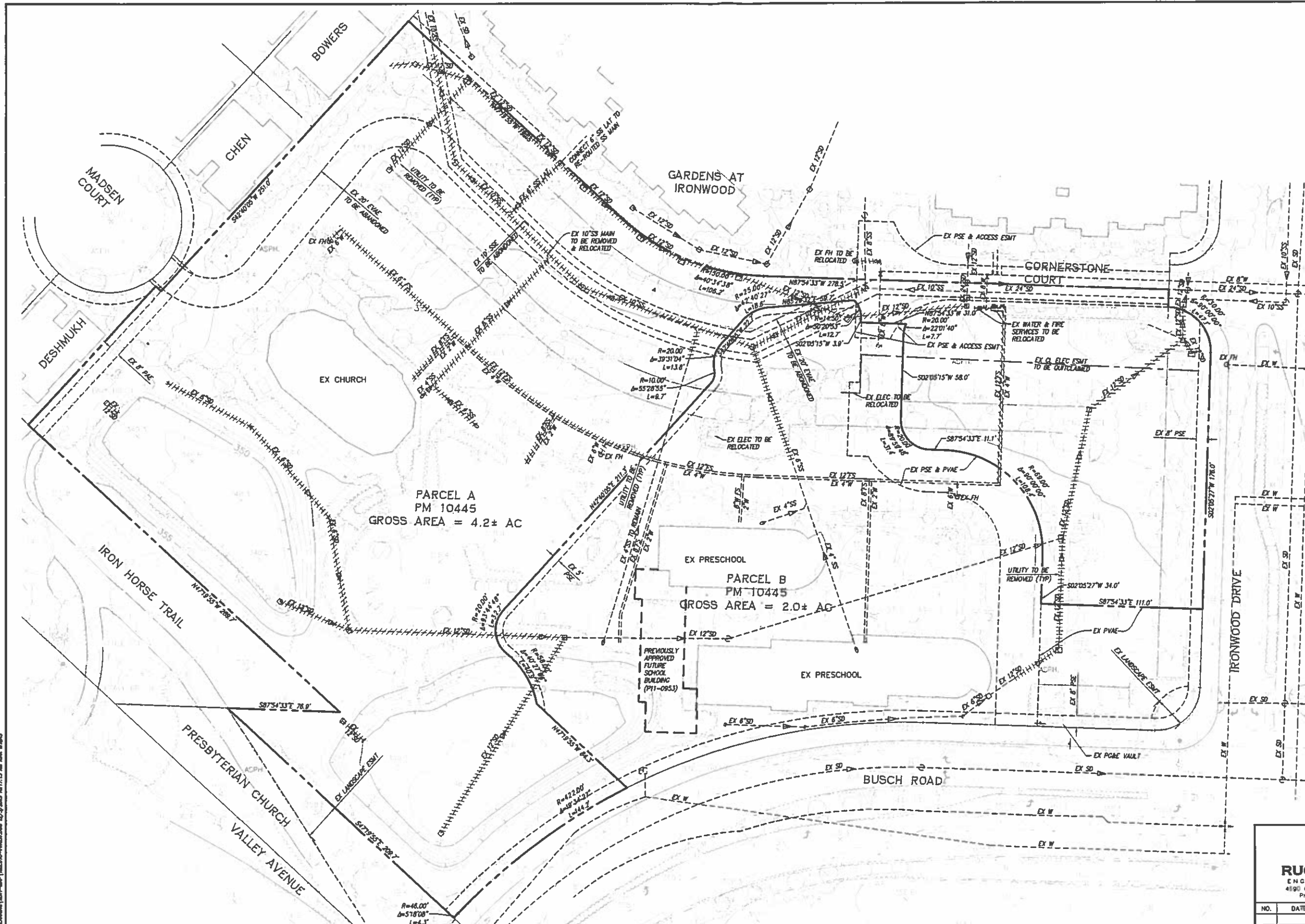
RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

NO.	DATE	DESCRIPTION

DATE: DECEMBER 4, 2015

JOB NO: 141037

SHEET NO.
TM1.0
SHEET 1 OF 6



EXISTING CONDITION PLAN
TRACT 8257 - MERIDIAN AT IRONWOOD
 CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
 FOR: PONDEROSA HOMES

RJA
RUGGERI-JENSEN-AZAR
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 4190 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
 PHONE (925) 227-9100 FAX (925) 227-9309

NO.	DATE	DESCRIPTION

DATE: DECEMBER 4, 2015

JOB NO: 141037

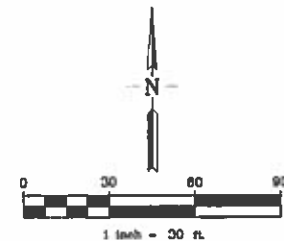
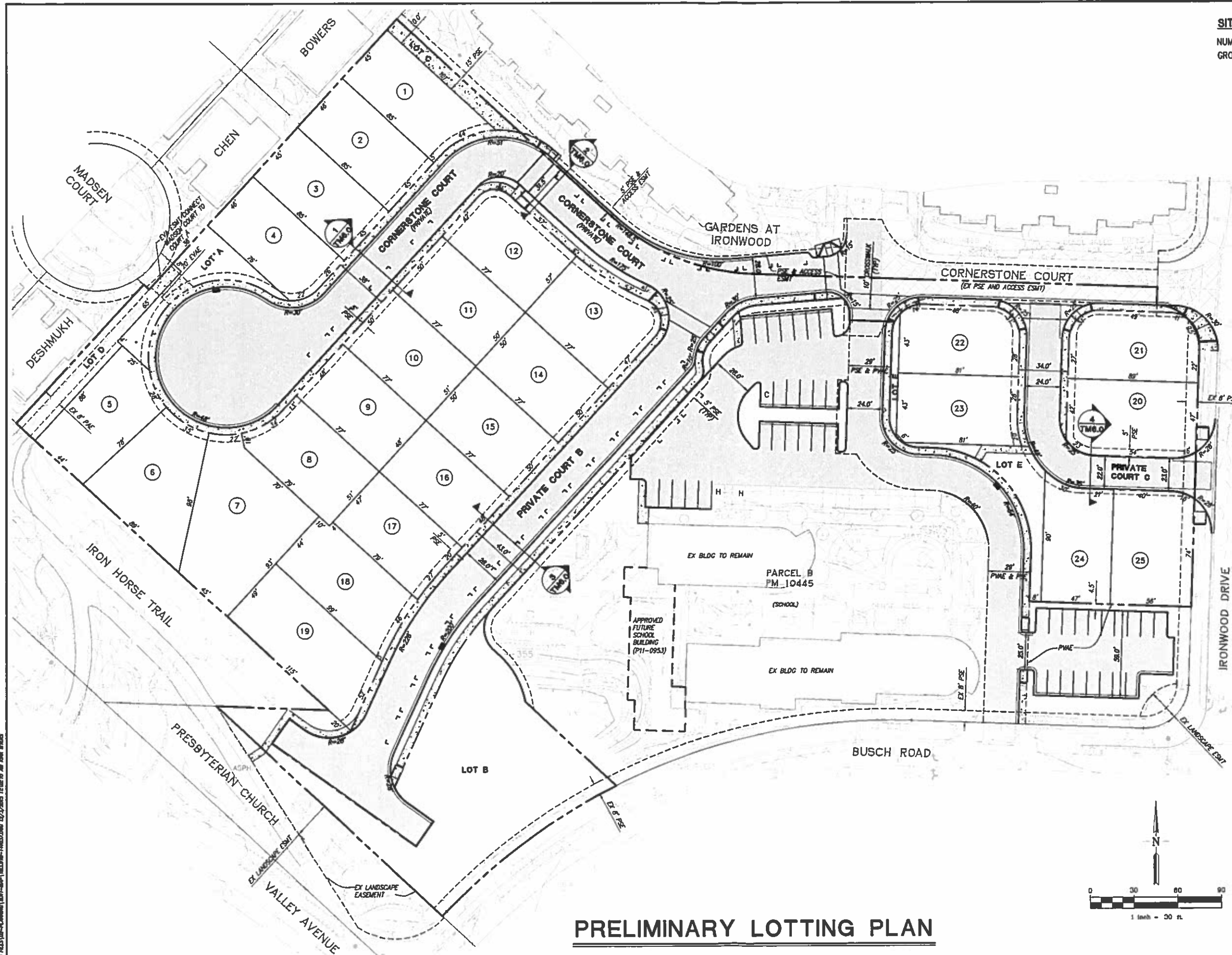
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TM2.0
 SHEET 2 OF 6

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SITE SUMMARY

NUMBER OF RESIDENTIAL LOTS: 25
 GROSS SITE AREA 4.21 ACRES

LOT	LOT SIZE (SF)
1	4,025
2	3,867
3	3,868
4	3,815
5	4,056
6	4,984
7	6,527
8	4,028
9	3,658
10	3,889
11	3,850
12	3,904
13	4,456
14	3,889
15	3,850
16	3,658
17	3,633
18	4,364
19	5,209
20	4,557
21	4,055
22	3,816
23	3,941
24	3,823
25	4,332



PRELIMINARY LOTTING PLAN
TRACT 8257 - MERIDIAN AT IRONWOOD

CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
 FOR: PONDEROSA HOMES

RIA
RUGGERI-JENSEN-AZAR
 ENGINEERS • PLANNERS • SURVEYORS
 4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
 PHONE: (925) 227-9100 FAX: (925) 227-9300

NO.	DATE	DESCRIPTION

DATE: DECEMBER 4, 2015

JOB NO.: 141037

SHEET NO.
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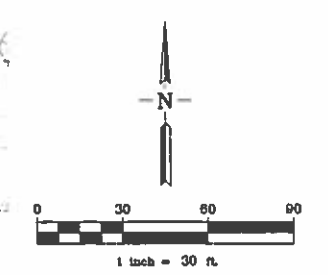
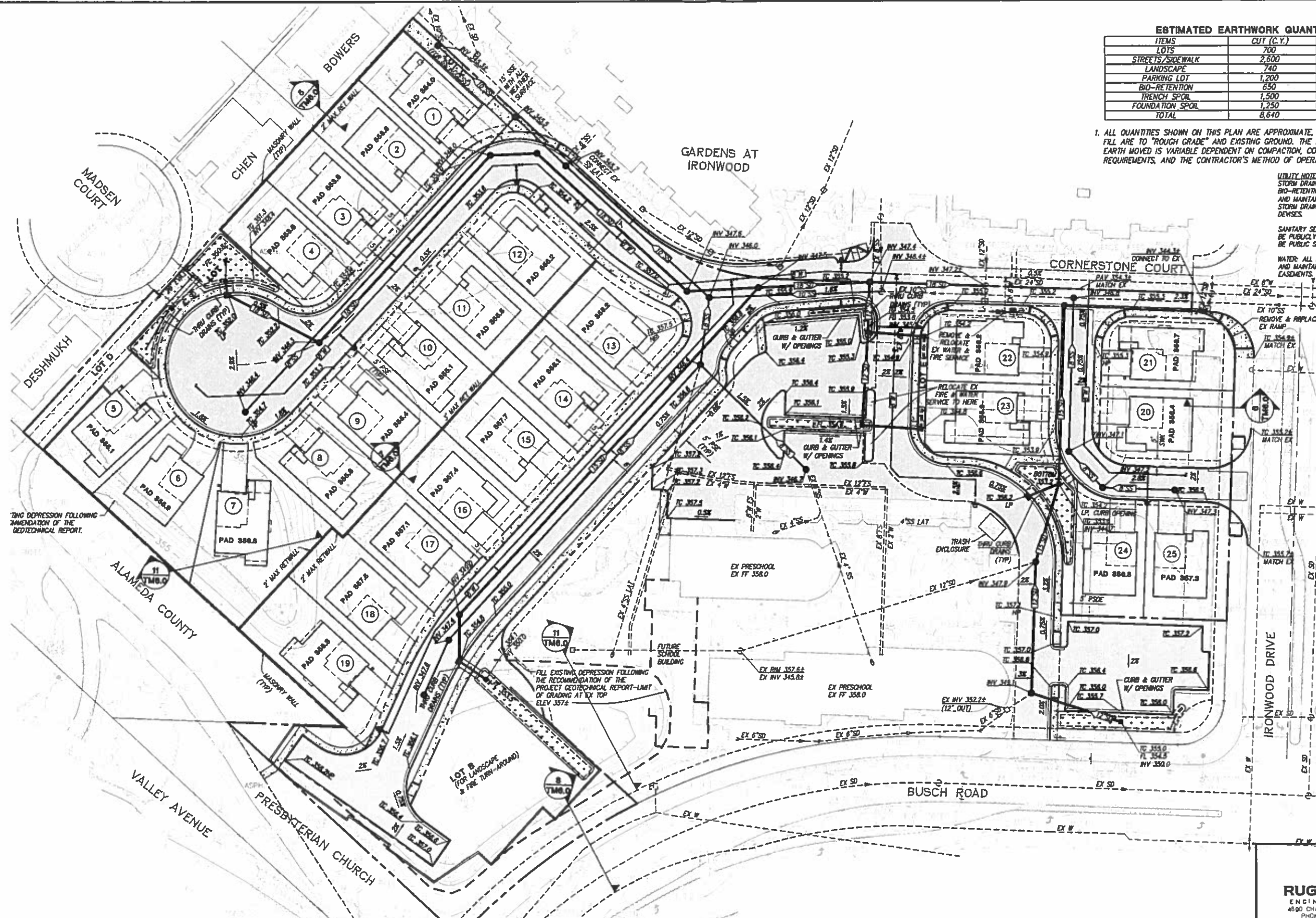
ESTIMATED EARTHWORK QUANTITIES		
ITEMS	CUT (C.Y.)	FILL (C.Y.)
LOTS	700	7,000
STREETS/SIDEWALK	2,600	1,200
LANDSCAPE	740	1,130
PARKING LOT	1,200	0
BIO-RETENTION	650	0
TRENCH SPOIL	1,500	0
FOUNDATION SPOIL	1,250	0
TOTAL	8,640	9,330

1. ALL QUANTITIES SHOWN ON THIS PLAN ARE APPROXIMATE, CALCULATED CUT AND FILL ARE TO "ROUGH GRADE" AND EXISTING GROUND. THE ACTUAL AMOUNT OF EARTH MOVED IS VARIABLE DEPENDENT ON COMPACTION, CONSOLIDATION, STRIPPING REQUIREMENTS, AND THE CONTRACTOR'S METHOD OF OPERATION.

UTILITY NOTES:
 STORM DRAIN: ALL PROPOSED STORM DRAIN CONDUITS AND BIO-RETENTION TREATMENT AREAS ARE TO BE PRIVATELY OWNED AND MAINTAINED BY THE FUTURE HOME OWNER'S ASSOCIATION. ALL STORM DRAIN INLETS SHALL BE EQUIPPED WITH TRASH CAPTURE DEVICES.

SANITARY SEWER: ALL PROPOSED SANITARY SEWER MAINS ARE TO BE PUBLICLY OWNED AND MAINTAINED. ALL PRIVATE STREETS WILL BE PUBLIC SERVICE EASEMENTS.

WATER: ALL PROPOSED WATER MAINS ARE TO BE PUBLICLY OWNED AND MAINTAINED. ALL PRIVATE STREETS WILL BE PUBLIC SERVICE EASEMENTS.



PRELIMINARY GRADING AND UTILITY PLAN
TRACT 8257 - MERIDIAN AT IRONWOOD
 CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
 FOR: PONDEROSA HOMES

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 4890 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
 PHONE: (925) 227-8100 FAX: (925) 227-9310

NO.	DATE	DESCRIPTION

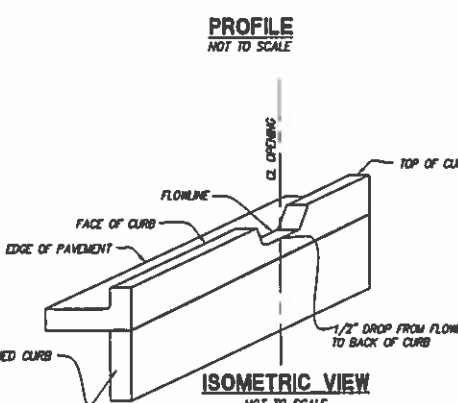
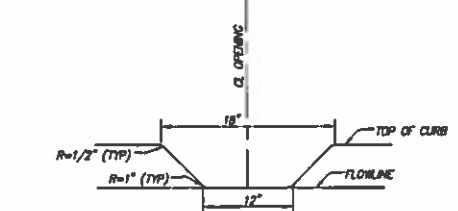
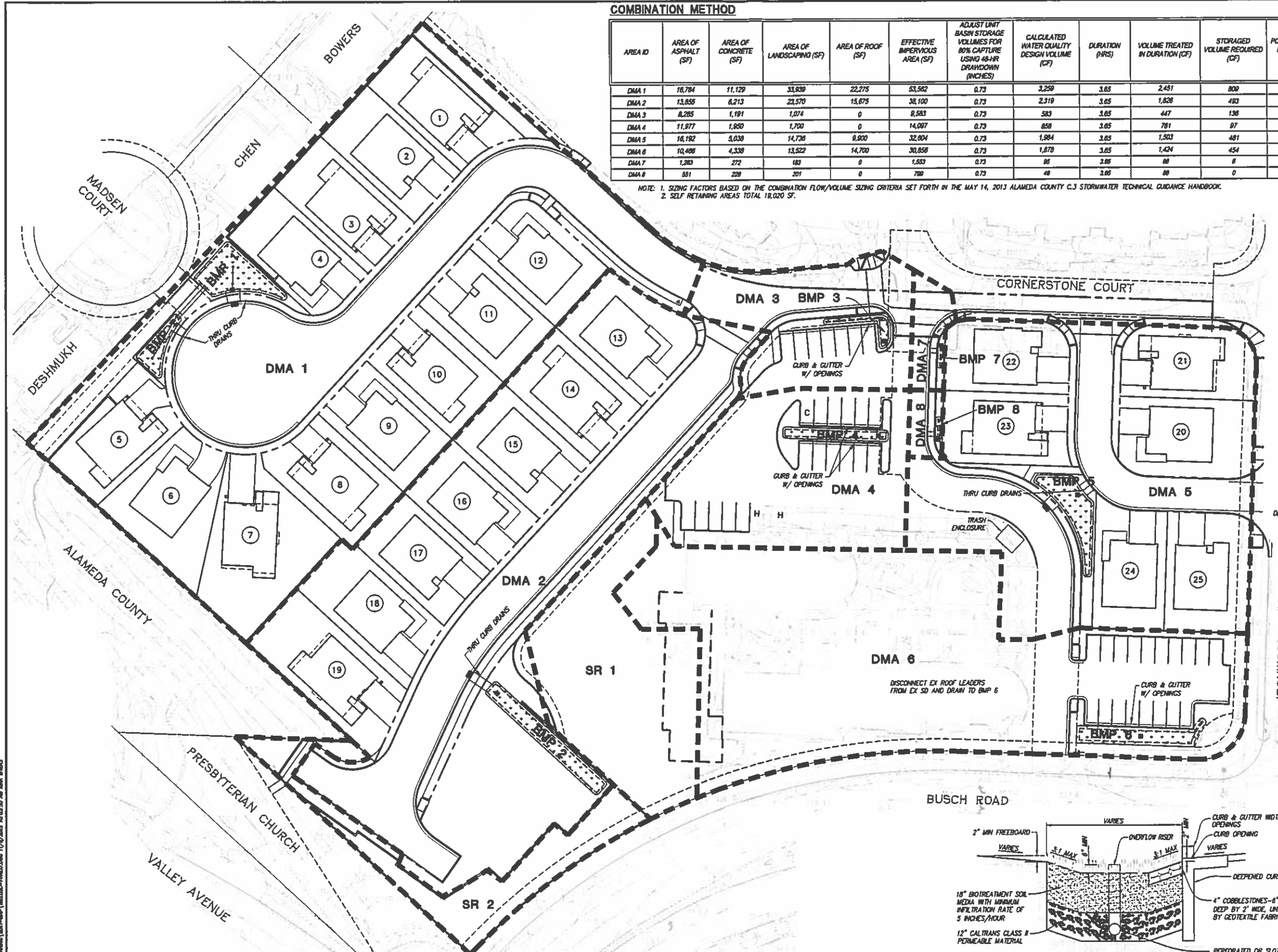
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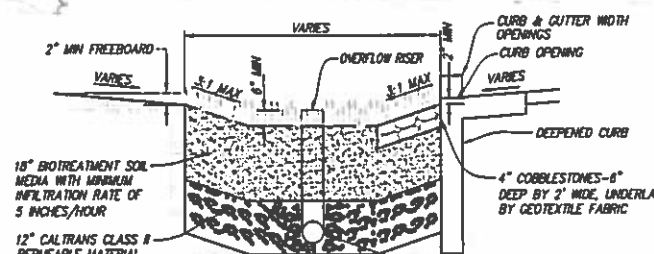
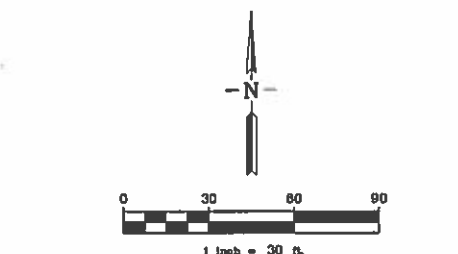
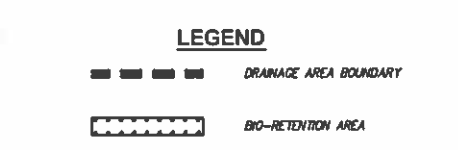
COMBINATION METHOD

AREA ID	AREA OF ASPHALT (SF)	AREA OF CONCRETE (SF)	AREA OF LANDSCAPING (SF)	AREA OF ROOF (SF)	EFFECTIVE IMPERVIOUS AREA (SF)	ADJUST UNIT BASIN STORAGE VOLUMES FOR 80% CAPTURE USING 48-HR DRAWDOWN (INCHES)	CALCULATED WATER QUALITY DESIGN VOLUME (CF)	DURATION (HRS)	VOLUME TREATED IN DURATION (CF)	STORAGE VOLUME REQUIRED (CF)	PONDING DEPTH IN BIORETENTION (INCHES)	3% MIN BIO-RETENTION AREA REQUIRED (SF)	BIORETENTION AREA PROVIDED	BIORETENTION AREA ID
DMA 1	18,784	11,129	33,939	22,275	53,562	0.73	3,259	3.65	2,451	809	6.0	1,807	1,811	BMP 1
DMA 2	13,855	6,213	23,570	15,675	36,100	0.73	2,319	3.65	1,628	493	5.2	1,143	1,200	BMP 2
DMA 3	8,285	1,191	1,074	0	8,583	0.73	583	3.65	447	136	5.7	275	294	BMP 3
DMA 4	11,977	1,950	1,700	0	14,097	0.73	858	3.65	781	87	2.8	423	500	BMP 4
DMA 5	16,192	5,039	14,738	9,900	32,804	0.73	1,984	3.65	1,503	481	5.9	978	988	BMP 5
DMA 6	10,486	4,339	13,522	14,700	30,858	0.73	1,878	3.65	1,424	454	5.6	828	838	BMP 6
DMA 7	1,283	272	183	0	1,533	0.73	88	3.65	68	6	1.8	47	58	BMP 7
DMA 8	551	229	201	0	780	0.73	48	3.65	38	0	0.0	24	38	BMP 8

NOTE: 1. SIZING FACTORS BASED ON THE COMBINATION FLOW/VOLUME SIZING CRITERIA SET FORTH IN THE MAY 14, 2013 ALAMEDA COUNTY C.J STORMWATER TECHNICAL GUIDANCE HANDBOOK.
2. SELF RETAINING AREAS TOTAL 18,020 SF.



CURB OPENING FOR BIO-RETENTION ADJACENT TO CURB NOT TO SCALE



BIO-RETENTION AREA NOT TO SCALE

PRELIMINARY STORMWATER TREATMENT PLAN
TRACT 8257 - MERIDIAN AT IRONWOOD

CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
FOR: PONDEROSA HOMES

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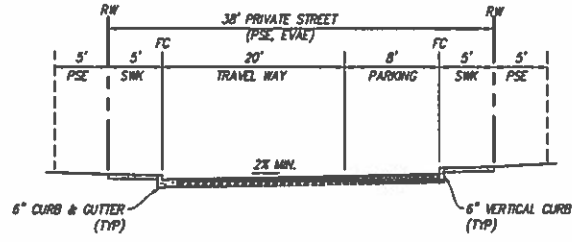
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DATE: DECEMBER 4, 2015

JOB NO.: 141037

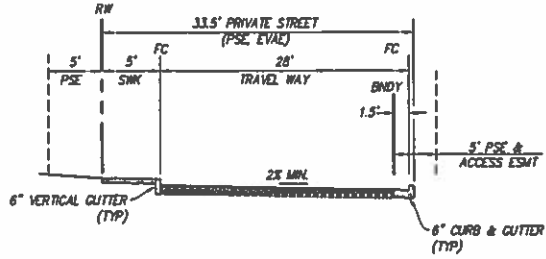
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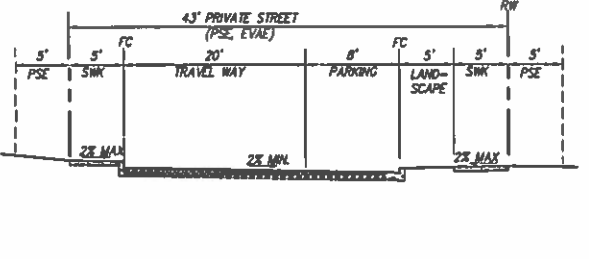
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1 TYPICAL STREET SECTION



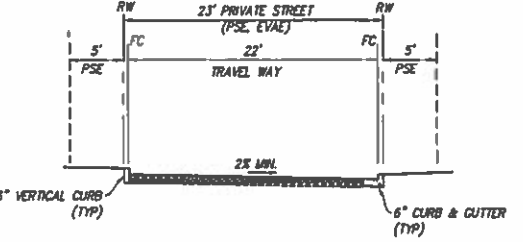
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2 TYPICAL STREET SECTION



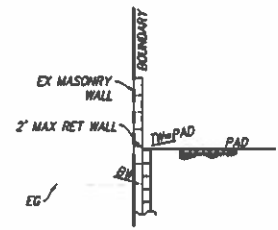
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3 TYPICAL STREET SECTION



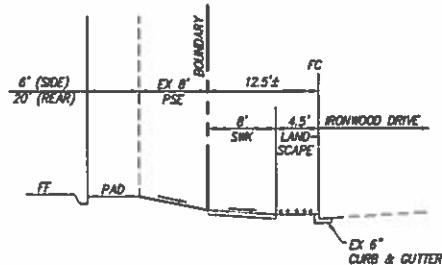
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4 TYPICAL STREET SECTION



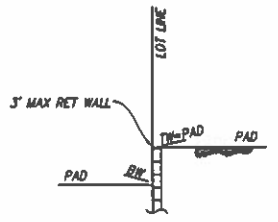
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5 TYPICAL GRADING SECTION



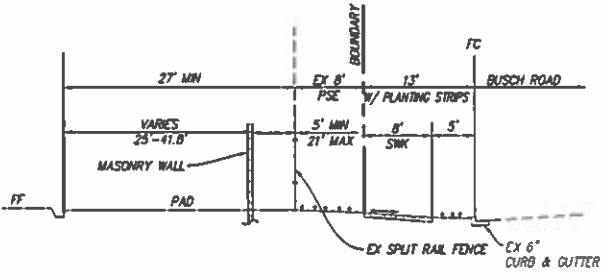
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6 TYPICAL GRADING SECTION



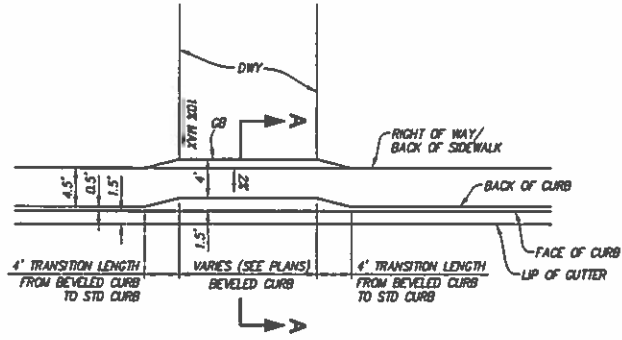
NOT TO SCALE

7 TYPICAL GRADING SECTION



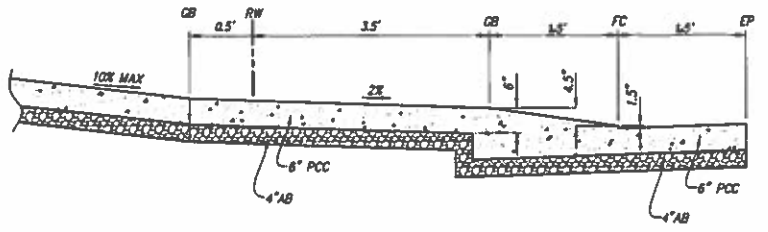
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8 TYPICAL GRADING SECTION



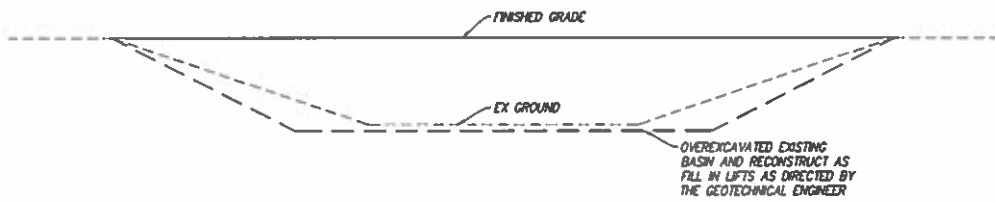
NOT TO SCALE

9 TYPICAL MOUNTABLE CURB DETAIL AT A DRIVEWAY LOCATION



NOT TO SCALE

10 MOUNTABLE CURB SECTION A-A



NOT TO SCALE

11 FILL OF EXISTING BASINS

RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHAHOI DRIVE, SUITE 700 PLEASANTON, CA 94588
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NO.	DATE	DESCRIPTION

DATE: DECEMBER 4, 2015

JOB NO.: 141037

SHEET NO.

TM6.0

SHEET 6 OF 6

SECTIONS AND DETAILS

TRACT 8257 - MERIDIAN AT IRONWOOD

CITY OF PLEASANTON, ALAMEDA COUNTY, CALIFORNIA
FOR: PONDEROSA HOMES

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ORDINANCE NO. 2129

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PLEASANTON APPROVING THE APPLICATIONS OF PONDEROSA HOMES II, INC. FOR PLANNED UNIT DEVELOPMENT (PUD) REZONING AND DEVELOPMENT PLAN APPROVAL, AS FILED UNDER CASE PUD-111

WHEREAS, Ponderosa Homes II, Inc. has applied for Planned Unit Development (PUD) to rezone a 4.20-acre portion of the 6.22-acre site at 3410-3450 Cornerstone Court from Planned Unit Development – Public & Institutional (PUD-P&I) District to Planned Unit Development – Medium Density Residential (PUD-MDR) District and construct 25 single-family homes and related site improvements (the "Project", also known as PUD-111); and

WHEREAS, at its public hearing on August 12, 2015, the Planning Commission adopted Resolution No. PC-2015-23 determining that the proposed rezoning and development plan are appropriate for the sites, making findings, and recommending to the City Council that PUD-111 be approved; and

WHEREAS, on October 6, 2015, the City Council held a duly noticed public hearing on the application and considered all public testimony, agenda reports, and related materials, and the recommendations of City staff and the Planning Commission; and

WHEREAS, based on the Initial Environmental Study, a negative declaration was adopted by the City Council on October 6, 2015; and

WHEREAS, the City Council finds that the proposed PUD rezoning and development plan are consistent with the City's General Plan and purposes of the PUD ordinance for the reasons set forth in the staff report.

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

Section 1. It approves the rezoning of a 4.20-acre portion of the 6.22-acre site at 3410-3450 Cornerstone Court from Planned Unit Development – Public & Institutional (PUD-P&I) District to Planned Unit Development – Medium Density Residential (PUD-MDR) District.

Section 2. The Zoning Map of the City of Pleasanton, dated April 18, 1960, on file with the City Clerk, designating and dividing the City into zoning districts, is hereby amended by Zoning Unit Map No.494, attached hereto as Exhibit B, dated October 6, 2015, and incorporated herein by this reference.

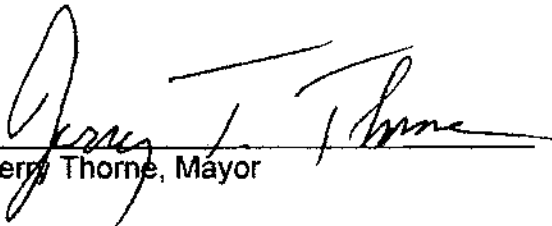
Section 3. It approves Case PUD-111, the application of Ponderosa Homes II, Inc. for a Planned Unit Development (PUD) plan to construct 25 single-family homes and related site improvements located at 3410-3450 Cornerstone Court, subject to the conditions as shown in Exhibit A, attached hereto and made part of this ordinance by this reference.

Section 4. A summary of this ordinance shall be published once within fifteen (15) days after its adoption in "The Valley Times", a newspaper of general circulation published in the City of Pleasanton, and the complete ordinance shall be posted for fifteen (15) days in the City Clerk's Office within fifteen (15) days after its adoption.

Section 5. This ordinance shall be effective thirty (30) days after its passage and adoption.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Pleasanton on October 6, 2015 and adopted at a regular meeting of the City Council of the City of Pleasanton on October 20, 2015 by the following vote:

Ayes: Councilmembers Narum, Olson, Pentin, Mayor Thorne
Noes: Councilmember Brown
Absent: None
Abstain: None


Jerry Thorne, Mayor

ATTEST:

Karen Diaz, City Clerk

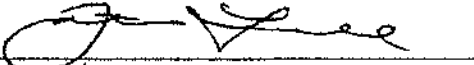
APPROVED AS TO FORM:

Jonathan Lowell, City Attorney

EXHIBIT A

CONDITIONS OF APPROVAL PUD-111 Ponderosa at Centerpointe

PROJECT SPECIFIC CONDITIONS

Planning Division

1. The approval of PUD-111 includes the following uses:
 - a. The permitted and conditionally permitted uses for the 4.23-acre residential portion of PUD-111 zoned Planned Unit Development – Medium Density Residential (PUD-MDR) District shall follow the One-Family Residential (R-1) District uses of the Pleasanton Municipal Code.
 - b. The modified school facility (operation and site plan) on a 1.99-acre portion of PUD-111 zoned Planned Unit Development – Public and Institutional (PUD-P/I) is a conditionally permitted use.
 2. The PUD development plan shall lapse two years from the effective date of this ordinance unless a tentative or parcel map, as applicable, is approved. If a tentative map is approved, the PUD development plan approval shall lapse when the tentative map or parcel map approval expires. If a final map is recorded before the tentative map or parcel map expires, then the PUD development plan approval shall not lapse.
 3. The project developer shall pay any and all fees to which the property may be subject prior to issuance of permits. The type and amount of the fees shall be those in effect at the time the permit is issued unless otherwise provided in a development agreement covering the project.
 4. The project developer shall submit project Conditions, Covenants & Restrictions (CC&Rs) for review with the improvement plans that create a homeowners association for this project to provide ownership and maintenance of the facilities within the project. This association shall be responsible for the maintenance of the common areas, on-site private utilities, private streets (including street trees and street lights), the on-site stormwater treatment facilities (including bioswales, bioretention areas, etc.), soundwall, front yard landscaping, the CC&Rs shall include language that parking/storing of boats, campers, recreational vehicles, and/or trailers on site or in any parking space (i.e., garage or uncovered space) shall be prohibited and that the garages shall not be modified or used for storage in a manner that would interfere with the ability to park cars within the garage. The association shall also be responsible for enforcing the allocated parking within the project site.
-

The CC&Rs shall include language if this development would share maintenance responsibilities of common areas with the existing Ironwood HOAs.

A plan clearly showing these areas of association-owned and maintained facilities shall be submitted for review by the Director of Community Development and City Engineer prior to approval of the final map. The CC&Rs shall be submitted for review and approval to the City Attorney and the City shall be granted the rights and remedies of the association, but not the obligation, to enforce the maintenance responsibilities of the association. These CC&Rs shall be recorded with the final map for the project.

5. The project developer shall provide documents, subject to review by the City Attorney's Office, addressing the following items prior to issuance of a permit or recordation of the tentative map, whichever occurs first:
 - a. the responsible party (i.e., school or HOA) for the maintenance of the school monument sign; and
 - b. the allotted number of parking spaces on the school site to the Gardens and the residential lots and maintenance and enforcement responsibility.
6. Prior to issuance of a building permit, the applicant/developer shall pay the applicable Zone 7 and City connection fees and water meter cost for any water meters, including irrigation meters, applicable to the portion or phase of the project covered by the permit. Additionally, the developer shall pay any applicable Dublin-San Ramon Services District (DSRSD) sewer permit fee.
7. Prior to issuance of a building permit, the applicant/developer shall pay the applicable City and Tri-Valley regional traffic impact fees for the project as determined by the City Traffic Engineer, or as identified in a project development agreement.
8. The applicant/developer shall pay the applicable in-lieu park dedication fees.
9. The project developer acknowledges that the City of Pleasanton does not guarantee the availability of sufficient sewer capacity to serve this development by the approval of this case, and that the project developer agrees and acknowledges that building permit approval may be withheld if sewer capacity is found by the City not to be available.
10. This approval does not guarantee the availability of sufficient water capacity to serve the project. Prior to the recordation of a Final Map, issuance of a grading permit, issuance of a building permit, or utility extension approval to the site, whichever is sooner, the applicant/developer shall submit written verification from Zone 7 Water Agency or the City of Pleasanton's Utility Planning Division that

water is available for the project. To receive the verification, the applicant/developer may need to offset the project's water demand.

11. The project shall meet all requirements of the City's Growth Management Ordinance, as described in a Growth Management Ordinance.
12. Development standards for the single-family home lots shall be as follows:

Site Development Standard	Proposed
Maximum Floor Area Ratio	69%(lot and model-specific)
Maximum Height*	31 feet
Minimum Principal Structure Setbacks	
<i>Front (garage/house)</i>	20 feet/11.2-20 feet
<i>Side (interior/street-side)</i>	5 feet
<i>Rear</i>	8.8 feet
Minimum Accessory Structure Setbacks	
<i>Front</i>	Not allowed between the front of the house and the front property line.
<i>Side</i>	3 feet (interior) 5 feet (street side)
<i>Rear</i>	5 feet
Maximum Accessory Structure Height	15 feet

*Measured from the grade to the highest point of the building.

13. Unless otherwise specified in the conditions of approval or shown on the PUD development plan, site development standards of the single-family home lots shall be those of the R-1-6,500 District.
14. The developer shall strive to avoid placing two of the same models adjacent to each other. In the event adjoining lots have the same model, they shall have different elevations.
15. The final design of the recreational area between Busch Road and Private Court B shall be included in the improvement plans submitted for issuance of a building permit and is subject to review and approval by the Director of Community Development and City Landscape Architect. The maintenance of the recreational area shall be responsibility of the homeowners association.

16. The development plan shall be modified such that the architectural detailing on the front elevations of the homes shall be consistently used on all sides of the buildings. Consistent architectural detailing shall include similar trims, rafter tails, window sills, etc. Said modifications shall be shown on the plans submitted for issuance of building permits and/or the subdivision improvements plans, as applicable, and shall be subject to review and approval by the Director of Community Development prior to issuance of building permits for the project.
17. The recorded deed of sale for all lots covered by this PUD Development Plan approval shall include the following:
 - a. A disclosure statement indicating the adjacency to the Livermore Municipal Airport and of possible impacts to homes due to aircraft overflights.
 - b. A disclosure statement indicating the adjacency of the City's Operations Service Center, including the police firing range and fire training facility, industrial uses in the vicinity, including the Pleasanton Garbage Service transfer station and the Kiewit Construction and Oldcastle Precast facilities, gravel harvesting and processing in the vicinity, gravel and garbage truck traffic on Busch Road, and future uses of the quarry pits, including development associated with the East Pleasanton Specific Plan, and possible noise, dust, smoke, and related impacts from said operations and activities.
 - c. A disclosure statement indicating the private streets and storm drain system are to be owned and maintained by the homeowners association.
 - d. A clause which states that the property is in an area subject to noise, dust, and vibration levels from gravel harvesting and processing and gravel truck haul route and that the City of Pleasanton is not liable for possible damages due to such impacts.

Wording for these clauses and/or disclosures shall be submitted to the City Attorney for review and approval before City Council approval of the first final subdivision map for this development and shall be recorded over the project site by separate instrument.

18. A statement disclosing the proximate uses, including but not limited to the City's Operations Services Center, including the police firing range and fire training facility, industrial uses in the vicinity, including the Pleasanton Garbage Service transfer station and the Kiewit Construction and Utility Vault facilities, gravel harvesting and processing in the vicinity, gravel and garbage truck traffic on Busch Road, future uses of the quarry pits, and the Livermore Airport shall be prominently displayed on a minimum 24" by 36" sign in the tract sales office for this development.

19. The project developer shall provide all buyers with copies of the project conditions of approval.
20. Prior to issuance of a building permit, the project's acoustic consultant, Edward Pack and Associates, shall update or provide a supplement to the noise assessment study dated June 25, 2015 to include analysis of noise generated from the firing range located at the City's Operation Services Center and from the Livermore Municipal Airport. The updated or supplemented noise assessment study shall include mitigation measures, if necessary, and is subject to review and approval by the Director of Community Development.

The project developer shall comply with the recommendations of the noise assessment study and its updates. Details of the noise mitigations, if warranted, shall be submitted in conjunction with the plans submitted for issuance of building permits and shall be subject to the review and approval by the Director of Community Development prior to issuance of building permits for the project. The applicant's noise consultant shall review the applicable noise mitigations shown on the building permit plans to ensure that the recommendations have been properly incorporated into the design. The consultant shall certify in writing that such recommendations have been followed.

21. The project developer shall comply with the recommendations of the tree report prepared by HortScience, Inc., dated March 2015. All existing trees located along the perimeter of the subject site shall be preserved (Tree Nos. 248-257, 312-318). The project developer shall arrange for the horticultural consultant to conduct a field inspection prior to issuance of City permits to ensure that all recommendations have been properly implemented. The consultant shall certify in writing that such recommendations have been followed.
22. If grading is to occur during the raptor-nesting season (February 1 to August 31), a focused survey for raptor nests shall be conducted by a qualified biologist during the nesting season. The survey shall be conducted no less than 14 days and no more than 30 days prior to the beginning of grading. If nesting raptors are found during the focused survey, no grading shall occur within 500 feet of an active nest until the young have fledged (as determined by a qualified biologist), or until the project applicants receive written authorization from California Department of Fish and Wildlife to proceed.
23. The final landscape plan shall include the dimension of the landscaping strip between the existing walk and the proposed fence on the side of Lot 5. This landscaping strip shall match the existing planting on the opposite site of the walkway in terms of species, quantity, and spacing. This revision shall be reflected on the final landscape plan, and is subject to review and approval by the Director of Community Development prior to issuance of a building permit.

24. A fence plan shall be provided prior to issuance of a building permit depicting fence locations. The street side yard fence for Lots 12 and 13 shall follow the street side yard requirements of the R-1-6,500 District. The street side yard fence for Lots 20, 21 and 22 may be located on the street side property line.
25. The proposed masonry wall along the project's southern and western boundaries shall be modified so that it will not wrap around the hammerhead (i.e. beyond the southern side property lines of Lot 19) at the end of "Private Court B." This revision shall be included in the improvement plans submitted for issuance of a building permit and is subject to review and approval by the Director of Community Development.
26. The plan set submitted for plan review shall include the location/style of the mailbox for the private school. The location and style of mailbox is subject to review and approval by the Director of Community Development prior to issuance of a building permit.
27. The dimension of the monument sign for the private school shall be submitted for the review and approval by the Director of Community Development with the subdivision improvement plans. All existing signs on the project site shall be removed prior to issuance of a building permit.
28. All parking spaces in the parking areas of Lot F and Lot G shall be striped. Wheel stops shall be provided for the surface parking spaces unless the spaces are fronted by concrete curbs, in which case sufficient areas shall be provided beyond the ends of all parking spaces to accommodate the overhang of automobiles.
29. Prior to issuance of a building or grading permit, the applicant/developer shall work with staff to incorporate all the applicable measures of the Climate Action Plan checklist. The incorporated measures are subject to the satisfaction of the Director of Community Development.
30. The garages shall all have automatic opening sectional roll-up garage doors throughout the project.
31. The project developer shall investigate and is strongly urged to install water conserving measures into the homes, such as greywater systems (e.g., greywater is recycled for irrigation purposes).
32. Appliances meeting Energy Star standards shall be installed as part of the project. The proposed appliances shall be indicated on the plans submitted for the issuance of a building permit.
33. Water conservation devices such as low-flow faucets, toilets, shower fixtures, etc. shall be installed as part of the project. The devices shall be indicated on the plans submitted for the issuance of a building permit.

34. Only recycled water shall be used on the site during the grading and construction periods, and this specification shall be included on all grading plans and other construction documents.
35. The project developer shall submit a street lighting plan including photometrics and drawings and/or manufacturer's specification sheets showing the height of the light poles and the size and types of light fixtures. The lighting plan shall be subject to the review and approval by the Director of Community Development prior to issuance of building permits for the project.
36. The project shall comply with the current City/Pleasanton Garbage Service recycling and composting programs.
37. All trash and refuse shall be contained completely within the approved trash enclosures. Trash containers shall be stored within the trash enclosures at all times, except when being unloaded. The trash enclosures shall be sized to accommodate trash, recycling, and green waste containers. Elevation drawings and plan details, including color and material of the enclosures noted, shall be included in the plans submitted to the Building and Safety Division for plan check and shall be subject to the review and approval of the Director of Community Development prior to building permit issuance.
38. The final location of pad-mounted transformers shall be subject to approval by the Director of Community Development prior to issuance of permits by the Building and Safety Division. Such transformers shall be screened by landscaping to the satisfaction of the Director of Community Development. All transformers shall be shown on the plans submitted for issuance of building permits.
39. The applicant and/or developer shall submit a pad elevation certification prepared by a licensed land surveyor or registered civil engineer to the Chief Building Official and Director of Community Development certifying that the pad elevations and building locations (setbacks) are pursuant to the approved plans, prior to receiving a foundation inspection for the structures.
40. All excess soil from the site shall be off-hauled from the site and disposed of in a lawful manner. Unless otherwise approved by the Director of Community Development, no stockpiling of dirt on this site shall occur.
41. The applicant/developer shall implement construction best management practices to reduce construction noise, including:
 - a) Locate stationary construction equipment as far from adjacent occupied buildings as possible.

- b) Select routes for movement of construction-related vehicles and equipment so that noise-sensitive areas, including residences and outdoor recreation areas, are avoided as much as possible. Include these routes in materials submitted to the City of Pleasanton for approval prior to the issuance of building permits.
- c) All site improvements and construction activities shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. In addition, no construction shall be allowed on State and federal holidays, Saturdays, or Sundays. The Community Development Director may allow earlier "start times" for specific construction activities (e.g., concrete foundation/floor pouring), if it can be demonstrated to the satisfaction of the Community Development Director that the construction and construction traffic noise will not affect nearby residents. Prior to construction, the hours of construction shall be posted on site.
- d) All construction equipment must meet DMV and City noise standards and shall be equipped with muffling devices.
- e) Designate a noise disturbance coordinator who will be responsible for responding to complaints about noise during construction. The telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site and shall be provided to the City of Pleasanton. Copies of the construction schedule shall also be posted at nearby noise sensitive areas.
- f) Construction activities conducted on the subject property shall not exceed 86 dBA at any point outside of the property plane of the subject property (Pleasanton Municipal Code Section 9.04.100.B.).

These requirements shall be printed on the construction plans to the satisfaction of the Director of Community Development.

- 42. Rain gutters shall discharge into landscaping planter areas where feasible. These details shall be shown on the plans submitted to the Building and Safety Division for plan check and are subject to the review and approval of the Director of Community Development prior to building permit issuance.
- 43. The project shall comply with the State of California's Model Water Efficient Landscape Ordinance and Bay Friendly Basics Landscape Checklist. A licensed landscape architect shall verify the project's compliance with the ordinance and checklist: 1) prior to the issuance of a building permit; and 2) prior to final inspection. The verification shall be provided to the Planning Division.
- 44. The residential buildings shall be constructed to allow for future installation of a Photovoltaic (PV) system and solar water heating systems. The project applicant/developer shall comply with the following requirements for making all apartment buildings photovoltaic-ready and solar-water-heating-ready:

- a. Electrical conduit and cable pull strings shall be installed from the roof/attic area to the building's 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 a solar-water-heating tank.

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

45. The State of California's Green Building Standards Code, "CALGreen," shall apply, if applicable.
46. Energy Star appliances shall be installed in each residential unit. The proposed appliances shall be stated on the plans submitted for the issuance of a building permit.
47. Dust and mud shall be contained within the boundaries of the property during times of construction. The project developer shall submit a dust control plan or procedure as part of the improvement plans.
48. Unless a phasing plan for improvements is approved by the Director of Community Development, the applicant shall complete all of the on-site improvements at one time.
49. The gate at the trail connection shall not have a lock. The design of the gate shall be similar to the gate providing accessing to the Iron Horse Trail at the end of Madsen Court . This revision shall be reflected on the improvement plans.
50. The applicant/developer shall repaint the existing soundwall located on the east side of Valley Avenue between Busch Road and Santa Rita Road. The repainting of the soundwall shall be completed prior to issuance of the first building permit
51. Prior to the issuance of a building permit, the applicant/developer shall contribute to the City \$25,000 for the implementation of projects in the Parks and Recreation Master Plan.

Engineering Division

52. The project developer shall reconstruct the curb ramps at the intersection of Cornerstone Court and Ironwood Drive in compliance with Caltrans' Revised Standard Plan RSP A88A.
53. The project developer shall install trash capture devices as needed to meet NPDES C.10 requirements. The design of the trash capture devices shall be reviewed and commented by the Alameda County Mosquito Abatement District (ACMAD). The applicant shall provide a copy of ACMAD's comments as part of the plans submitted for issuance of a building permit.
54. The project developer shall provide written approval from the Busch Garden Investors for all work within the Busch Garden Investors' property with the tentative map application.
55. The project developer shall provide a public sanitary sewer easement as proposed within Lot C of this PUD plan from Busch Garden Investors to the City of Pleasanton, on behalf of public, prior to the recordation of the final map.
56. The project developer shall provide details of the access for the proposed subdivision to the Lot D public trail as part of the improvement plan submittal. The existing rights of the adjacent subdivision to the public trail shall be maintained.
57. The project developer shall provide details of the drainage on Lot D of this PUD plan as part of the improvement plan.
58. The project developer shall identify the maintenance responsibility of the perimeter fencing and masonry wall.
59. The project developer shall remove the existing 10-inch sanitary sewer line and sanitary sewer manholes that are approximately 7-feet deep and located within the proposed residential lots to the satisfaction of the City Engineer / Chief Building Official.
60. The project developer shall update the existing recorded storm water operation and maintenance agreement between the Centerpointe Presbyterian Church and the City of Pleasanton prior to recordation of the final map.
61. The project developer shall show details of the keyways per the soils engineer's recommendation on the vesting tentative map for backfill of the two depression areas.

Traffic Division

62. The subdivision improvement plans shall note that curbside parking is only allowed on one side of the streets within the development. "No Parking" signs shall be posted where no curbside parking is allowed.

Landscaping

63. A final landscape and irrigation plan shall be submitted to and approved by Director of Community Development as part of the building permit plan set prior to issuance of a building permit. Said landscape plan shall be detailed in terms of species, location, size, quantities, and spacing. Plant species shall be of drought-tolerant nature and suitable for reclaimed water, and the irrigation design shall utilize low-volume drip, bubbler, or other water conserving irrigation systems to the maximum extent possible.
64. Prior to project final, front yard and street side landscaping for the residential development shall be installed and inspected by the Planning Division.
65. The project shall comply with the State of California's Model Water Efficient Landscape Ordinance and Bay Friendly Landscaping Basic requirements. A licensed landscape architect shall verify the project's compliance with the ordinance: 1) prior to the issuance of a building permit; and 2) prior to final inspection. The verification shall be provided to the Planning Division.
66. The final landscape plan for the school site shall also include planting in the existing excavated areas. The planting details shall be included in the plan set submitted for issuance of building permit. The details are subject to review and approval by the Director of Community Development and the City Landscape Architect prior to issuance of a building permit.
67. All trees used in landscaping be a minimum of fifteen (15) gallons in size and all shrubs a minimum of five (5) gallons, unless otherwise shown on the approved landscape plan.
68. The project developer shall provide root control barriers and four inch (4") perforated pipes for street trees and trees in planting areas less than ten feet (10' 0") in width, as determined necessary by the Director of Community Development at the time of review of the final landscape plans. No other trees shall be removed other than these specifically designated for removal.
69. The project developer shall post cash, letter of credit, or other security satisfactory to the Director of Community Development in the amount of \$5,000 for each tree required to be preserved, up to a maximum of \$25,000. This cash bond or security shall be retained for one year following acceptance of public improvements or completion of construction, whichever is later, and shall be forfeited if the trees are

destroyed or substantially damaged. No trees shall be removed other than those specifically designated for removal on the approved plans or tree report.

70. No tree trimming or pruning other than that specified in the tree report shall occur. The project developer shall arrange for the horticultural consultant to conduct a field inspection prior to issuance of grading permits to ensure that all recommendations have been properly implemented. The consultant shall certify in writing that such recommendations have been followed.
71. The project developer shall install an automatic irrigation system for all landscaping, including the landscaping installed in the City right-of-way. The site irrigation design shall utilize low-volume drip, bubbler, or other water conserving irrigation systems to maximize water conservation to the greatest extent possible. The irrigation systems shall include a soil moisture, rain sensor, or other irrigation efficiency device. The proposed type of irrigation efficiency device shall be shown on the plans submitted for the issuance of building permits.
72. Prior to issuance of a grading or building permit, the project developer shall install a temporary six foot tall chain-link fence (or other fence type acceptable to the Director of Community Development) outside of the existing tree drip lines, as shown on the plans. The fencing shall remain in place until final landscape inspection by the Community Development Department. Removal of such fencing prior to that time may result in a "stop work order."
73. The project developer shall mitigate the tree removal by planting additional trees on the lots, increase the size of some or all of the trees that are presently shown on the landscape plan, and/or making a payment to the Urban Forestry Fund, subject to the satisfaction of the City Landscape Architect and Director of Community Development. The required payment shall be paid in full prior to issuance of a building permit.

Livermore-Pleasanton Fire Department

74. All buildings covered by this approval shall be equipped with an automatic fire sprinkler system. Plans and specifications for the automatic fire sprinkler system shall be submitted for review and approval by the Livermore-Pleasanton Fire Department prior to installation. The fire alarm system, including water flow and valve tamper, shall have shop drawings submitted for review and approval by the Livermore-Pleasanton Fire Department prior to installation. All required inspections and witnessing of tests shall be completed prior to final inspection and occupancy of the building(s).
75. The location(s) of the fire hydrant(s) and the detail of the turn-around areas for fire trucks shall be reviewed and approved by the Livermore-Pleasanton Fire Department prior to issuance of a building permit.

STANDARD CONDITIONS

Community Development Department

76. The project applicant shall submit a refundable cash bond for hazard and erosion control. The amount of this bond will be determined by the Director of Community Development. The cash bond will be retained by the City until all the permanent landscaping is installed for the development, including individual lots, unless otherwise approved by the department.
77. The project applicant shall pay any and all fees to which the property may be subject prior to issuance of permits. The type and amount of the fees shall be those in effect at the time the permit is issued.
78. If any prehistoric or historic artifacts, or other indication of cultural resources are found once the project construction is underway, all work must stop within 20 meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find prior to resuming groundbreaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of the State CEQA Guidelines. In the event of discovery or recognition of any human remains in any on-site location, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County coroner has determined, in accordance with any law concerning investigation of the circumstances, the manner and cause of death and has made recommendations concerning treatment and dispositions of the human remains to the person responsible for the excavation, or to his/her authorized representative. A similar note shall appear on the improvement plans.

Planning Division

79. Development shall be substantially as shown on the development plans, Exhibit B, dated "Received August 31, 2015," single-family GreenPoint Checklist, and related materials such as the noise assessment report, arborist report, and health assessment report, Exhibit B, dated "Received July 21, 2015," on file with the Planning Division, except as modified by these conditions. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development if found to be in substantial conformance with the approved exhibits.
80. The permit plan check package will be accepted for submittal only after the ordinance approving the PUD development plan becomes effective, unless the project developer submits a signed statement acknowledging that the plan check fees may be forfeited in the event that the ordinance is overturned or that the design has significantly changed. In no case will a permit be issued prior to the effective date of the ordinance.

81. To the extent permitted by law, the project applicant shall defend (with counsel reasonably acceptable to the City), indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents from and against any claim (including claims for attorneys fees), action, or proceeding brought by a third party against the indemnified parties and the project 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.
82. The 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 in addition to the school impact fees required by State law. This program shall be designed to fund school facilities necessary to offset this project's reasonably related effect on the long-term need for expanded school facilities. The method and manner for the provision of these funds and/or facilities shall be approved by the PUSD and in place prior to 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.
83. Prior to building permit submittal, a list of the green building measures used in the design of the unit covered by this approval shall be provided to the Planning Division for the review and approval by the Director of Community Development. The homes 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 GreenPoints rating system.

The green building measures shall be shown on one of the first two pages of the plans submitted for issuance of a building permit. **Each point identified shall have a notation indicating the sheet the point can be found, and each sheet shall note where the point is located.** All proposed green building measures shall be shown throughout the plan set, as appropriate, as determined by the Director of Community Development.

A special inspection by the Planning Division shall be coordinated with regards to landscaping, irrigation, and exterior materials. All of the green building measures indicated on the approved checklist shall be inspected and approved by either the City of Pleasanton, a third party rater, or the project applicant shall provide written verification by the project engineer, architect, landscape architect, or designer.

84. Only gas fireplaces, pellet fueled wood heaters or EPA certified wood-burning appliances may be installed inside or outside the homes.
85. All HVAC condensing units shall be shown on the plans and shall be subject to the review and approval of the Director of Community Development prior to building permit issuance.

86. All conditions of approval shall be attached to all building permit plan check sets submitted for review and approval, whether stapled to the plans or located on a separate plan sheet. These conditions of approval shall be attached at all times to any grading and construction plans kept on the project site. It is the responsibility of the applicant/developer to ensure that the project contractor is aware of, and abides by, all conditions of approval. It is the responsibility of the applicant/developer to ensure that the project landscape contractor is aware of, and adheres to, the approved landscape and irrigation plans, and all conditions of approval.
 87. Prior approval from the Planning Division is required before any changes are constituted in site design, grading, building design, building colors or materials, green building measures, landscape material, etc. Planning Division approval is required before any changes are implemented in site design, grading, house design, house colors or materials, green building measures, landscape material, etc.
 88. Prior to building occupancy, the landscape architect or landscape designer shall certify in writing to the Director of Community Development that the landscaping has been installed in accordance with the approved landscape and irrigation plans with respect to size, number, and species of plants and overall design concept.
 89. The developer and/or property management shall use reclaimed gray water, rain water, etc., for landscape irrigation when available. If used, the details and/or plans shall be provided for review and approval by the Director of Community Development before use of the reclaimed gray water, rain water, etc.
 90. The developer and/or property management are encouraged to use best management practices for the use of pesticides and herbicides.
 91. The project applicant must provide to the Director of Community Development a building height certification performed by a licensed land surveyor or civil engineer. Said certification must allow for the installation of finished roof materials and must meet the approved building height.
 92. The approved building colors and materials shall be indicated on the final building permit plans. Any proposed revisions to these approved colors or materials must be submitted for review and approval by the Director of Community Development prior to building permit issuance and/or painting/installation.
 93. 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.
 94. A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.
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95. Portable toilets used during construction shall be kept as far as possible from existing residences and shall be emptied on a regular basis as necessary to prevent odor.

Landscaping

96. The project developer shall enter into an agreement with the City, approved by the City Attorney, which guarantees that all landscaping and open space areas included in this project will be maintained at all times in a manner consistent with the approved landscape plan for this development. Said agreement shall run with the land for the duration of the existence of the structures located on the subject property.
97. Six-inch vertical concrete curbs shall be installed between all vehicular paved and landscaped areas.
98. The project developer shall provide root control barriers and four inch perforated pipes for parking lot trees, street trees, and trees in planting areas less than ten feet in width, as determined necessary by the Director of Community Development at the time of review of the final landscape plans.
99. The following statements shall be printed on the site, grading, and landscape plans where applicable to the satisfaction of the Director of Community Development prior to issuance of a building permit:
- a. No existing tree may be trimmed or pruned without prior approval by the Director of Community Development.
 - b. No equipment may be stored within or beneath the driplines of the existing trees to be saved.
 - c. No oil, gasoline, chemicals, or other harmful materials shall be deposited or disposed within the dripline of the trees or in drainage channels, swales, or areas that may lead to the dripline.
 - d. No stockpiling/storage of fill, etc., shall take place underneath or within five feet of the dripline of the existing trees.

Building and Safety Division

100. All retaining walls higher than four feet from the top of the wall to the bottom of the footway shall be constructed of reinforced concrete, masonry, or other material as approved by the Director of Community Development, or shall be an approved crib wall type. Calculations signed by a registered civil engineer shall accompany the wall plans.

101. At the time of building permit plan submittal, the project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures to prevent stormwater runoff onto adjoining properties.
102. Prior to issuance of building permits, the applicant/developer shall submit a waste management plan to the Building and Safety Division. The plan shall include the estimated composition and quantities of waste to be generated and how the project developer intends to recycle at least 75 percent of the total job site construction waste measured by weight or volume. Proof of compliance shall be provided to the Chief Building Official prior to the issuance of a final building permit. During construction, the project developer shall mark all trash disposal bins "trash materials only" and all recycling bins "recycling materials only." The project developer shall contact Pleasanton Garbage Service for the disposal of all waste from the site.

Engineering Division

103. A "Conditions of Approval" checklist shall be completed and attached to all plan checks submitted for approval indicating that all conditions have been satisfied.
104. The project developer shall comply with the recommendations of the project's geotechnical consultant. The project developer's geotechnical consultant shall review and approve all foundation, retaining wall, and drainage geotechnical aspects of the final development plans to ensure that the recommendations have been properly incorporated into the development. The consultant shall certify by writing on the plans or as otherwise acceptable to the City Engineer that the final development plan is in conformance with the geotechnical report approved with the project.
105. The project developer shall arrange and pay for the geotechnical consultant to inspect and approve all foundation, retaining, and wall and drainage geotechnical aspects of project construction. The consultant shall be present on site during grading and excavation operations. The results of the inspections and the as-built conditions of the project shall be certified in writing by the geotechnical consultant for conformance to the approved plans and geotechnical report and submitted to the City Engineer for review and approval prior to occupancy.
106. The project developer shall construct vertical P.C.C. curbs and gutters within this development unless otherwise approved by the City Engineer. When the sidewalk is adjacent to the curb and gutter, they shall be poured monolithically.
107. All existing septic tanks or holding tanks shall be properly abandoned, pursuant to the requirements of the Alameda County Department of Health Services prior to the start of grading operations, unless specifically approved by the City Engineer.

108. The haul route for construction materials and equipment transported to/from this development via large trucks (three tons and greater) shall be restricted to come from the east (via Stanley Boulevard and/or Busch Road) and not through the Santa Rita Road/Valley Avenue intersection unless a specific exemption is granted by the City Engineer. The City Engineer shall approve said haul route prior to the issuance of an encroachment permit
109. All dry utilities (electric power distribution, gas distribution, communication service, Cable television, street lights and any required alarm systems) required to serve existing or new development shall be installed in conduit, underground in a joint utility trench unless otherwise specifically approved by the City Engineer.
110. Any damage to existing street improvements during construction on the subject property shall be repaired to the satisfaction of the City Engineer at full expense to the project developer and includes but is not limited to slurry seal, overlay, restoration of landscaping and irrigation system, signing, striping, pavement marking or street reconstruction if deemed warranted by the City Engineer.
111. This approval does not guarantee the availability of sufficient water and/or sewer capacity to serve the project.
112. A parcel map and/or a tentative/final map shall be required to subdivide the property.
113. The tentative map shall contain a brief legal description of any parcel being re-subdivided, a statement of lot and total acreage, and a statement referencing any separate documents required to be recorded with the map.
114. There shall be no direct roof leaders connected to the street gutter or storm drain system, unless otherwise approved by the City Engineer.
115. The project developer and/or the project developer's contractor(s) shall obtain an encroachment permit from the City Engineer prior to moving any construction equipment onto the site.
116. The project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and drainage control measures, including concrete-lined V-ditches, to protect all cut and fill slopes from surface water overflow. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of a subdivision grading permit.
117. The project developer shall include erosion control measures on the final grading plan, subject to the approval of the City Engineer. The project developer is responsible for ensuring that the contractor is aware of such measures. All cut and fill slopes shall be revegetated and stabilized as soon as possible after completion of grading, in no case later than October 15. No grading shall occur between

October 15 and April 15 unless approved erosion control measures are in place, subject to the approval of the City Engineer. Such measures shall be maintained until such time as a permanent landscaping is in place.

118. Storm drainage swales, gutters, inlets, outfalls, and channels not within the area of a dedicated public street or public service easement approved by the City Engineer shall be privately maintained by the property owners or through an association approved by the City.
119. The project developer shall be responsible for the installation of the street lighting system serving the development. The street lights shall be LED units mounted on galvanized steel poles with poured in place bases, on the LS-1C schedule per City requirements and PG&E standard details, unless otherwise specifically approved. The lighting system design shall conform to the Illuminating Engineering Society (IES). Approval for the number, location, and type of electroliers shall be subject to the review and approval of the City Engineer.
120. The project developer shall submit detailed landscape and irrigation plans as part of the improvement plans. The irrigation plan shall provide for automatic controls.
121. The applicant shall post with the City, prior to approval of the final map, a separate performance bond for the full value of all subdivision improvements that are not to be accepted by the City of Pleasanton.
122. All existing drainage swales that are filled shall have subdrains installed unless otherwise approved by the City Engineer and the developer's soils engineer. All subdrains shall have cleanouts installed at the beginning of the pipe. The end of the pipe shall terminate in a storm drain or other storm drain outfall, subject to the approval of the City Engineer. The applicant's engineer shall submit a final subdrain location map to the City Engineer prior to acceptance of the public improvements. It shall be the responsibility of the homeowner to relocate a subdrain, if during the excavation of a pool or other subsurface structure, a subdrain is encountered. All owners within the subdivision shall receive notice of the presence of these subdrains. The City Attorney shall approve said notice.
123. All retaining walls along the street shall be placed behind the Public Service Easement (PSE), unless otherwise approved by the City Engineer.
124. Prior to approval of the Final Map, the applicant developer shall comply with all applicable conditions of outside agencies having jurisdiction.
125. A detailed grading and drainage plan prepared by a licensed Civil Engineer including all supporting information and design criteria (including but not limited to any peer review comments), storm drain treatment calculations, hydromodification worksheets, etc., shall be submitted as part of the improvement plans.

126. The minimum grade for the gutter flowline shall be set at one percent where practical, but not less than .75% unless otherwise approved by the City Engineer.
127. A water meter shall be provided to each lot of record within the development unless otherwise approved by the City Engineer.
128. A sanitary sewer lateral with two-way cleanout (located at the back of the sidewalk or curb, whichever is applicable) shall be provided to each lot of record within the development unless otherwise approved by the City Engineer.
129. The in-lieu park dedication fees shall be paid to the City prior to approval of the map, at the rate then in effect, for the total number of buildable lots on the map, unless this requirement has been otherwise satisfied.
130. For residential subdivisions or properties in residential zones, any existing assessment to which the property may be subject shall be cleared prior to the approval of the final map.
131. The improvement plans for this development shall contain signage and striping plans that are subject to the approval of the City Traffic Engineer.
132. The curb and gutter along the street shall have a subdrain installed at either the back of the curb or lip of gutter at the discretion of the City Engineer. This detail shall be shown on the improvement plans. Said drains shall be connected to the storm drain system or drained by other means acceptable to the City Engineer.
133. The property owner/developer shall deposit a bond with the City to ensure completion of any required improvements. This bond shall be in a standard form approved by the City Attorney and shall be in an amount satisfactory to the City Engineer. The City Engineer may waive this requirement if the required improvements have been satisfactorily installed prior to approval of the map.

Livermore-Pleasanton Fire Department

134. The project applicant shall keep the site free of fire hazards from the start of lumber construction until the final inspection.
135. Prior to any construction framing, the project 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.
136. 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.

137. The Fire Chief and the Director of Building Inspection shall approve the number, type, and location of all private fire hydrants.
138. All curbs located with a seven-foot, six-inch radius of a public/private fire hydrant shall be painted red, unless, modified by the Fire Chief. Blue street "hydrant markers" shall be installed for all fire hydrants per City of Pleasanton Standard Specifications.
139. All private streets and driveway aisles designated as fire lanes by the Fire Chief shall be maintained in accordance with Articles 9 and 10 of the Uniform Fire Code which permits towing vehicles illegally parked on the fire lanes. Fire lane curbs shall be painted red with "No Parking, Fire Lane, Tow Away Zone" or "No Parking, Fire Lane, Tow Away Zone" signs shall be installed as required by the Vehicle Code.
140. 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.
141. Should any operation or business activity involve the use, storage or handling of hazardous materials, the firm shall be responsible for contacting the LFPD prior to commencing operations. Please contact the Hazardous Materials Coordinator at (925) 454-2361.
142. Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12" high by 1" stroke. For buildings located greater than 50 feet from street frontage, the character size shall be 16" high by 1 ½" stroke minimum. Where multiple access is provided, address or tenant space numbers shall be provided on each access door and the character size shall be no less than 4" high by ¾" 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.
143. The following items will be provided prior to any construction above the foundation or slab. NOTE: Periodic inspections will be made for compliance.
 - a. Emergency vehicle access shall be provided to the site, including the area where construction is occurring. If Public Works improvements are part of the project to access the site, an emergency vehicle access plan shall be submitted for review and approval.

- b. Emergency vehicle access shall be a minimum of 20 feet in clear width. A clear height free of obstructions (power, cable, telephone lines, tree limbs, etc.) is required. This clearance shall be a minimum of 13-feet, 6-inches.
- c. All exterior portions of buildings must be within 200 feet of an access road. Yard and parking areas may be able to be located farther than 200 feet from access roads, depending on the specific use.
- d. The carrying capacity of the access route(s) shall be 69,000 pounds under all weather conditions.
- e. Designated construction material storage and construction worker parking shall not obstruct the emergency vehicle access route(s).
- f. On-site fire hydrants shall be in service. Fire hydrants shall be flushed and all valves open.
- g. On-site fire hydrants shall not be obstructed and shall be sufficiently above grade to have all hydrant valves and outlets accessible for emergency use.
- h. Where a project is phased as part of the development approved by the City, specific access, water supply and fire hydrant installations will be required as part of each phase. As needed a phasing plan with these improvements will be required.
- i. Where on-site grading/utility plans are submitted for review and approval prior to building construction drawings, emergency vehicle access routes, fire hydrant locations, material staging areas, etc. shall be provided.

144. The following schedule for NO PARKING signs shall apply:

<u>Width</u>	<u>Requirements</u>
36 Feet or Greater	No Requirements
Between 28 and 36 Feet	Post one side
Between 20 and 28 feet	Post both sides
Less than 20 feet	Not permitted

CODE CONDITIONS

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

Building and Safety Division

145. The project developer 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 Municipal Code of the City of Pleasanton. These plans shall be approved by the Chief Building and Safety Official prior to the issuance of a building permit. The site development plan shall include all required information to design and construct site, grading, paving, drainage, and utilities.

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

Livermore-Pleasanton Fire Department

149. All construction covered by this approval shall conform to the requirements of the California Building Code currently in effect, the California Fire Code currently in effect, and the City of Pleasanton Ordinance 2015. All required permits shall be obtained.
150. Automatic fire sprinklers shall be installed in all occupancies in accordance with City of Pleasanton Ordinance 2015. Installations shall conform to NFPA Pamphlet 13 for commercial occupancies, NFPA 13D for residential occupancies, and NFPA 13R for multifamily residential occupancies.
151. City of Pleasanton Ordinance 2015 requires that all new and existing occupancies be provided with an approved key box from the Knox Company as specified by the Fire Department. The applicant/developer is responsible for obtaining approval for the location and the number of boxes from the Fire Prevention Bureau. Information and application for the Knox Box is available through their website or the Fire Prevention Bureau. The applicant/developer and/or responsible party shall be responsible for providing tenant space building access keys for insertion into the Knox Box prior to final inspection by the Fire Department. Keys shall have permanent marked tags identifying address and/or specific doors/areas accessible with said key.
152. Underground fire mains, fire hydrants and control valves shall be installed in conformance with the most recently adopted edition of NFPA Pamphlet 24, "Outside Protection."
 - The underground pipeline contractor shall submit a minimum of three (3) sets of installation drawings to the Fire Department Fire Prevention Bureau. The plans shall have the contractor's wet stamp indicating the California contractor license type and license number and must be signed. No underground pipeline inspections will be conducted prior to issuance of approved plans.
 - All underground fire protection work shall require a California contractor's license type as follows: C-16, C-34, C-36 or A.
 - All field-testing and inspection of piping joints shall be conducted prior to covering of any pipeline.

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

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

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

URBAN STORMWATER CONDITIONS

155. The project shall comply with the NPDES Permit No. CAS612008, dated October 14, 2009, and amendments, issued the by California Regional Water Quality Control Board, San Francisco Bay Region, a copy of which is available at the Community Development Department, Public Works/Engineering section at City offices, Alameda County Clean Water Program, State Water Board, and at the following websites:

http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/index.shtml;

and

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

The project shall comply with the "Construction General Permit" as required by the San Francisco Bay Regional Water Quality Control Board:

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

A. Design Requirements

1. The NPDES Permit design requirements include, but are not limited to, the following:
 - a) Source control, sight design measures, and design and implementation of stormwater treatment measures are required when commercial, industrial or residential development creates and replaces 10,000 square feet or more of impervious surface, including roof area, streets and sidewalk.
 - b) Hydro-modification standards are required when a new development or redevelopment project creates and replaces total impervious area of one acre or more.

- c) The NPDES Permit requires a proactive Diazinon pollutant reduction plan (aka Pesticide Plan) to reduce or substitute pesticide use with less toxic alternatives.
- d) The NPDES Permit requires complying with the Copper Pollutant Reduction Plan and the Mercury Pollutant Reduction Plan.

2. The following requirements shall be incorporated into the project:

- a) The project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures including bio-swales. Irrigated bio-swales shall be redesigned as needed to the satisfaction of the City Engineer to optimize the amount of the stormwater running off the paved surface that enters the bio-swale at its most upstream end. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of any building permits.
- b) In addition to natural controls the project developer may be required to install a structural control, such as an oil/water separator, sand filter, or approved equal (on-site) to intercept and pre-treat stormwater prior to reaching the storm drain. The design, locations, and a schedule for maintaining the separator shall be submitted to the City Engineer/Chief Building Official for review and approval prior to issuance of building permits. The structural control shall be cleaned at least twice a year: once immediately prior to October 15 and once in January.
- c) The project developer shall submit sizing design criteria to treat stormwater runoff and for hydromodification, if required, at the time of PUD plan submittal and an updated detailed copy of calculations with subsequent submittals.
- d) Landscaping shall be designed to minimize irrigation and runoff, promote surface infiltration where appropriate and acceptable to the project soils engineer, and minimize the use of fertilizers and pesticides that can contribute to stormwater pollution.
 - I. Structures shall be designed to prohibit the occurrence and entry of pests into buildings, thus minimizing the need for pesticides.
 - II. Where feasible, landscaping shall be designed and operated to treat stormwater runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to water shall be specified. Soil shall be amended as required. (See planting guide line by Alameda County Clean Water Program.)
 - III. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of

land use, ecological consistency and plant interactions to ensure successful establishment.

IV. Landscaping shall also comply with City of Pleasanton ordinances and policies regarding water conservation.

- e) Trash areas, dumpsters and recycling containers shall be enclosed and roofed to prevent water run-on to the area and runoff from the area and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal. These areas shall not drain to the storm drain system, but to the sanitary sewer system and an area drain shall be installed in the enclosure area, providing a structural control such as an oil/water separator or sand filter. No other area shall drain into the trash enclosure; a ridge or a berm shall be constructed to prevent such drainage if found necessary by the City Engineer/Chief Building Official. A sign shall be posted prohibiting the dumping of hazardous materials into the sanitary sewer. The project developer shall notify the Dublin-San Ramon Services District (DSRSD) upon installation of the sanitary connection; a copy of this notification shall be provided to the Planning Department.
- f) All paved outdoor storage areas shall be designed to minimize pollutant runoff. Bulk materials stored outdoors that may contribute to the pollution of stormwater runoff must be covered as deemed appropriate by the City Engineer/Chief Building Official and as required by the State Water Board.
- g) All metal roofs, if used, shall be finished with rust-inhibitive paint.
- h) Roof drains shall discharge and drain away from the building foundation. Ten percent of the stormwater flow shall drain to landscaped area or to an unpaved area wherever practicable.

B. Construction Requirements

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

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

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

Stormwater

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

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

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

C. Operation Requirements

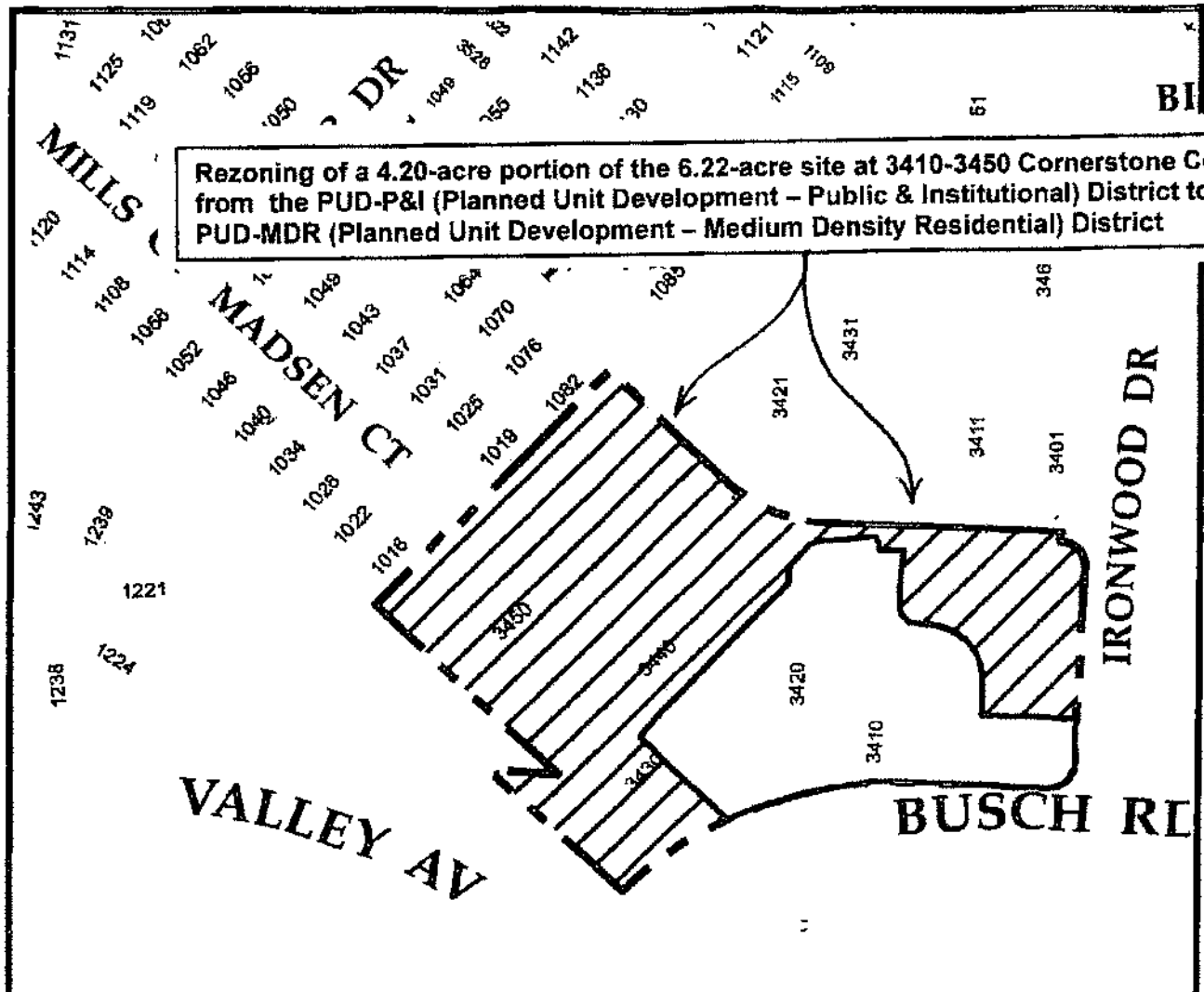
The Permit's operation and maintenance requirements include but are not limited to the following: The operation and maintenance of treatment measures including but not limited to bio-swales, lawns, landscaped areas with deep-rooted plants, oil/water separator, filterra units, etc., requires completing,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

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

storm drain system. Wastewater containing any soap, cleaning agent or degreaser shall not be discharged into the storm drain.

- h) Vegetated swales with grasses shall be mowed and clippings removed on a regular basis.

{end}



**CITY OF PLEASANTON
PLANNING DIVISION**

**Ordinance No. 2129
Zoning Unit Map No. 494**

DRAWN BY: M. Hoey	APPROVED BY:  GERRY BEAUDIN Director of Community Devt	DATE: October 6, 2015
SCALE: 1" = 300'		SEC. NO.: PUD-111



**Planning Commission
Staff Report**

August 12, 2015
Item 6.a.

- SUBJECT:** P15-0248/PUD-111/P15-0249/P15-0390/P15-0250
- APPLICANT:** Pamela Hardy, Ponderosa Homes II, Inc.
- PROPERTY OWNER:** Centerpointe Presbyterian Church
- PURPOSE:** Applications by Ponderosa Homes II, Inc. for the approximately 6.22-acre site located at 3410-3450 Cornerstone Court for a: 1) General Plan Amendment to change the land use designation of a 4.23-acre portion of the site from Community Facilities – Other Public and Institutional to Medium Density Residential; 2) Planned Unit Development (PUD) Rezoning and Development Plan to rezone a 4.23-acre portion of the site from Planned Unit Development – Public & Institutional (PUD-P&I) District to Planned Unit Development – Medium Density Residential (PUD-MDR) District and construct 27 single-family homes and related site improvements; and 3) modification to the approved site plan and Conditional Use Permit to eliminate the existing church and its related uses and to retain the existing preschool and private school facility as a standalone use with a modified operation and site plan.
- GENERAL PLAN:** Community Facilities – Other Public and Institutional
- ZONING:** Planned Unit Development – Public & Institutional (PUD-P&I) District
- LOCATION:** 3410-3450 Cornerstone Drive
- EXHIBITS:**
- A. Recommended Conditions of Approval
 - B. Project Written Narrative, Proposed Plans, Green Point Checklist, Arborist Report, Noise Assessment Study, Health Risk Assessment Memorandum
 - C. Ponderosa Homes at Busch Property (PUD-18 staff reports without exhibits/attachments; Planning Commission and City Council Meeting Minutes)
 - D. Affordable Housing Agreement for the Ironwood Development
 - E. Draft Initial Study/Negative Declaration
 - F. Ordinance No. 1866 approving Ironwood Development
 - G. Location/Notification Map

BACKGROUND

History of the Busch Property

The Busch property (otherwise known as Ponderosa Homes/PUD-18), which encompasses the project site, was one of the few large remaining undeveloped properties designated for development in the City's 1996 General Plan. In 2002, the Busch Property was an unincorporated 92-acre farm with two farmhouses and several outbuildings on the south side of Mohr Avenue, near its eastern terminus. Ponderosa Homes had long held an option to purchase the bulk of the property for development, leaving the farm house compound for relatives of the Busch family who at that time lived on the property.

The Busch property has a long planning history. During the City's update of the General Plan in 1996, the site was designated as an "Area of Special Interest" and specific direction was given on how it should be developed. Later in 1996, Ponderosa Homes prepared a plan it believed was in conformance with the direction of the recently-approved General Plan. The plan generated considerable controversy, however, and after several neighborhood and Planning Commission meetings failed to resolve these issues, the City Council, following a workshop meeting of its own, established an Ad Hoc Committee to make recommendations. The committee process generated two reports; the consensus committee report and a minority report. Ponderosa Homes modified its project to conform to the Ad Hoc committee's recommendations and subsequent hearings were held.

In December 1997, the City Council approved Ponderosa's 300 single-family home plan with a 5-acre neighborhood park. However, the approval was referended and later rescinded by the City Council. The Council also began at that time to process an "East Pleasanton Study" including the Busch Property and surrounding vacant and lightly-developed-developed properties. Although a boundary, scope of work, and committee process were approved by the Council, the East Pleasanton Study Committee was never formed at that time, the East Pleasanton Study was deemed low priority by the Council, and no work was undertaken on this study in the near future.

In 2001, Ponderosa Homes approached the City seeking to gain an updated vision of the preferred uses/development pattern for the property, rather than relying on previous City direction. Between June 2001 and January 2002, four City Council workshops were held to allow an informal opportunity for Ponderosa Homes, the Pleasanton Unified School District, and the neighborhoods affected by the site's development to discuss opportunities and constraints in the development of this site. As the workshops progressed, a series of conceptual master plans was developed. At the January 20, 2002 workshop, the City Council reached a consensus to direct Ponderosa Homes to pursue a conceptual master plan which included the following land uses and acreage:

- 1) Seven 19,000 square-foot residential lots along the south side of Mohr Avenue on 3.1 acres
- 2) Seventy-five 9,000 square-foot residential lots connecting to Kamp Drive and Mohr Avenue on 26.5 acres

- 3) Ninety-two 5,500 square-foot lots and sixteen duet lots connecting to Busch Road on 21.5 acres
- 4) Senior housing on 6 acres
- 5) Church site on 6 acres
- 6) Private park on 2.3 acres
- 7) School site on 21.3 acres
- 8) 3-acre parcel to be sold to the City for expansion of the Corporation Yard

Ponderosa Homes/PUD-18

In July 2002, City Council approved PUD-18 (Ordinance 1866), which was based on the conceptual land uses identified by Council. The PUD comprised:

- 1) 193 single-family homes
- 2) a 172-unit senior apartment complex
- 3) a 23-acre public school option or Medium Density Residential senior housing site
- 4) a 2.5-acre private park
- 5) a 6-acre church site

For additional background information on the PUD-18 application, please refer to Exhibit C.

The Pleasanton Unified School District had a five-year option agreement with Ponderosa Homes to buy the approximately 23-acre public school/Medium Density Residential senior housing site in the development as a potential school facility. The School District chose not to exercise its option to purchase the property and Ponderosa Homes received PUD approval from the City in 2009 to develop the 23-acre portion of the site with 110 detached single-family homes for residents aged 55 and older.

At the time of PUD-18 development plan review, the church had not completed full design plans for its facility. However, a description of its planned uses on the church site was provided and a conditional use permit for the church facility, including a daycare/preschool of 200 children, was approved as part of PUD-18, and a condition of approval was added requiring the site plan, architectural plans, and landscape plan for the church to be submitted for design review approval by the Planning Commission.

In September 2006, the Planning Commission approved Centerpointe Presbyterian Church's (CPC's) master site plan for four buildings: an approximately 24,108 square-foot sanctuary (Building A), an approximately 28,718 square-foot youth center (Building B), an approximately 20,344 square-foot preschool building (Building C), and an approximately 8,240 square-foot worship center (Building D). The buildings were to be constructed in four separate phases over an anticipated period of 20 years. The approved master plan is shown in Figure 1 on the following page. The approved church complex, at build-out, would have a 900-seat sanctuary building with a combined building area of approximately 81,410 square feet.

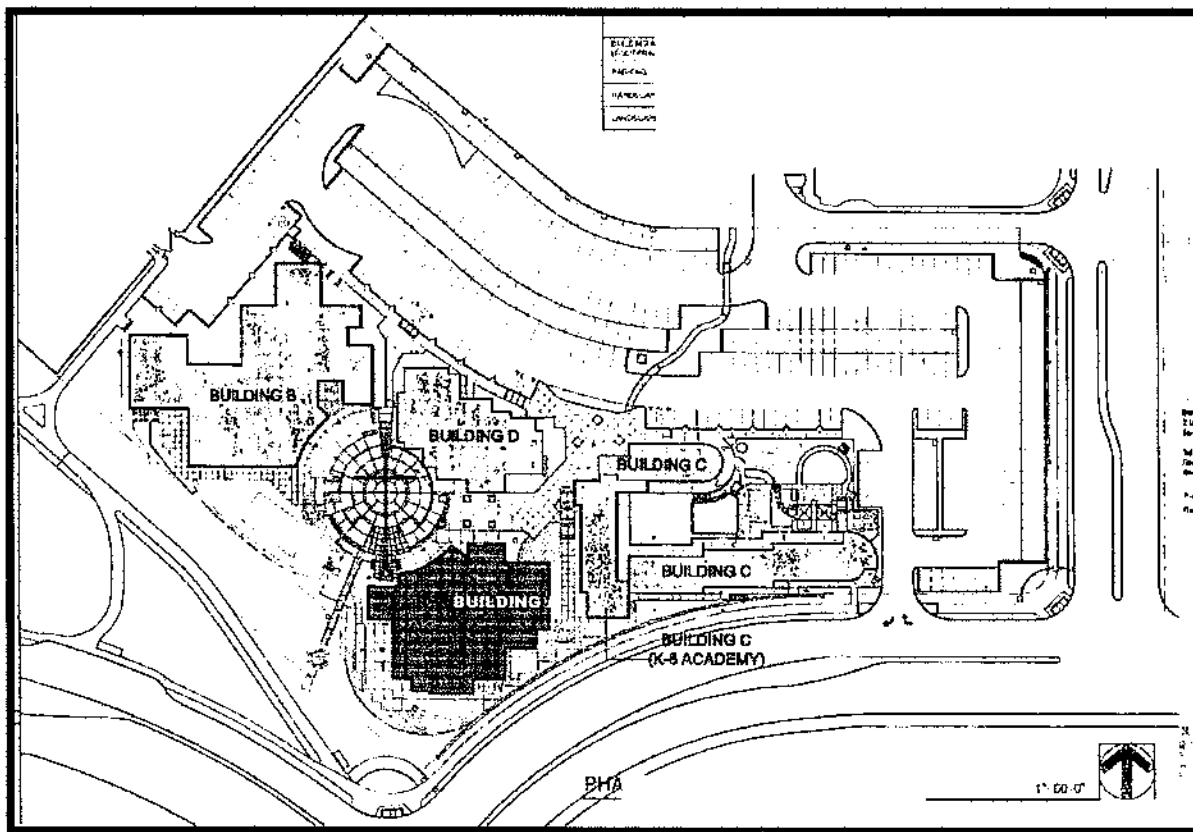
In 2006, CPC requested modifications to its phasing and development plans to allow for the construction of a temporary sprung structure. The modification to the master plan was requested because construction of the church campus was predicated on membership

expansion and funding resources. The modification request was intended to allow the church to expand its preschool and children's programs, as well as meet the worship needs of its congregation while working within the constraints of its budget and meeting the requirement to vacate its facility at 4300 Mirador Drive by the end of 2007. On September 13, 2006, the Planning Commission approved CPC's Design Review (PDR-562) and Conditional Use Permit (PCUP-167) applications to modify the approved phasing plan and to construct the sprung structure, with a condition that the sprung structure be removed at the time a permanent fellowship hall/gym/youth center/administration building was constructed or after ten years from the time the sprung structure was constructed, whichever came first. Staff notes that construction of the sprung structure was completed in December of 2008.

Further funding assistance was needed in order for CPC to complete construction of its buildings and, therefore, in March 2012, CPC received Planning Commission approval to modify its existing Conditional Use Permit to allow the operation of a Kindergarten through 8th Grade private school in the previously approved but unbuilt 13,968 square-foot portion of the preschool building. The approval for the K-8th private school expired in March 2015.

The school facility consists of three planned buildings. Two of the three buildings were constructed, and a preschool (Montessori School of Pleasanton) is currently occupying the two buildings with a license to enroll 120 children. Figure 1 below shows the church's master site plan.

Figure 1: Centerpointe Presbyterian Church Master Site Plan



SITE DESCRIPTION

The project site is an approximately 6.22-acre parcel bordered on: the south by Busch Road and the Kiewit property, the southwest by Valley Avenue and Oldcastle Precast, the east by Ironwood Drive and the City's Operation Services Center (OSC), the north by Cornerstone Court and the Gardens at Ironwood senior apartment complex, the northwest by single-family homes in the Ironwood Classics subdivision on Nolan and Madsen Courts, and the west by the Iron Horse Trail. The subject property is relatively flat and ingress/egress to the site is provided via Busch Road and Cornerstone Court. There is a gated Emergency Vehicle Access (EVA) at the western end of the existing church parking lot connecting to the Madsen Court cul-de-sac. Figure 2 below shows the project site location.

Figure 2: Project Site Location



The site is currently occupied by the Church's temporary building, the preschool facility, a 211-space parking lot and landscaping.

PROJECT DESCRIPTION

The applicant, Ponderosa Homes, proposes to eliminate the existing church use on the project site and retain the existing school facility, but with a modified operation and site plan, and construct 27 single-family homes and related on-site improvements (e.g., streets, parking areas, sidewalks, curbs/gutters, landscaping, and stormwater treatment areas). The proposed residential homes would be located in the northwest and northeast portions of the project site; the school buildings would remain in their current location, and would bifurcate the residential components of the project. Please see Figure 3 at the end of the project description for the proposed site plan. The proposed development is summarized below:

1. General Plan amendment (P15-0250) to change the land use designation of an approximately 4.23-acre portion of the 6.22-acre site from "Community Facilities – Other Public and Institutional" to "Medium Density Residential" in order to reflect the proposed residential development. The General Plan Land Use Designation would not be changed for the remaining 1.99-acre preschool/private school parcel.
2. Planned Unit Development rezoning (P15-0249) to rezone an approximately 4.23-acre portion of the 6.22-acre project site from "Planned Unit Development – Public & Institutional (PUD-P&I) District" to "Planned Unit Development – Medium Density Residential (PUD-MDR) District" in order to reflect the proposed residential development. The existing PUD-P&I zoning would not be changed for the remaining 1.99-acre preschool/private school parcel.
3. A PUD development plan (PUD-111) to construct single-family residential units and associated facilities. The proposed residential homes would be located in the northwest and the northeast portions of the project site; the school buildings would remain at their current location. The proposed development includes:
 - Removal of the existing CPC temporary building and a portion of the existing on-site improvements.
 - Construction of 27 single-family homes with lot sizes ranging from approximately 3,658 square feet to 6,627 square feet in area. Three house models would range in size from approximately 2,211 square feet to 2,685 square feet (not including garage area ranging from 443 square feet to 465 square feet). All homes would be two stories, with a maximum building height of 31 feet. There would be three different architectural styles (craftsman, cottage, and Spanish).

The proposed homes and future additions to the homes would meet the following proposed site development standards:

Site Development Standard	Proposed
Maximum Floor Area Ratio	69% (lot and model-specific)
Maximum Height*	31 feet
Minimum Principal Structure Setbacks	
Front (garage/house)	20 feet/11.2-20 feet
Side (interior/street-side)	5 feet/5-15 feet
Rear	8.8-30.5 feet

*Measured from the grade to the highest point of the building.

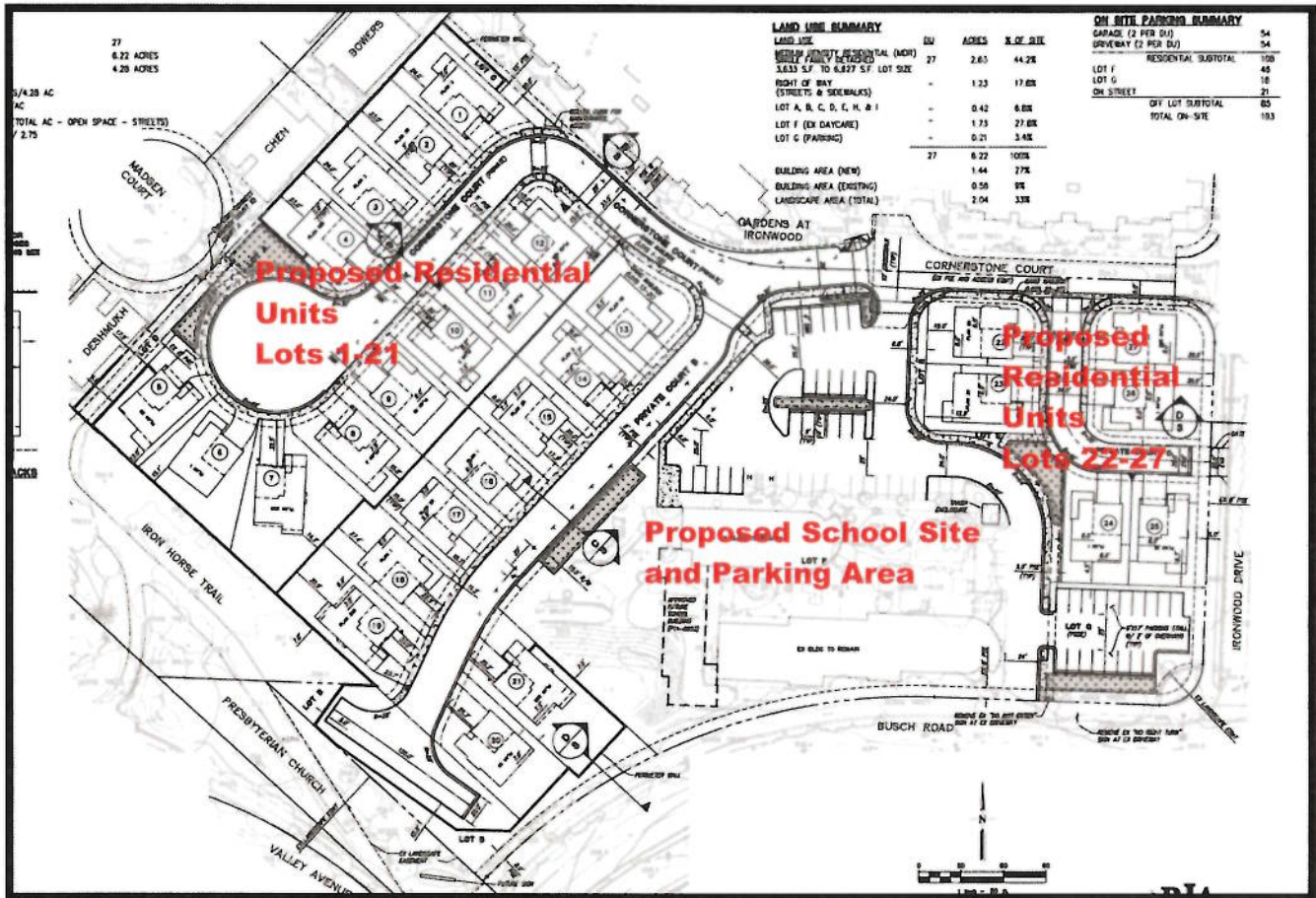
- Two garage parking spaces would be provided per home. In addition, residential driveways would be at least 20 feet long to accommodate parked vehicles. On-street parking would also be allowed on one side of the streets except along "Private Court C."

- Ironwood Drive and Busch Road would provide access to the project site. The existing right-turn only driveway on Busch Road would be changed to a two-way driveway, limited to right turns in/out.
 - Three private streets are proposed within the development. The existing Cornerstone Court would be extended into two streets. The proposed "Cornerstone Court" would provide access for Lots 1-12. It would be 28 feet wide with parking on one side of the street. Similar to the proposed "Cornerstone Court," the proposed "Private Court B" would provide access to Lots 13-21 and parking on one side of the street. The school site would have 24-foot wide drive aisles.
 - "Private Court C" would be connected to Cornerstone Court in the existing Ironwood Development and to Ironwood Drive via an EVA. The proposed "Private Court C" would provide access to the remaining lots, i.e., Lots 22-27. No street parking is provided along "Private Court C" due to its relatively narrow 24-foot width.
 - The existing EVA between the project site and Madsen Court in the existing Ironwood development would remain.
 - Front yard landscaping would be installed for each lot and would be maintained by a homeowners association.
 - The project would remove 54 of the existing 67 on-site trees. None are heritage-size trees.
 - On-site improvements including curbs/gutters, sidewalks, bio-retentions areas, and new landscaping would be provided throughout the development.
 - A passive to-be-designed recreational area adjacent to the Iron Horse Trail Corridor would be provided or the applicant would make a \$27,000 contribution to the City's public art program as project amenities.
4. Modifications to the approved CPC site plan (P15-0390) and the approved CPC Conditional Use Permit (P15-0250) by eliminating the existing church and its related uses and retaining the existing school facility as a standalone use with a modified site plan and operational program, including the following:
- Montessori West, a private school, would replace the existing preschool and occupy the existing buildings and the future (approved, but not yet constructed) building. Montessori West proposes a total of 294 preschool and K-6th grade students and a 28-person staff.
 - A total of 66 parking spaces would be provided on the school site with the parking allocated as follows:
 - 47 parking spaces to the school;
 - 13 parking spaces to the existing senior apartments; and
 - 6 parking spaces to the proposed residential use.
 - A new school monument sign would be installed at the corner of Busch Road and Valley Avenue near the entrance of the Iron Horse Trail.
 - The previously approved but unbuilt three-story, 13,968 square-foot portion of preschool building could be built at its approved location. No construction timeframe is provided at this time.
 - No additional recreational area is proposed. The existing school facility has two play areas with play structures that would be used by the proposed school.

- The project applicant would use existing Inclusionary Unit Credits from Ponderosa's Ironwood Project to satisfy the Inclusionary Zoning Area Ordinance requirements. These credits are discussed in more detail in the "Affordable Housing" section of this report.

A Vesting Tentative Map application has also been submitted to subdivide the existing 6.22-acre site into 33 parcels: 27 residential parcels, one preschool/private school parcel, and five common area parcels. The Vesting Tentative Map would be subject to review and action by the Planning Commission following the processing of the proposed PUD development plan.

Figure 3: Project Site Plan



ANALYSIS

Land Use

Conformance with the General Plan

The project site's General Plan Land Use Designation of "Community Facilities – Other Public and Institutional" does not allow residential uses. Therefore, an amendment to the General Plan Land Use designation is proposed to change the land use designation of the residential

portions of the project site (totaling 4.23 acres) from "Community Facilities – Other Public and Institutional" to "Medium Density Residential." The proposed 1.99-acre school site would retain the existing General Plan Land Use designation of "Community Facilities – Other Public and Institutional."

The Medium Density Residential General Plan land use designation allows for 2 to 8 dwelling units per acre (DUA) with a midpoint density of 5 DUA. The General Plan indicates that residential projects which propose densities greater than the midpoint should be zoned PUD and contain sufficient public amenities. The proposed development would have a density of 6.3 DUA, which is beyond the midpoint density; thus public amenities are required for this project.

The applicant is proposing one of two amenity options for the City to select:

1. The first option is a to-be-designed passive recreational area adjacent to the Iron Horse Trail Corridor (see Figure 4) that would serve as an amenity to the surrounding neighborhood and community at-large. This amenity could be designed as a small- to medium-sized informal gathering place with seating areas for pedestrians and bicyclists accessing the Iron Horse Trail. Features could also include a small scale plaza, benches, and landscaping. The plans for this amenity would be submitted as part of the tentative map application and would be subject to review and approval by the Planning Commission. While staff supports the intent of this amenity proposal and believes that it would function as a useful open space for the general public and project residents, it should be noted that the area proposed for the improvement is already attractively landscaped.
2. The second option is a contribution, not to exceed \$27,000, to the City's public art program for the installation of an art feature in the public right-of-way in the vicinity of the Valley Avenue/Busch Road intersection. While staff generally supports the installation of public art throughout the City, staff does not find this amenity option to be sufficient in that it would have limited utility to residents of the project and the general public.

Staff believes that a superior amenity would include open space or a recreational facility that would be better integrated into the project design and would expand the City's supply of such facilities. However, staff believes the proposed passive recreational area adjacent to the trail could be found to be acceptable by the Planning Commission. Staff has included a condition of approval addressing the potential project amenities.

Figure 4: Proposed Location of Passive Recreational Area Amenity



The proposed project would also further the following General Plan Programs and Policies:

Land Use Element

Policy 2: Develop new housing in infill and peripheral areas which are adjacent to existing residential development.

Housing Element

Goal 14: Provide adequate locations for housing of all types and in sufficient quantities to meet Pleasanton's housing needs.

Conformance with the Zoning Ordinance

Zoning for the entire Ironwood development is PUD-LDR/MDR/HDR/P&I & Mixed P&I/MDR (Planned Unit Development – Low Density Residential/Medium Density Residential/High Density Residential/Public & Institutional and Mixed Public & Institutional/Medium Density Residential) District. The subject site is zoned Planned Unit Development – Public & Institutional (PUD-P&I) District which does not allow residential uses. The applicant proposes to rezone the 4.23-acre residential portion of the site to Planned Unit Development – Medium Density Residential (PUD-MDR) District. No rezoning is needed for the remaining 1.99-acre portion of the site that would be occupied by the preschool/private school facility.

Disclosures

The recommended conditions of approval require that the deed of sale for all lots in the development include disclosure of the following: proximity to the Livermore Airport and overflights; adjacency of the City's OSC; industrial uses in the vicinity, including the Pleasanton

Garbage Service transfer station and the Kiewit Construction and Oldcastle Precast facilities; gravel harvesting and processing in the vicinity; and gravel and garbage truck traffic on Busch Road. The draft conditions also require that these disclosures be prominently displayed in the tract sales office for this development.

Site Layout

As previously mentioned, the proposed residential homes would be located in the northwest and northeastern portions of the project site; the school buildings would remain in their current location and would bifurcate the residential components of the project. Staff suggested the applicant make several revisions to the plans, including integrating the residential lots into one unified site to achieve a coherent site design and neighborhood. Staff also recommended relocating or redesigning Lots 20 and 21 to allow for a more effective landscape buffer at the corner of Busch Road and Valley Avenue while distancing those two residential units from busy roads. The applicant declined to implement these changes, citing issues of land acquisition and the constraints imposed by the desired site plan. While the proposed site plan is functionally acceptable, staff believes that the layout is not optimal, primarily because it is internally divided.

Separated sidewalks (i.e., sidewalks which are separated from the street by a planting strip, potentially including trees) are common in residential areas, including most of the streets in the existing Ironwood Development, and the historic residential neighborhoods in the City, and are a fundamental principle of good design. Separated sidewalks have numerous benefits, including the enhancement of pedestrian comfort and safety; enhancement of microclimate (i.e., cooling effects and protection from sun and rain); and environmental benefits, including absorption of stormwater and the potential to create a tree canopy. While the proposed monolithic sidewalks are functionally acceptable, staff believes the proposed streetscape would benefit from a five-foot wide landscape area between the sidewalk and back of curb that would be planted with drought-tolerant shade trees. The applicant declined to provide a planting strip along proposed streets, indicating constraints associated with the desired site plan.

Traffic and Circulation

The Pleasanton General Plan requires site-specific traffic studies for all major developments which have the potential to exceed Level of Service (LOS) D (average vehicle delays between 35.1 and 55.0 seconds at signalized intersections), and requires developers to implement the mitigation measures identified in these studies. The proposed 27 single family homes would replace the approved church facility which, if built-out would contain an approximately 24,108 square-foot, 900-seat sanctuary, an approximately 28,718 square-foot youth center, and an approximately 8,240 square-foot worship center. According to the traffic analysis conducted in 2002 by Dowling Associates, Inc. and TJKM Transportation Consultants, the church site was expected to generate approximately 598 daily trips with 25 AM peak hour trips and 45 PM peak hour trips during a typical weekday. The City Traffic Engineer has reviewed the proposed residential development. Based on the 9th Edition of the Institute of Transportation Engineers Trip Generation Handbook, the proposed 27 single-family home development would

generate approximately 257 daily trips with 20 AM peak hour trips and 27 PM peak hour trips. The school is conditioned to retain its current State-licensed capacity of 120 students (see discussion of school capacity in the "Parking" section later in the report)¹ and would not generate additional traffic until an enrollment increase is proposed, a supplemental traffic/parking/circulation study is prepared, and the study shows no adverse effect would occur to the local and regional transportation system. An ultimate enrollment of 294 students is proposed, contingent on studies showing that the increase from 120 students would not result in adverse impacts. Thus, the project would not result in a significant increase in trips during the peak hours and would not substantially affect the existing LOS. No off-site roadway improvements would be required for the proposed 27 homes. The project applicant would be required to pay City and Tri-Valley Traffic Impact Fees.

Trail Connection

The existing Iron Horse Trail is located to the immediate west of the project site. The proposal would retain the existing trail connection from Madsen Court (Lot D) and provide a new connection from "Private Court B" at the hammerhead. The applicant is proposing a locked gate at the trail connection. Staff believes that the trail should be accessible to the general public to encourage neighborhood connectivity and walkability, and recommends that the proposed gate be deleted. A condition has been included to address this item. In addition, there is an existing trail within Ironwood Development, which is accessible to the residents of the proposed development.

Parking

The project site currently has 211 on-site parking spaces available for CPC and the preschool. A significant portion of the existing parking lot would be removed to accommodate the proposed single-family homes. The applicant proposes a total of 66 parking spaces for the school site, including existing parking spaces that are immediately adjacent to the school and 18 spaces in a new parking lot (Lot G). The following sections describe the proposed parking and Figure 5 on the following page shows the parking allocation. As proposed, the parking allocation would be specified in the Covenants, Conditions & Restrictions (CC&Rs) of the proposed development, and would be enforced by the project's homeowners association.

Parking for the Proposed Residential Use

Each of the proposed 27 homes would have a two-car garage. In addition, the 20-foot deep driveways in front of garages could accommodate parking for two additional vehicles. Twenty-one on-street parking spaces are proposed for visitors and guests, in addition to six parking spaces in Lot G.

Parking for the Existing Senior Apartments (the Gardens)

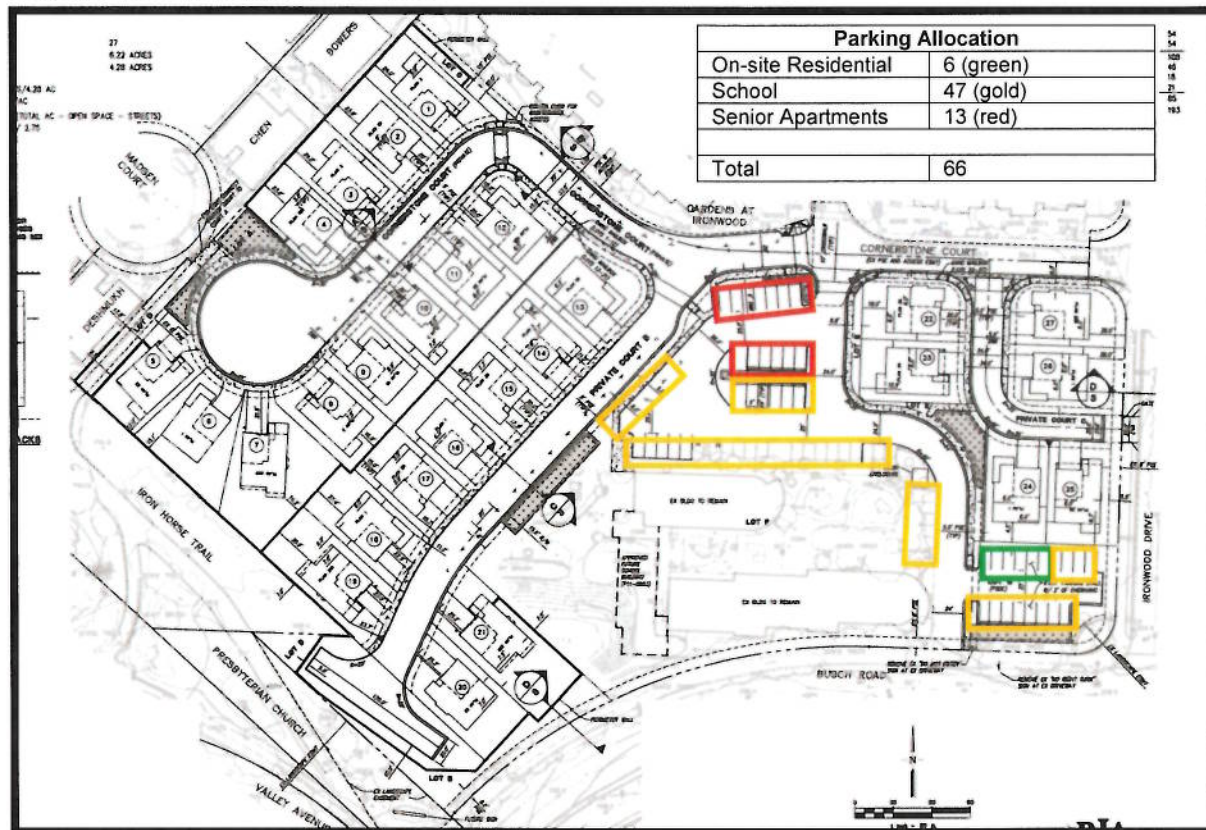
The Gardens, to the north of the project site, has a total of 172 senior apartment units. A total of 129 parking spaces were constructed for the 172-unit senior apartment site (0.75 space per unit), comprising 117 spaces for residents, 11 spaces for guests, and one space for an

¹ PUD-18 approval included a church-operated preschool/daycare with enrollment of 200 students. The preschool school is currently licensed with 120 students.

apartment van. After the apartments were constructed and occupied, Ponderosa Homes, owner of the Gardens, determined that the parking demand from the Gardens' residents was higher than originally anticipated, and made arrangements with the church to use some of the church parking.

In order to maintain the parking spaces that Gardens residents have been using on the church site, the proposed development would allocate 13 parking spaces to the Gardens.

Figure 5: Parking Allocation



Parking for the Proposed Montessori West (School)

The existing preschool at 3410 Cornerstone Court was approved for 200 students but is currently licensed by the State for 120 students. The proposed Montessori West will replace the existing preschool with a new private school enrolling preschool and K-6th grade students. As proposed, at capacity, Montessori West would have 294 preschool and K-6th grade students with a 28-person staff (contingent upon the completion of report(s) showing no adverse traffic, circulation, or parking impacts). The school would be open Monday through Friday from 7:00 a.m. to 6:00 p.m. The written narrative indicates approximately one half of the students would be part-time and would depart the school between 11:00 a.m. and 12:30 p.m.

The written narrative provides the following classroom breakdown:

	Existing Buildings		Approved, But Not Yet Constructed Building	
<i>Rooms 1-6 (preschool)</i>	120 students @ 20 students/class	12 teachers	--	--
<i>Rooms 7-8 (elementary)</i>	30 students @ 15 students/class	2 teachers	--	--
<i>6 classrooms (elementary)</i>	--	--	144 students @ 24 students/class	12 teachers
<i>Administration</i>		2 administrators		
<i>Total</i>	294 students; 26 teachers; 2 administrators			

Section 18.88.030(E)(1) of the Pleasanton Municipal Code (PMC) requires schools and colleges, including public, parochial and private elementary and high schools, kindergartens and nursery schools to provide one space for each employee, including teachers and administrators, and one space for each four students in grade 10 or above. The proposed school would have a 28-person staff; thus, per Section 18.88.030 E(1) it would require 28 parking spaces. Staff notes that the PMC does not address school parking demand during drop-off/pick-up times, which would be the most impacted time from a parking standpoint. Although the applicant believes the parking supply would be adequate during peak periods, based on the school operator's experience at its other facilities, staff is concerned that the proposed 47 parking spaces would not meet the school's parking demand, especially during drop-off/pick-up times.

Typically, staff would either request a parking survey to be conducted by a transportation consultant or would observe parking during school drop-off and pick-off times to evaluate the adequacy of a proposed parking supply in light of increased enrollment. Because the school would not operate on a full schedule until fall, a summertime parking survey would not accurately reflect the parking needs at the project site. The school administrator informed staff that it would take the school several years to reach the 294-student capacity. In order to not to delay the processing of this application, staff is recommending to allow Montessori West to operate at a capacity of 120 students and 15 staff (per the existing school license) with the proposed 47 on-site parking stalls. As stated in the written narrative, the morning drop-off time ranges between 7:00 a.m. and 9:30 p.m. and the pick-up time starts at 3:00 p.m. until school closes at 6:00 p.m. If drop-offs and pick-ups could be timed to produce minimal overlap, the proposed parking supply could be adequate to accommodate the proposed enrollment increase.

In the absence of an enforceable plan developed by school operator to stagger pick-ups and drop-offs, staff has included a condition of approval that requires a parking/transportation/circulation study to be completed by a transportation consultant, funded by the school, when the school proposes an increase in student capacity. The increase in enrollment would be permitted only after the City Traffic Engineer reviews the study and finds

that the proposed enrollment increase would not generate substantial parking, circulation, or traffic impacts. In addition, staff has included a condition of approval requiring Montessori West, prior to issuance of a building permit to modify the site, to provide a drop-off and pick-up plan detailing on the site plan the area(s) designated for student drop-off and pick-off, means to facilitate safe and efficient on-site circulation, and measures to maintain adequate on-site parking and circulation to ensure surrounding residential neighborhoods are not adversely affected. An additional condition has been included requiring additional pick-up/drop-off staggering, enrollment reductions, or other measures to be implemented if the proposed 47 on-site parking spaces are not adequate to support the current school capacity of 120 students and 15 staff.

Noise

Noise Impacts on the Project

External noise sources that could affect the site include noise from the City's OSC to the south, sand and gravel operations to the east, Livermore Municipal Airport, traffic on adjacent City streets, the Pleasanton Garbage Service transfer station, Kiewit Construction and Utility Vault facilities, and other adjacent land uses. A six-foot tall precast concrete wall would be constructed along the southwesterly property lines of Lots 5-7 and 19-21, and along the southern property lines of Lots 20-21.

For single-family housing projects, the City's General Plan generally requires that side and rear yard areas not exceed 60 decibels (dB) on the day-night equivalent level (L_{dn}) and that indoor noise levels not exceed 45 dB L_{dn} . The project site is located north of Valley Avenue and Busch Road. The closest proposed lot would be located approximately 140 feet from the centerline of Valley Avenue and 80 feet from the centerline of Busch Road. To ensure the proposed development conforms to the General Plan Noise Element, a noise assessment study was prepared by Edward L. Pack Associates, Inc. to analyze on-site noise measurements created primarily by traffic sources on Valley Avenue and Busch Road and from the City's OSC. The noise study indicates that – without the proposed precast concrete wall – the most impacted lot, Lot 20, would have an exterior noise exposure of 65 dBA L_{dn} from roadways. Lots 5-7 and Lot 19 would have roadway noise exposure of 60-63 dBA L_{dn} . Lot 27 would have an intermittent noise exposure of 48-54 dBA L_{dn} from activities at the City's OSC. However, with the proposed precast concrete wall, all side and rear yard areas would achieve the 60 dB L_{dn} standard.

The noise study also analyzed interior noise levels assuming that the proposed residences would have standard dual-pane, thermal insulating windows (with a normal Sound Transmission Class rating of 28) that are kept closed. The interior noise exposure of the home on Lot 20 would be up to 39 and 40 dBA L_{dn} under existing and future conditions, respectively. Thus, it would meet the noise requirements. The other lots within the development are expected to meet the noise requirements as they would be subject to reduced external noise compared to Lot 20. Conditions of approval will require that the project comply with the recommendations listed in the noise study.

The General Plan states that residential developments should be strongly discouraged where exterior noise levels exceed 50 dB L_{dn} due to aircraft. The noise study did not include analysis of airport noise. Therefore, the project has been conditioned to update the noise study to include analysis of airport noise and provide mitigations, if warranted. In addition, the project has been conditioned to provide disclosure to buyers of the proximity to the airport and overflights. However, based on other noise studies that have been conducted in the area, staff does not believe that airport noise is a major contributor to the ambient noise environment at the project site.

The project site may also be exposed to intermittent noise from the OSC, which includes a police firing range. During the time when the noise measurements were taken, there was no scheduled practice at the police firing range. Thus, the noise study did not include an analysis of the potential impacts from the firing range. Staff has included a condition requiring an updated noise study to include noise from the firing range, and appropriate mitigation measures, if warranted.

Noise Impacts on Adjacent Properties

The development of residential uses on the property and potential increase in school enrollment would generate additional noise, such as noise from traffic, landscape maintenance activities, and play areas. However, local traffic and noise generated from school activities would not increase to an extent where General Plan land use compatibility noise standards in adjacent neighborhoods would be compromised.

Short-term construction noise would be generated during any new construction on the site. The City normally allows construction hours from 8:00 a.m. to 5:00 p.m., Monday through Friday, with Saturday construction allowed if there are no nearby residents that could be impacted by construction noise or activities. Since there are existing residences directly adjacent to the proposed project site, staff is not recommending that Saturday construction be allowed.

Air Quality/Health Impacts

A Health Risk Assessment Memorandum was prepared by Dudek, evaluating the anticipated health impacts resulting from roadways and stationary sources in the vicinity of the proposed development. Using the Bay Area Air Quality Management District (BAAQMD) health risk guidance, the memo evaluates exposure of project residents to toxic air contaminants (TACs) from major roadways and stationary sources, such as gasoline dispensing facilities, manufacturing facilities, and emergency generators. In the vicinity of the project site, Valley Avenue at Kolln Street accommodates 28,700 daily trips on an average day, and is the primary contributor to TACs in the area. Taking into account other TAC sources in the area, the health risk at the site would be below the BAAQMD screening threshold and would not be considered significant. Please refer to Exhibit B for additional information.

Architecture and Design

The project applicant proposes three different two-story residence plans: Plans 1 and 2 include two architectural styles, and Plan 3 includes three architectural styles. The architectural styles include "Craftsman," "Cottage," and "Spanish." Seven different color schemes generally comprised of earth tones and natural colors are proposed for the exterior paint, stone, brick, and roof. Copies of the proposed color and material board for each color palette have been included with the Commission's packet (Exhibit B). Figure 6 shows the proposed architectural styles.

Figure 6: Proposed Architectural Styles



The proposed "Craftsman", "Cottage" and "Spanish" styles of architecture would be compatible with the eclectic style of homes found in the Ironwood Development. Staff finds the stucco, siding, and stone wall materials, composition shingles, garage doors, porch railings, and wrought-iron planter boxes to be compatible with the design of adjacent neighborhoods. Window treatments are traditional in appearance and would enhance the building exteriors. The applicant has provided architectural detailing and accent relief on the front building elevations to break up the two-story facades and provide visual relief. Staff believes that the proposed color schemes would be compatible with the house colors in the Ironwood Development.

Staff generally feels that the building designs are attractive and that the architectural styles, finish colors, and materials will complement the surrounding development. Staff is recommending that the building architecture be enhanced such that it is "four-sided," with front elevation trim/window elements carried through on all sides of the buildings, not just the buildings on corner lots. Conditions of approval address this recommendation.

Site Development Standards

The proposed rear yard setback varies from 8.8 feet to 30.5 feet. Staff had requested that the rear yard setback be increased to a minimum of 20 feet in order to provide a usable and functional outdoor area for residents, with the potential for reduced front yard setbacks. The applicant declined to incorporate this suggestion, stating that the increased rear yard setback would require significant revisions to the plans.

The proposed site development standards include Floor Area Ratios (FARs) ranging from 33%-69%, depending on the lot size and architectural style. Staff requested that the maximum FAR be lowered to be comparable to the 56% maximum FAR for the Classic series (i.e., 5,500 square-foot lots) in the Ironwood Development, which are adjacent to the project site. The applicant declined to incorporate this change, indicating that reducing the size of the homes would require substantial changes to the site plan. For comparison purposes, Table 3 shows the approved FARs for single family homes in the Ironwood Development.

Table 3: Existing FAR of Single-Family Home Lots in Ironwood Development

Lot Size	1 acre	12,000 sq. ft.	9,000 sq. ft.	5,500 sq. ft.
FAR	25%	30%	48%	56%

The proposed two-story buildings would be 31 feet in height measured from grade to the highest point of the roof. Staff has also added a condition requiring accessory structures to following the development standards of the R-1-6,500 District.

Affordable Housing and Regional Housing Needs Allocation (RHNA)

The City's Inclusionary Zoning Ordinance (IZO) requires new single-family residential projects of fifteen units or more to provide at least 20% of the dwelling units as units affordable to very low, low, and/or moderate income households. For multi-family projects of fifteen units or more, the IZO requires at least 15% affordable units.

Ponderosa's Ironwood Development includes 191 single-family homes and a 172-unit senior apartments. An Affordable Housing Agreement (AHA) was approved for the Ironwood Development, which established a 24% affordable unit requirement (87 affordable units) for the entire 363-unit project. The applicant built 138 affordable units as part of its 172-unit senior apartment project in the Ironwood Development. Because these units exceeded the requirement for 87 affordable units, the City granted the applicant (as allowed by the IZO) 51 Inclusionary Unit Credits (IUCs) that could be used to satisfy the requirements of the IZO on Ponderosa's Busch Road site or, subject to City Council approval, at other unspecified sites in the City. An amendment to the AHA requires that two IUCs be provided for each affordable unit in a single-family development. Thirty-three of the IUCs were used for the 110-unit Village at Ironwood project, leaving 18 remaining IUCs. In this case, Ponderosa is proposing 27 single family units and the IZO requirement would be five affordable units (27 units x 20% IZO requirement = 5.4 affordable units) which would in turn require the use of 10 IUCs (5 affordable units x 2 IUC/unit = 10 IUCs required). This would result in an IUC balance of 8 IUCs.

The City has already met its RHNA obligation to zone land to meet the anticipated housing demand for the 2015-2023 planning period. Although the proposed rezoning would increase the City's supply of market-rate housing, and could result in other benefits, rezoning additional land within the City for housing would not be necessary to meet current RHNA requirements.

Green Building

As required by the City's Green Building Ordinance, the proposed project is required to qualify for at least 50 points on Alameda County Waste Management Authority's "Single-Family Green Building Rating System." The applicant has proposed to incorporate a number of "Green Building" measures into the project, providing approximately 74 points, exceeding the requirements. Please see the attached Green Point checklist (Exhibit B) for a complete list of proposed Green Building measures.

Grading and Landscape

Grading for the proposed project would be limited to that required for preparation of the building pads and foundations, streets, and utilities. Staff finds the proposed grading to be minor and generally acceptable.

No turf area is proposed on the residential lots, and staff appreciates that the landscape plan is designed to achieve a high level of water conservation. Front yard landscaping would be installed for each lot and would be maintained by a homeowners association. The front yard landscaping generally includes one street tree and one accent tree per lot. Additional trees would be provided on the street side of corner lots. The existing trees and split rail fence on the north side of Busch Road between Ironwood Drive and Valley Avenue would be retained, along with the existing tree in the parking lot near the preschool building, the existing monument sign to Ironwood development, and the existing walk connecting Madsen Court to the Iron Horse trail. Oak trees would be planted between the property lines of Lots 5-7 and 19 and the existing Iron Horse Trail to provide some additional privacy screening for the residents.

Walls and Fencing

The applicant proposes to construct a six-foot tall precast concrete wall along the project site's western and southern boundaries. This wall would also wrap the hammerhead end of the proposed "Private Court B." The proposed wall would be one foot lower than the existing wall along the Iron Horse Trail. Staff finds that the proposed height is acceptable but has included a condition requiring the design of the wall to match that of the existing wall, including the stone pilasters.

The applicant proposes six-foot high wood privacy fencing for the single-family lots. For corner lots in the R-1-6,500 and R-1-7,500 Districts, the PMC requires fences on the street side yard of a corner lot to be located no closer than 10 feet from the street side property line, except that fences may come to within 5 feet of the street side property line between the rear property line and a point set back 15 feet from the front corner of the residence closest to the side street. As proposed, except for Lots 12 and 13, which meet the corner lot fence requirement per the PMC, the other corner lots have street-side side fences on the property line.

Estimated Water Usage

Staff reviewed the water usage of the church facility and estimated whether the anticipated water usage for the proposed homes would exceed the water usage by the existing church facility. Based on existing water use data, the project site currently generates a demand of approximately 7,708 gallons per day. With implementation of the project, the land use composition of the site would change. The church uses would be eliminated, school enrollment would increase, and 27 residential units would be constructed. Based on an average estimated daily water use of 276 gallons per day per residential unit², and per-capita school-related water use that is anticipated to be comparable to that of the existing church, water demand associated with the project is expected to be similar to or lower than that associated with existing conditions. Therefore, the project is not expected to require the construction of new water facilities or require the acquisition of new water supplies. In addition, a recommended condition of approval would require that the applicant receive verification from the Zone 7 water agency of the City Utility Planning Division that sufficient water is available for the project.

PUD CONSIDERATIONS

The Zoning Ordinance of the Municipal Code sets forth the purposes of the Planned Unit Development District and "considerations" to be addressed in reviewing a PUD development plan. The Planning Commission must find that the proposed PUD development plan conforms to the purposes of the PUD District, as listed below, before making its recommendation to the City Council.

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

The proposed project, as conditioned, meets all applicable City standards concerning public health, safety, and welfare. The subject development would include the installation of all required on-site utilities, with connections to municipal systems in order to serve the new lots. The project will not generate volumes of traffic that cannot be accommodated by existing City streets and intersections in the area. The structures would be designed to meet the requirements of the California Building Code, California Fire Code, and other applicable City codes. The proposed development is compatible with the adjacent uses and would be generally consistent with the existing scale and character of the area. Adequate setbacks would be provided between the new dwellings and the existing structures on the adjacent properties. The proposal includes the retention of the existing on-site preschool facility. No changes to the existing preschool buildings are proposed. Therefore, staff believes that the proposed PUD development plan is in the best interests of the public health, safety, and general welfare, and that this finding can be made.

² Staff's estimation based on the current average daily water use at the church site.

2. Whether the plan is consistent with the City's General Plan and any applicable specific plan:

The proposed development includes an amendment to the 2005-2025 General Plan Land Use designation from "Community Facilities – Other Public and Institutional" to "Medium Density Residential" for the 4.23-acre portion of the 6.22-acre site that would have 27 single family homes. The proposed density of 6.3 dwelling units per acre is within the two to eight dwelling units per acre Medium Density Residential range, but it would exceed the General Plan's midpoint density of five dwelling units per acre. Staff believes that the proposed recreational areas adjacent to the Iron Horse Trail provide a baseline of acceptability for "public amenities" for purposes of allowing the density to exceed the General Plan midpoint.

The proposed project would further General Plan Programs and Policies encouraging new housing to be developed in infill and peripheral areas that are adjacent to existing residential development. The proposal also includes the retention of the existing preschool facility and removal of the existing church uses. As proposed, the preschool/private school facility would be on its own stand-alone parcel with no changes to the current General Plan land use designation. The existing preschool/private school would continue to operate in conformance to the General Plan. Thus, staff concludes that the proposed development plan is consistent with the City's General Plan, and staff believes that this finding can be made.

3. Whether the plan is compatible with previously developed properties in the vicinity and the natural, topographic features of the site:

Surrounding properties include single-family homes, the City's OSC, and Kiewit site. As conditioned, staff believes that the proposed residential lots and homes would be compatible with the surrounding uses, as the basic layout and architecture would not be substantially different from that of surrounding neighborhoods. The subject property generally has flat terrain except for two existing excavated areas which would be removed and re-graded. Grading of the lots has been limited to the creation of pads for the future homes and to achieve the proper functioning of utilities. Therefore, staff feels that the PUD development plan is compatible with previously developed properties and the natural, topographic features of the site, and staff believes that this finding can be made.

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

As described above, the site is flat with minimum changes in grades proposed except for focused re-grading/fill. Erosion control and dust suppression measures will be documented in the improvement plans and will be administered by the City's Building and Engineering Divisions. The site is not located within an Alquist-Priolo Earthquake Fault Zone. The flood hazard maps of the Federal Emergency Management Agency

(FEMA) indicate that the subject property is not located in a flood hazard zone. Therefore, staff believes that this finding can be made.

5. Whether streets and buildings have been designed and located to complement the natural terrain and landscape:

The proposed lots and homes would be located on a flat site in an already-developed portion of the City and would not compromise the existing landscape integrity of the area. New landscaping is proposed including a variety of drought-tolerant trees, shrubs, and groundcovers. Therefore, staff feels that this PUD finding can be made.

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

The streets and EVA connection are acceptable and can be negotiated by fire and other emergency vehicles. The new homes would be equipped with automatic residential fire sprinklers. The homes and the approved but yet constructed school building would be required to meet the requirements of applicable City codes, and State of California energy and accessibility requirements. Therefore, staff believes that this finding can be made.

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

The proposed PUD development plan conforms to the purposes of the PUD district. One of these purposes is to ensure that the desires of the developer and the community are understood and approved prior to commencement of construction. Staff believes that, with the approval of the General Plan amendment, the proposed project would help to implement the purposes of the PUD ordinance, by allowing for flexible site standards on the site. Staff believes that through the PUD process the proposed project has provided the applicant and the City with a development plan that optimizes the use of this site in a reasonably sensitive manner. Therefore, staff believes that this finding can be made.

PUBLIC COMMENT

Public notices were sent to all property owners and tenants within a 1,000-foot radius of the project site, including the project site. At the time this report was written, staff has not received any comments or concerns from any of the adjacent owners or tenants.

ENVIRONMENTAL ASSESSMENT

A draft Initial Study/Negative Declaration has been prepared for the proposed project. Based on the Initial Study, staff believes that approval of the proposed development would not have any significant adverse effects on the environment. Staff, therefore, believes that the Negative Declaration can be issued in conformance with the California Environmental Quality Act (CEQA). If the Planning Commission concurs with this environmental assessment, it must

make the finding that the Negative Declaration is the appropriate environmental review document prior to taking action on the project. The Negative Declaration will be forwarded to the City Council as part of the proposed development.

CONCLUSION

Staff worked with the applicant closely on the proposed development and appreciated the applicant's cooperation in revising the proposal to address staff's comments concerning site layout, street circulation, and other elements of the design. The proposed development would be compatible with the residential uses in the vicinity. While staff finds that the proposal is acceptable and could be approved by the Planning Commission, staff believes the project would be improved if it incorporated: 1) a coherent site layout, 2) separated sidewalks with landscape strips, 3) larger rear yards, 4) maximum FARs that were comparable to surrounding development, and 5) an amenity that would expand the local supply of green space. Staff notes that significant revisions to the proposed development would be required to address these items.

STAFF RECOMMENDATION

1. Find that the project would not have a significant effect on the environment and adopt a resolution recommending approval the attached draft Negative Declaration;
2. Adopt a resolution recommending approval of a General Plan amendment (P15-0250) to change the land use designation of an approximately 4.23-acre portion of the 6.22-acre site from "Community Facilities – Other Public and Institutional" to "Medium Density Residential" and forward the application to the City Council for public hearing and review;
3. Make the PUD findings for the proposed development plan as listed in the staff report;
4. Adopt a resolution recommending approval of the Planned Unit Development rezoning (P15-0249) and development plan (PUD-111) to: 1) rezone an approximately 4.23-acre portion of the 6.22-acre site from "Planned Unit Development – Public & Institutional (PUD-P&I) District" to "Planned Unit Development – Medium Density Residential (PUD-MDR) District" and 2) construct 27 detached single-family homes and related site improvements, subject to the conditions of approval listed in Exhibit A-1, and forward the applications to the City Council for public hearing and review;
5. Adopt a resolution to approve the proposed modifications to the existing CPC site plan (P15-0390) and Conditional Use Permit (P15-0250) to: 1) eliminate the existing church and its related uses and 2) retain the existing preschool/private school facility as a standalone use with a modified operation and site plan, subject to the Conditions of Approval in Exhibit A-2.

Staff Planner: Jenny Soo, 925.931.5615; jsoo@cityofpleasantonca.gov

P15-0248/PUD-111 and P15-0249/P15-0390/P15-0250, Ponderosa Homes II, Inc.
Applications for the approximately 6.22-acre site located at 3410-3450 Cornerstone Court for: (1) General Plan Amendment to change the land use designation of a 4.28-acre portion of the site from Community Facilities – Other Public and Institutional to Medium Density Residential; (2) Planned Unit Development (PUD) Rezoning and Development Plan approval to rezone a 4.28-acre portion of the site from the PUD-P&I (Planned Unit Development – Public & Institutional) District to the PUD-MDR (Planned Unit Development – Medium Density Residential) District and to construct 27 single-family homes and related site improvements; (3) Modification to the approved site plan; and (4) Conditional Use Permit to eliminate the existing church and its related uses and to retain the existing preschool and private school facility as a stand-alone use with a modified operation and site plan.

Also consider the Negative Declaration prepared for the project.

Adam Weinstein presented the staff report and described the scope, layout, and key elements of the proposal.

Commissioner O'Connor referred to Mr. Weinstein's statement that the existing school has 120 students, as opposed to a letter the Commission received earlier today that talked about the existing school having 150 students. He asked staff to clarify.

Mr. Weinstein replied that the school currently has a state license for 120 students, in addition to an after-school program that allows for 30 students that does not require a State license at this time. He indicated that the applicant can provide clarification in that respect. He added that because of the summer months, the actual number of students occupying the school at this time is probably substantially less than 120.

Commissioner Nagler noted that based on the school's history, the number of students allowed by City when the school use was originally permitted was up to 200.

Mr. Weinstein confirmed that was correct. He stated that the larger enrollment number was first approved for a different project and in a different context, and there was a lot more parking provided on the site then. He indicated that staff's determination of the appropriate baseline for student enrollment was based on what other uses are happening on this particular project site, other residential uses being proposed on the project site, and the amount of parking provided on the project site as parking in schools is obviously a really big issue.

Mr. Weinstein explained that staff started with the Code requirements that require a certain number of parking spaces, and then looked at what additional parking might be needed to allow for safe pickup and drop off. He continued that staff took into account the pretty significant reduction in parking from that earlier project and determined that 120 students for enrollment at the school was a reasonable baseline to start with. He added that if an increase in enrollment is proposed, staff would go out to the project site, look at how the school is operating, and then potentially increase enrollment from there.

He stated that 120 students was the maximum number staff was comfortable with allowing on this project site, based on the parking constraints and the other uses that were being proposed, and the fact that the school is currently licensed for 120 students.

Commissioner Nagler noted that if the Commission theoretically were to recommend to the Council approval of the application as presented, the school would be approved for a larger enrollment number.

Mr. Weinstein replied that was correct. He indicated that the enrollment could ultimately increase to 294 students, but that would be subject to traffic analysis.

Commissioner Piper asked for examples of what kinds of activities would be included on a passive recreational area.

Mr. Weinstein replied that a passive recreational area would typically be a place where people can walk or rest, which might include benches and tables, as opposed to soccer fields or badminton and bocce ball courts.

Commissioner Piper inquired if it could include a tot lot.

Mr. Weinstein replied that tot lots would probably be considered more active.

Commissioner O'Connor inquired if a par course could be considered more active.

Mr. Beaudin replied that a par course is typically one person moving from station to station and it might be just one station at one specific location. He indicated that it might actually still be passive because it would not have a group of people congregating around a piece of equipment.

THE PUBLIC HEARING WAS OPENED.

Pamela Hardy, Senior Land Planning Manager for Ponderosa Homes, stated that also present were Jeff Schroeder, Ponderosa Homes' Senior Vice President of Land Planning and Acquisitions, Pastor Mike Barris from the Centerpointe Church as co-applicant, and other Centerpointe Church congregation members. She indicated that Pastor Barris would speak first on his component of the applications, and then she would talk about the other issues staff raised.

Pastor Mike Barris, Pastor of Centerpointe Church, stated that he is an 18-year resident of the community. He noted that some of the Church leaders and congregation members are present tonight, and as a faith community of 250 households, the Church is really excited to be part of the City and value the opportunity to provide a range of ministries and service. He stated that the Church has a rich history, noting that it was the first church established in Pleasanton in 1876 and has been here since. He added that the Church, as a congregation, has been an active part of the community through its 140-year history and has been involved in a multitude of ways, including Boy Scouts

and other local community groups, to try and do their part in serving and making a difference here.

Pastor Barris stated that this application really represents their Church's next step into its future, a very significant and important step to moving ahead and continuing to be a vital part of this City. He indicated that when they began work on this project in April of 2014, they considered two options on how to move ahead with the land use: either develop some of the land for residential homes and complete the neighborhood while leaving the pre-school facility in place, or sell to another religious organization who would continue to build out their Church as currently planned. He stated that they intentionally chose the first option and asked Ponderosa Homes to partner with them in creating an attractive residential plan that would complement the existing residential units. He noted that compared to the Church's current 81,000-square-foot Master Plan at build-out, this plan actually reduces the total amount of square footage that will be built on-site, and would consequently reduce church-related traffic.

Pastor Barris stated that he considers a preschool within walking neighborhood distance as a great amenity to have in the community. He noted that people from the neighborhood literally walk their kids or have them ride in wagons to school, and he believes it is a great part of the neighborhood that will be there and will be retained.

Pastor Barris stated that it has been a long process and that they are glad to finally be before the Commission tonight. He indicated that they have a couple of time pressures with respect to moving forward on this project, and they have to make decisions very soon about a specific property for their new Church's home, which will require financial commitments on their part. He further indicated that they have a possible buyer for their temporary sprung structure, who wants to know how quickly the Church can deconstruct and deliver it to them. He added that their congregation is obviously desirous of finding out where their Church is going to land and how they are going to move forward.

Pastor Barris addressed the Commission that its action would help keep this project moving forward and would allow the Church to put other aspects in place so they can move off of the site quickly and work toward a beautiful neighborhood here. He stated that they are grateful for the work done by the staff to help them with their portion of the application to get to this point tonight, and indicated that they support the Conditions of Approval relating to the preschool, including the recommended changes before the Commission tonight. He requested the Commission, on behalf of their Church family, to recommend approval of the project.

Ms. Hardy stated that she had a brief discussion with staff preceding this hearing tonight, and given the issues that staff had raised in the staff report, she would like to have an opportunity to treat this a little bit like a Work Session with the Planning Commission in the context of a public hearing so they can have a little bit more of a dialogue with the Commission.

Ms. Hardy stated that she would like to start by addressing a couple of the points. She stated that when they first looked at planning this site out with the 80,000-square-foot Master Plan for the campus, the preschool and the academy school were a component of that Plan. She displayed the Plan and pointed to the preschool to the right and to the east, noting that the building closest to Busch Road has already been constructed along with the second wing, which connects those two buildings and would be part of the academy school. She indicated that when they first looked at planning this site, they had to take into consideration the location of that preschool and that academy, and then work with Montessori West, the operator of the school and several other facilities in the Bay Area, along with the congregation, to arrive at a site plan that gave them the circulation and parking that the school operator needed to make this a successful operation. She noted that the operator was very, very keen on making certain there was sufficient parking on the site, given the proposed adjoining residential project, because if they had parking problems, they were going to have enrollment problems.

Ms. Hardy stated that Ponderosa addressed the site layout from that perspective, working around the commitment made to the Church and to the preschool. She noted that staff has now indicated that their preference is for a more coherent site plan. She stated that this is an integrated site because it promotes walkability, and as Pastor Barris had mentioned earlier, there will be a lot of people from a large residential area in the Ironwood and neighboring communities, such as the Mohr-Martin area, who will walk rather than drive their children to this preschool via the Iron Horse Trail. She added that they are already waiting to enroll so that they can have their children attend this preschool in the fall.

Ms. Hardy stated that from a site plan perspective, Ponderosa thought it was logical to extend the existing Cornerstone Court along the north side of the property and then have those two streets terminate with a cul-de-sac on one end and a hammerhead at the other. She indicated that they did not want to have any street connections that went into the Ironwood property because that would not be supported by that community.

Ms. Hardy stated that the City makes the provision for a Planned Unit Development (PUD) to allow flexibility and site design when a parcel is constrained or has an interesting configuration, as in the case with this site. She indicated that these uses adjoining each other are complementary; the project also has that walkability factor that promotes a lot of interaction amongst future residents and gives opportunities for people to gather and get access to the Iron Horse Trail and other trails in the area.

Ms. Hardy then addressed the staff's issue about having recreational passive areas incorporated in the site. She stated that they had a very good conversation with staff about amenities when they first started having this discussion, and that is where they came up with the notion of providing an informal seating area along the Iron Horse Trail. She indicated that she walks that Trail all the time, and the closest bench to have an opportunity to sit down is quite a distance away. She added that because a lot of bicyclists run the red light, it makes great opportunity and great sense to have this passive recreational area.

Ms. Hardy stated that the site also has a tract that provides informal, passive recreational opportunities: the dark shaded areas on the site plan, bio-retention areas to treat stormwater effects during the wet season. She noted that those areas are going to be dry the majority of the year; they are a dip or a swale with about an eight-inch difference, and will essentially be a landscaped area, a built-in passive gathering area where people can also run their dogs.

Ms. Hardy pointed out that these are 27 houses with private streets that will be owned and maintained by the homeowners association. She stated that they are trying to keep the dues low and installing something like a tot lot or bocce ball court would increase those dues as each of these 27 homes would have to pay into that facility.

With respect to the detached versus attached sidewalks, Ms. Hardy stated that they like the attached monolithic sidewalk for a couple of different reasons: when parked on the street, passengers can get out and step on pavement as opposed to a grassy swell that is difficult to maneuver, especially if they are carrying something. She stated that the concern with having park strips is that tree canopies would be closer to the streets, and a five-foot difference at maturity will still provide that canopy coverage. She added that these smaller lots also have utility boxes. She indicated that they have most recently talked to staff about having park strips along Cornerstone Court, providing the promenade feel staff is going for along the main thoroughfare.

Ms. Hardy stated that there are a lot of other constraints with having a detached sidewalk, which just simply does not work with these smaller lots and might be appropriate in a more traditional downtown area. She pointed to the Autumn Glen neighborhood immediately to the west, which does have any detached sidewalk. She added that attached sidewalks are not something new and are found in established neighborhoods around the City. She added that the monolithic sidewalk is superior for this particular instance and will actually give a bigger front yard to the residents rather than having it bifurcated by its sidewalk.

Ms. Hardy then addressed staff's concern about the project's bold, massive scale. She referred to the Ponderosa's Ivy Lane 12-lot project on Stanley Boulevard, which has cul-de-sacs and the same setbacks on the sides and the fronts. She indicated that this is a beautiful project that people love and which has already passed the test of the City. She noted that for the proposed project, they purposely expressly provided bigger, 20-foot setbacks in the rear yards around the perimeters from the existing property owners. She further noted that Ironwood has a 10-foot setback with a pop-out on the first floor, and then steps back either 16 or 20 feet.

With respect to the parking adequacy, Ms. Hardy stated that as mentioned earlier, parking demand is very strong on behalf of the operator. She pointed out that the Municipal Code requires one parking space per administrator or employee, which she felt is being provided above and beyond in supplemental parking.

Commissioner Ritter thanked Ponderosa for doing an amazing job in Pleasanton. He asked Ms. Hardy if they are trying to work around the two existing preschool buildings and the future one to make 27 units fit. He stated that he knows there was the same issue with the Stanley project, but asked if it would be feasible for Ponderosa to redevelop the whole area to make the flow a lot easier and not have to worry about existing structures; for example, having the preschool in a different corner of the lot.

Ms. Hardy replied that having the buildings in a different location would obviously mean having a different set of opportunities and constraints. She indicated, however, that they are dealing with what they have and cannot ignore the preschool and their parking and circulation requirements when they start doing their site constraints and opportunities. She added that she does not want to give the impression that they just looked at what was left and crammed them in there. She reiterated that this is not a typical site plan; it is a functional one that may not be what the Planning Commission sees all the time. She stated that she does not really see a flaw in this, and everything to the west of the day care center is about as typical as it gets from a site plan perspective. She noted that the only different thing is the six lots off of their own street in its own little niche with plenty of landscape buffers and setbacks around the houses that could really make those a desirable place in which to live. She pointed out that they sell houses and obviously have to look at what makes sense for them from a business standpoint. She added that since they filed the application at the end of last year, they have eliminated three lots as a result of staff recommendations, and they are now at a point where they cannot absorb any more costs.

Commissioner O'Connor inquired how many units the newest senior complex next door has and if the sidewalks are adjoined to the street or have a separation.

Ms. Hardy replied that The Villages have 110 units, most of which have an attached sidewalk with some elements of detached sidewalks closer to the clubhouse.

Commissioner O'Connor inquired if some of the units have no sidewalks.

Ms. Hardy replied that she was not certain but that she thinks those at the end of the cul-de-sac have no sidewalks. She noted, however, that this is an active adult situation where they wanted to promote people to walk and interact with one another, and it has worked out very well.

Commissioner Nagler referred to the Ivy Lane homes and noted that there were no yards around most of the homes. He stated that he can understand the conversations of this Commission regarding this project, which was before he joined the Commission, would be similar to the conversation the Commission is having this evening because the lots are similarly compact relative to the homes that appear. He asked Ms. Hardy if they had the Ivy Lane homes in mind when they were looking at this site plan here, and if they then took those Ivy Lane home designs and fit them into this site plan; or if they started with a site plan that made maximum, good, logical use out of the acreage available and then put homes in those sites.

Ms. Hardy replied that it is really a little bit of both. She explained that they look at what their typical lot width and depth dimensions are, and because they have had such success with Ivy Lane, it was a good match. She stated that they obviously adjusted the lot specifics in order to meet those particular requirements of that product; however, it is also important to note that many of the lots on the proposed project are wonderfully big in comparison to Ivy Lane's rear yards, particularly those at the end of the cul-de-sac and the hammerhead. She added that, as earlier mentioned, the rear yards of the lots that abut Ironwood are set back a minimum of 20 feet, with those towards the end of that hammerhead being set back over 30 feet. She noted that the floor area ratios (FAR) of maybe five of the lots are at the 69-percent range.

Ms. Hardy continued that they did a spread of the different plans per lot that they could plot on the sites and noted that the bulk of the FAR's are really closer to the lower 50 to lower 60 percentile range. She added that they like to use that kind of range because it ultimately gives them flexibility to determine if a house does not fit on a lot while ensuring that they have a good mix of the different house styles to make it attractive.

Commissioner Nagler inquired, for confirmation, that had it been the case that these were not the same home plans or home designs as were previously produced, it could be that the mix of the size of the homes, of one story and two stories, and of architecture, could potentially have substantially produced a different development plan.

Ms. Hardy replied that anything is possible. She noted that while they were looking at the house plans for this project, she wrote down all the square footages in the Classics, in the Estates, and in the Villages, and determined what square-footage range would really match nicely within Ironwood because Ironwood is a great example of a master planned community with a lot of different housing choices, including duets, senior apartments, active living, and a different product mix between the Classics and the Estates. She noted that the square footage for this project fits so nicely with just a little bit of overlap in that mix, because they wanted to make sure there is enough variety and something that people are going to want to purchase here as opposed to purchasing in the Classics or someplace else. She indicated that the square-footage mix works very, very well at this location.

Ms. Hardy stated that in the overall master plan context, Ponderosa held two neighborhood meetings with a fair attendance from both the Villages and the Ironwood development at the most recent neighborhood meeting about a month and a half ago. She indicated that she did not hear a whole lot of concern and that given the choice, the people would rather have the tent structure gone. She noted that the adjoining property owners have a parking lot that is ten feet off of their wall right in the parking lot, and this project will be providing the 20-foot minimum rear setback adjoining them with landscape opportunities. She concluded that from that interface standpoint, the mix of these kinds of housing styles plus the preschool is a total win and would tier nicely from the streetscape perspective, as opposed to the standpoint of just having a parking lot and a three-story senior apartment.

Commissioner Piper inquired how many homes there are in Ivy Lane, and what the average lot size is.

Ms. Hardy replied that there are 12 homes, and the lots are much smaller because it is the Downtown area, but the yards are bigger here.

Commissioner Nagler asked if, other than the several lots along the creek on Ivy Lane, the typical distance between the back of the home and the back of the lot is about eight or ten feet.

Ms. Hardy replied that it would probably be about 12 and 15 feet.

Jeff Schroeder, Senior Vice President for Land Acquisition and Planning for Ponderosa homes, confirmed that was correct.

Ms. Hardy stated that when she was out in the area doing the site inspection about a month ago, she ran into a couple of the residents who just moved in, and in the course of their conversation, they said they were glad about the yard because they do not want the maintenance. She noted that Ponderosa knows the market for this product and that people do not want to deal with the maintenance, particularly now with the drought. She added that people are tending not to really use their yards, except maybe for barbecuing and for a hot tub; they would rather pave their rear yards and have nice seating areas or stay inside or have access to the Iron Horse Trail and all the other trail amenities that are in and around the area.

Chair Allen stated that she visited the Gardens and Ironwood at around 7:30 a.m. today and asked the residents what their perspective on the project was, and the Garden residents mentioned the parking problem. She noted that one resident said she cannot even have her family and friends over after 5:00 p.m. because they cannot find parking there, and another mentioned that there used to be 16 to 18 parking spots by the church area and eight spots by the pool area which had all been taken away. Chair Allen stated that when she asked them how many parking spaces they needed, they replied that they needed at least 30 or 40 extra spaces.

Chair Allen stated that the parking lot was 100 percent full in the Garden area, minus two spots where one car was backing out and another could have gone to work; and there were about 19 cars parked in the church area that would likely be resident cars. She indicated that parking is what is really needed for that project and expressed concern that the applicant underestimated the parking needs of the Garden residents relative to what is been assigned to them.

Ms. Hardy stated that there has been a long dialogue about parking and, for background purposes and not to point fingers, she indicated that when they got the project approved, staff at that time was very adamant that there only be .5 parking spaces per unit, the thinking being that seniors are not going to drive. She noted that, as they expected, the people who moved in were not only a slightly younger population,

a culture that has gotten older as the project has matured, but also presented a challenge that seniors were not willing to give up their cars and that second car. She pointed out that a car may be sitting out in the church parking lot that has not been moved in some time because "Mom" is not psychologically ready to give up the keys. She stated that this comes back to a management challenge that they have been really working on. She added that they did work with the church to get a formal agreement to allow some parking on its site.

Ms. Hardy stated that they are actually putting aside 16 parking spaces for the seniors: 13 spaces in the lot and three more on the street, which they feel is going to be sufficient for the seniors. She reiterated that it is a constant management effort because there are residents with two cars that they are not willing to give up. She noted that there are also caregivers who will sometimes be there. She added that there were some spaces in the pool area, with the Homeowners Association (HOA) management restrictions that they can be used only during the day and not during summer, and with no overnight parking. She indicated that it is a tough situation, a lifestyle of its own that is more than just giving up the keys, but she thinks it is getting better.

Commissioner O'Connor questioned if the two-car garage and two spaces in the driveway in this 27-unit neighborhood is sufficient, noting that from what he has seen in town, a lot of people have no room in the garage for a car because they are using it for storage. He expressed concern that the project has not supplied enough parking, noting that some areas do not allow street parking, assuming a turn-around for fire services.

Ms. Hardy replied that the two-car garages and the two additional spaces allowed in tandem on the driveway are pretty typical, and there are 27 street parking spaces that are available to the residents, which meets the informal guideline established by the Commission of one guest parking space per home. She added that there are six lots at the northeast corner that will have their six spaces in the green in Lot G, not on that street but immediately accessible to the houses.

Ms. Hardy stated that it is always a tricky situation because they want to provide enough parking but they are also trying to minimize pavement because of things like clean-water requirements and global-warming. She indicated that they always like to go with a reduced street standard and that they always insist on parking on-site only. She added that they want to make sure there are adequate circulation, drop-off/pickup, and parking for the preschool because they do not want to have overflow parking for the residents. She understood that the residents at the Gardens are looking out for their interests, in the same way that they are looking out for the interests of the prospective residents as well as their own.

Chair Allen agreed that parking is a challenge and stated that the Commission recently considered an application from Continuing Life Communities, increasing its parking ratio from 1 to 1.5 for the same reason that when seniors move into the community, they are

active, younger, and living longer. She pointed out then that having a ratio of .75 to .8 for a more active community just feels like a stretch.

Ms. Hardy replied that she did not disagree but that they are providing the 16 spaces for the Gardens voluntarily, which has been incorporated into the site plan. She added that the senior apartment building has its own van service that provides mobility for those who do not have a car, and there is a 24-hour on-site manager who drives the residents around.

Stephen Motzko stated that he has been a Pleasanton resident here for 20 years and moved into the Village at Ironwood about four years ago. In response to Commissioner O'Connor's earlier question, he indicated that they have sidewalks throughout the development, with the exception of the very end of the cul-de-sacs and that they have sidewalks for all the other streets.

Mr. Motzko stated that he is very happy living in a Ponderosa home and that he has become a little more active with their HOA since as a member of the Facilities Committee and most recently was elected to the HOA Board of Directors. He indicated that as he started looking at some of the past agreements, he noted that their HOA contributes 63 percent to the maintenance of the landscaping that goes out Ironwood Drive and Busch Road, with 37 percent contributed by the Village at Ironwood community. He noted that part of the package for the project being considered today states that the applicant is continuing to work with the Gardens, the Montessori, and Ironwood to refine the scope and budget costs and agreements like landscaping. He added that he also came across some Minutes back from March 14, 2012 where the Church and the Gardens actually did want to consider possibly chipping-in and having a more equitable breakdown of the landscaping cost to that agreement, but for some reason, that did not go anywhere and nothing was changed.

Mr. Motzko stated that he is here tonight to request that any conditions regarding continued landscaping maintenance costs include an equitable cost-sharing allocation amongst all the residents benefitting from the beautiful landscaping at the entrance to their community.

Ms. Hardy thanked Mr. Motzko for his compliments and stated that they have been working on a cost-sharing estimate for the landscape maintenance of Busch Road and Valley Avenue and that the proposed project as well as the Gardens will contribute towards that cost, which may result in about \$7,000 annual savings for the Ironwood and the Village Associations.

Ms. Hardy then referred to Condition No. 49 requiring that there be no gate for the pedestrian walkway connecting to the Iron Horse Trail. She explained that their intention here is to still provide a gate that would be unlocked, identical to the treatment provided on Madsen Court, which does not bar the public from the ability to come in and out, but also provides some mitigation to residents at the end of that hammerhead from impacts such as light and noise.

Ms. Hardy also addressed Condition No. 60 that requires the construction of a bus shelter on Valley Avenue, which does not have a bus route or schedule for a bus route. She explained that this was brought up at the Ironwood development about 12 years ago and was taken off then. She added that they pay their traffic fees that go into funding those kinds of infrastructure.

THE PUBLIC HEARING WAS CLOSED.

Commissioner Ritter noted that when he was reading the staff report, there seemed to be a lot of "we wish they would do this" and "we wish they did not do that", yet he sensed that there are reasons they could not do otherwise. He stated that he is confused with the perception and still does not totally understand why staff was trying to push the applicant to do some things, and that would change the flow when the preschools cannot be moved.

Mr. Weinstein explained that staff works with applicants to get the project that they can and recognize that sometimes they do not always get everything they ask for. He stated that staff is cognizant when they work with applicants on revisions to the project that their requests be reasonable and are not out of the ordinary, that they are not things that have not been done anywhere else. He noted that Ponderosa, as the developer, really understands the bottom line of their project from a financial standpoint; however, as planners, staff believed that the changes being requested are things that did not seem out of the ordinary and could be accommodated through a redesign of the project. He acknowledged that a redesign of the project for a developer can be a pretty big deal, but staff did feel that things like reducing the FAR or increasing the rear yard setbacks or developing detached sidewalks on the site would not be such extraordinary "asks" that they could not be accommodated for this project. He added that staff is looking at this project and other projects in the City from the perspective of a community benefit.

Commissioner Nagler stated that it is clear that this piece of property will be developed as part of a much larger development which has already been constructed. He indicated that the question is what it should look like and how it could best fit into the community, most particularly into the community on a site that happens to be particularly visible. He stated that he believes the Commission has an obligation to make sure it comports with what it believes to be appropriate for the City and the neighborhood, particularly because it is highlighted by the fact that, similar to a handful of other locations in Pleasanton, this happens to be quite visible.

Commissioner Nagler stated that when he looked at the plan, read the staff report, walked around the site, and thought about it, there were several things that strike him about the project overall:

1. It is a remarkably small amount of land for 27 home sites; it is quite dense, and the development is obviously trying to squeeze the maximum number of lots

because the economics of the project ought to be the best they can be and because Ponderosa, in fact, does have pre-existing home plans that it wants to take and put into this development and, therefore, hopscotch lots in a way that it can get a maximum number of lots for a pre-existing design on a relatively small plot of land.

2. Given the history of this project and the fact that it has been going on for decades and has been part of General Plans, it is inappropriate that the Commission was not able to have a Work Session where it could have had conversations about open space and density and the appropriateness of pre-existing home designs fitting into this development. While Planning Commissions and City Councils have considered this plot of land for many decades, this particular Planning Commission and this particular City Council have not.
3. There probably is a way, without the density, to make the traffic flow and the layout of the development more appealing. What are most visible from those who pass by the development are two parking lots: the hammerhead parking lot and the parking lot on the east side of the neighborhood. The question is whether that is the most appropriate allocation or appearance for the neighborhood for this piece of land.
4. With respect to the question of the amenity as stated in the staff report, it would have been good to have had an opportunity to ask whether the future construction on the school site should be reconfigured since it has not been built yet, whether that and some other changes might have allowed for an amenity that was not simply an upgrade of an existing green space because, in fact, the town and the neighborhood already enjoy the site of the proposed amenity as a green space, and so in a sense, there is no real value add for what's being proposed. There is question whether that is the maximum value that the project can provide with the requirement for an amenity.

Commissioner Nagler stated that he believed there is an approvable project that ought to be approved for this site, and he does not know whether this is the right project because the Commission has not had a chance to adequately consider it.

Commissioner O'Connor stated that he was also looking at the site plan and what is visible from Valley Avenue, and he believes that the hammerhead area and the parking area can be addressed with some landscaping along those roads to help block the immediate visibility of the parking lot. He indicated that he did not really spend enough time looking at any landscape plan to see if that was going to be adequate, but if it is not in there, the Commission could add a condition that would upgrade some of that landscaping so that passers-by would not be looking at asphalt.

Commissioner O'Connor agreed that the amenity should be enhanced. He indicated that he did not really know what that should be or how big and expensive it should be, but he would like to see something more than just what was proposed.

Commissioner O'Connor stated that he did not have a problem with the sidewalk configuration. He indicated that he was fine with separated sidewalks and thinks it would flow with the rest of the neighborhood; however, he did not think it was necessary as there is a mix in the neighborhood, and there are other sidewalks that come out to the street in other parts of the old town as well as in the senior areas. He added that he thinks it is a "plus" to be able to get out of a car and step onto something solid.

With respect to a coherent site layout, Commissioner O'Connor stated that unless the Commission is going back to the drawing board, he thinks that is a big chunk to play off and does not see that scenario with buildings already in place.

Referring to yard sizes and lot sizes, Commissioner O'Connor stated that, again, there is a mix of product in the whole Ironwood development. He indicated that he understood what the developers are saying that they want, that they do not want a competing mix, and he is fine with that. He added that he is also fine with the density and the lot sizes. He agreed with Commissioner Nagler that there will be a development at that site, and while he is not a big proponent of adding more homes, after the City lost its housing cap, unless mandated by the State, he thinks 27 homes on an infill parcel is appropriate. He indicated that the only concern he probably has is having a stronger amenity.

Commissioner Ritter agreed with some of the comments made. He noted that the Iron Horse Trail is backing up to Parking Lot B, and he sees that as a place someone who may not even be in the corporate park could utilize. With respect to the coherent site layout, he stated that the developers are the professionals at that, and he thinks that they probably laid it out as best they can without moving the existing preschool. He added that he liked some of the designs that were incorporated into there. Referring to the separated sidewalks, he pointed out that not putting a tree or some landscape in there would be saving water. He noted that his neighborhood does not have separated sidewalks and think it is fine. He added that he always likes a bigger backyard, but trying to fit them all in this limited space is the challenge.

Commissioner Ritter stated that he is comfortable with the FAR. He acknowledged that he knows this is being done at the speed of government, and that is why the project did not go through a Work Session. He knows they want to keep it moving because the Church is trying to do some other things, but he wished there was a way the developers could have worked some of the amenities into the view when driving around the site from the Valley Avenue/Busch Road area.

Commissioner Ritter stated that the thing he liked most about this project is that there are no objectors present other than maybe staff bringing up some good points. He commended the applicants for going out and doing the neighborhood meetings, which makes it a little easier on the Commission.

Commissioner Piper stated that she has mixed feelings on a few things, but the one area that she just wanted to touch on is that a lot of people compared this project with the Ivy Lane project, and she did not think this occurred at the neighborhood at all. She indicated that it is a different type of homeowner and does not see it as comparable and is not comfortable with that, other than the actual physical structure itself, as it sounds like it is the same floor plan.

Commissioner Piper agreed with most everyone that there should be something more substantial for an amenity. She noted that what the City typically does with neighborhoods is put in a park or something a little bit more substantial than what is offered here.

With regard to the site layout, Commissioner Piper stated that from the business perspective, the developers have laid this out as best as they possibly could with what the property lines and the existing structures are. She noted that she is not terribly disappointed around the separation of the two neighborhoods; however, she would have loved to have seen a park or some gathering place between the two to connect them, although it may not be possible because that is where the parking is located.

Commissioner Piper stated that the amenity being proposed where dogs could run around is not possible because this is on a very busy street would not be fenced in. She pointed out that it would not be a functional place for dogs or even for kids to run around because they would be right on Valley Avenue, and it would be very unsafe.

Commissioner Piper stated that she loves the look of separated sidewalks and thinks it would be very pretty for this particular development because there is an HOA that would maintain the middle section, and the neighborhood would always look clean. She noted, however, that as Ms. Hardy had brought up, a monolithic sidewalk would provide a safer surface like concrete to step on upon stepping out the open door of a car parked on the street. She indicated that she is torn on the sidewalk part but that she certainly likes the canopy trees as well.

Commissioner Piper stated that overall, she did not like the lot sizes being as small as they are, and the FAR being so tight. She noted, however, that it makes sense to her as there is a relatively good demand for low maintenance in today's market.

Chair Allen stated that as Commissioner O'Connor mentioned, she is generally opposed to applications that rezone residential land right now in a situation where the City has exceeded its RHNA numbers unless there are overriding circumstances, and she thinks this project meets the test of overriding circumstances so a residential project is fine with her. She explained that the overriding circumstances are that when she talked to the neighbors, first, there was not a dislike of very small residential housing and that is because they do not like the large tent that is there; second, they are concerned about what else could go there and it could be worse; and third, the traffic and water impacts for this project will be equal to or less than what would otherwise happen.

Chair Allen stated that she has similar thoughts as everyone about the project and is most closely aligned with Commissioner Nagler.

1. Density. There are too many houses for the small amount of acreage for this project. This is very different than the Ivy Lane project because it is much more visible; the Ivy Lane project is tucked into a little side area, and the only people who really walk most to the homes are the those who live in that area. There is not a four-side design and not the same FAR for the Ivy Lane houses. A FAR comparable to the Classics project of 56 percent is appropriate and more compatible with the other homes in the community.

Commissioner O'Connor inquired if that would affect the density.

Commissioner Allen replied that it would be a 5,500-square-foot minimum lot and would change the number of homes by probably 3 to 5.

2. Site layout. The bifurcation is not ideal but, given the school, it is what it is. There is not enough green space, however, and 54 trees are being removed. There should be a much more robust landscaping plan that deals with buffering and creating a nice look from Valley Avenue. For the same reason, separated sidewalks add some greenery, puts in some trees that are being removed, and makes it more compatible with the Ironwood development in general. This is a huge, highly visible walking area, and people from the Iron Horse Trail are going to be walking through this area; it needs a top-notch look.
3. Concern for adequate parking overflow for the Gardens. Thirteen to sixteen parking spots that are now being reserved are not adequate. This is a serious issue, and it is not right that the residents cannot have family and friends come over to visit. A solid study should be done that would indicate what is needed before this land is completely built out and gets rid of potential parking.
4. School. Increase in enrollment should not be approved without a traffic analysis and doing that due diligence as part of the standard practice. This is so important, given that the other parking concerns are tight and that historically and most recently, parking problems surface a year or two after a project is completed.
5. Amenity. This is a big issue, especially when land is being rezoned to residential when it is not necessary to do so. This is a much more lucrative land use than what it currently is at, and it is incumbent on the Commission to make sure there is a robust amenity provided for this project.

Chair Allen stated that she felt this project should have gone through a Work Session, as is done with most applications and as staff had proposed and encouraged the applicant to do. She stated that it is important to have a Work Session so the Commission can provide feedback and the applicant and staff can rework the design to

make it the best design it can be. She indicated that she does not personally feel ready to vote in a positive way on this project and would like to be in a position in the future to do so. She stated that because of the issues brought up by the Commissioners, she feels this project could benefit from more time between staff and the applicant, and she would like to know how the Commission feels about a proposal for a continuance, just as the Commission did recently for another project, so it can be a project that everyone can be really proud of.

Commissioner O'Connor stated that if the Commissioners are supportive of continuing this item, he suggested that the Commission identify the five or six concerns made tonight so the applicant knows what the Commission is willing to live with and what it wants to see enhanced or changed.

Commissioner Ritter commented that it sounds like the applicants are on a time constraint, which was what pushed the process, and inquired, if the Commission decides to forward this to the Council without a vote, if the applicant can, in the interest of time, take all of the Commission's input, make the changes to their project, and go before the City Council.

Ms. Harryman noted that Chair Allen referred to a continuance, and that is something covered in the Commissioner's Handbook: *"Any commissioner may continue an item (not subject to a legally or City-imposed deadline) to the next Commission meeting or to another date agreeable to the majority of the Commission. An agenda item may be continued only once using this procedure."* She indicated that this is another way for the Commission to give direction for staff to work on specifically.

Commissioner Ritter inquired if it takes a majority of the Commissioners to continue a motion.

Ms. Harryman said no.

Commissioner Ritter stated that the last time the Commission considered a Ponderosa project, the Commission voted "no," and Ponderosa made some great changes with the submittal to the City Council who approved the project, and the City now has a beautiful development.

Ms. Harryman stated that is another option. She explained that if the Planning Commission does not like the project designed as presented, it could deny the project, and the applicants could appeal the decision to the City Council in the hopes that they will continue to work with staff before it got to the City Council.

Commissioner Ritter noted that would help the applicants if they are on a timeframe constraint. He commented that it is like giving them a workshop without bringing it all back to the Commission and going through it all over again.

Chair Allen stated that everyone is on a timeframe.

Commissioner O'Connor inquired if, with a continuance, the applicants can skip coming back to the Commission and just go straight to the Council.

Ms. Harryman pointed out that the Commission's action is a recommendation and not an approval. She stated that she misspoke when she said the applicants could appeal the Commission's decision; this application will go to the City Council without the need to appeal. In summary, she stated that the Planning Commission can recommend action to the City Council, the Planning Commission or a Planning Commissioner can continue the item and direct the applicants to work with staff, or the Planning Commission can recommend denial and outline its reasons so staff and the applicant can hopefully work together between now and the Council meeting.

Commissioner Nagler commented about the option for the Planning Commission to continue the item and the applicant going directly to the Council.

Ms. Harryman replied that is not an option because if the Planning Commission continues the item, it will come back to the Planning Commission no matter what.

Commissioner Piper clarified that the Commission can make recommendations to the applicant, to staff, and to the City Council for the application to move forward to the City Council.

Ms. Harryman said yes. She added that the Commission can also provide guidance, for example, recommend that the applicant include additional amenity.

Commissioner O'Connor noted that with a majority vote, the Commission could recommend approval to the City Council with certain changes that the Commission would agree on.

Chair Allen summarized that the Commission could recommend approval; it could recommend denial because of the issues mentioned; or it could ask for a continuance to give staff and the applicant enough time to think through the issues the Commission brought up tonight and create an application that could come back to the Commission. She added that in all cases, there has to be collaboration and work done, which will probably take almost as much time.

Commissioner Ritter stated that he is not in favor of the continuance. He indicated that the Commission has done some great discussions here and has given staff and the applicant some great opinions that could be incorporated into a motion to recommend approval or denial, and the applicants can revise their application and make it even better like that other project.

Chair Allen stated that she is not yet proposing a continuance and would like to poll each of the Commissioners. She indicated that she is feeling wanting a continuance because she would rather have things worked out in advance and be done thoughtfully,

and she thinks that is the way to get the best outcome and the best project if it comes back to the Commission. She added that if everyone knows that the project is going to come back to the Commission, it will need to meet that acid test.

Commissioner O'Connor stated that he would like to ask the applicant, should the Commission have a continuance, how long it would take for them to revise the project based on what the Commission wants to see, and come back to the Commission.

Ms. Hardy replied that she would like to hear Commissioner O'Connor summarize the issues so they have a full understanding of the Commission's direction. She added, however, that should they agree to a continuance rather than ask the Planning Commission to make a decision tonight, they would want to have that continuance to an absolute date certain, and ideally it would be at the next Planning Commission meeting. She indicated that she realizes that does not leave staff with a whole lot of time, but they are under a timeframe and, in addition to the Commission, they need to go to the City Council.

Commissioner O'Connor asked Chair Allen to go through what she summarized of the concerns mentioned and the few she added, and then see who among the Commissioners were in agreement.

Chair Allen summarized the concerns as follows:

1. Density, including reducing the FAR from 69 percent to 56 percent.

Chair Allen asked what that means in terms of reduction of units.

Mr. Schroeder replied that going to a 5,500-square-foot lot as previously suggested would reduce the project to 18 units, and that would make the project infeasible. He explained that when this project came to Ponderosa, the Church was in a dire situation and they had to make a change. He stated that the Church representatives could have gone out to the market to anybody, and a lot of people would have paid a lot more money for this site than Ponderosa could, but they came to Ponderosa because they knew what Ponderosa could probably do here.

Mr. Schroeder stated that this site, which is next to a three-story apartment project, a four-lane divided road, an industrial site, and the Operations Services Center, really wants to be denser than this 27-lot project, but Ponderosa thought that would not work and was not really practical. He noted that they did the Ivy Lane project on Stanley Boulevard, and that worked. He indicated that they laid out the site and thought they could make an offer that would work for the Church. He pointed out that if the Church went out to the market, it would be a denser project.

Mr. Schroeder stated that they worked extensively with staff on the site plan – the number of units, the architecture, and all the aspects of this project – and they gave about as much as they could and still make it work for the Church to meet their fine

print. He indicated that if the Commission wants to make that kind of change, it is not going to work and kills the project.

Chair Allen asked how many units would work if it were to be reduced to some number.

Mr. Schroeder asked Chair Allen to make him an offer and give him an opportunity to do a little tweaking. He stated that they have already lost two to three lots in the process of working with staff so there is not much room left to move.

Commissioner Nagler asked what changes were made that caused those two or three lots to be lost.

Mr. Schroeder replied that when the original project was submitted, it was a 24-unit apartment project where the six lots are, and when they tried to add market-rate units to the apartment site, it was going to be a 47-lot project with the apartments. He stated that subsequently, with the apartment market, the cost to build apartment units, and when the market heard that the product was for seniors, and the rent was not the same as the market rate overall, they realized they could not make it work financially and switched gears, coming up with a new site plan with those same small lots from the 21-lot side and adding them into the six-lot side. He indicated that they went through various ideas on how to do that, worked with staff, and came out with a plan that they thought worked really well. He noted that they were struggling with the parking lot and originally had their entrance off of the parking lot, which they changed and were able to make it work.

Mr. Schroeder stated that they have done a lot of work on this and that they are just at the end of where they can go with this. He further stated that there may be a little tweaking here and there, but it is not going to be a significant change like the Commission is suggesting because it is just not going to work. He indicated that the Church is in a contract to purchase another property, and if they are not able to make a significant deposit, they may lose out on the opportunity to buy that building. He noted that they hate to be in this position and to put anybody in this kind of position, but they have worked with staff and have reached agreements on a lot of these things that are now an issue again, such as the FAR issue, which was a done deal in a meeting with Brian Dolan and Mr. Weinstein, with the additional site plan change from the apartments to houses. He added that they have enhanced the architecture above what they had over at Ivy Lane, and there is a wall all the way around that hammerhead with landscaping so that the hammerhead will not be visible.

Mr. Schroeder stated that there is an opportunity to work with staff to provide an additional amenity, and there may be a way to treat the lot count a little bit in doing that. He noted, however, that the tot lot is not something that is attractive or of use to this community who will have to pay for it and maintain it. He added that the site is next to the Iron Horse Trail, which is a significant amenity, and Ponderosa paid for all that landscaping all the way to the end of the corner of Valley Avenue and Busch Road.

Mr. Schroeder stated that they cannot do separated sidewalks because a whole row of lots would get lost with that. He noted that these are two tiny private cul-de-sacs that do not go anywhere, and there are no detached sidewalks next door or at the Village. He added that the Estates project has no sidewalks.

Commissioner O'Connor asked Mr. Schroeder if the project could live with losing one or two units should the Commission wish to see a more substantial amenity, such as Commissioner Piper's suggestion to tie these two pieces together with a park or gathering place for the community.

Mr. Schroder stated that they could probably lose one more lot but it is a huge risk. He indicated that they make some money when they build beautiful communities in Pleasanton, but they are not making a huge profit on this project, and they are trying to help the Church. He added that they have received a lot of positive feedback for what they build and that they do not take anything lightly; they are very deliberative about everything they do, and they do the best job they can.

Commissioner Nagler stated that the Commission is in favor of the development if it could work. He thanked Ponderosa for working with staff, but this is obviously another step along the way. He stated that as much work as has occurred so far, the Commission is trying to put the Council in a position of having a project that is appropriate for the community and defensible. He noted that the project is candidly bordering on a very recent debate about what should happen in East Pleasanton, so there is going to be some attention to this development just by coincidence because of its location, and the Commission has an obligation to make sure that the project is as well-planned for the community as possible. He indicated that the Commission is not suggesting that Ponderosa should change this project to make it economically infeasible, but the Commission believes that on the margins, there are ways to approve the project, that you were asked to do a Work Session with the Planning Commission and, for whatever good reasons, decided that was not of interest to you. He stated that this conversation, in part, is the result of that decision, and encouraged the applications to put together a project that the Commission will feel good about recommending to the Council.

Mr. Schroeder replied that he understands the Commission's responsibility and agrees that the Commission has to do the right thing for the community. He stated that they had two neighborhood meetings and have no significant opposition to this project; they met with people who back up to the project and have heard nothing from them that says they do not like this project. He pointed out that this project is not Ironwood and was never intended to be Ironwood; it was intended to be a church. He noted that Ponderosa would not be here except for a change of circumstances; the Church business has changed a lot in the last ten years. He added that this is a good project that has been built in this community and which they have improved. He noted that reducing the unit count so the lots match the next door neighborhood does not help that situation because it just makes the houses even more expensive.

Chair Allen returned to the first item to be polled and stated that she is open to it not necessarily being 56 percent but to reducing the house count by two or three to make it less dense.

Commissioner Nagler stated that he would support that.

Commissioner O'Connor stated that he is fine with reducing the unit count by one or two if it gets a place to put an amenity that is more substantial than what is out there next to the Iron Horse Trail. He added that he is also aware of what it will take to make this development feasible, and if the Commission is asking too much, it is not going to be feasible.

Commissioner Ritter agreed with Commissioner O'Connor. He stated that Ponderosa squeezed as much as they can, and he did not want it to end with Ponderosa losing the property, so he is supporting one lot, or two at the most.

Commissioner Piper stated that she can co-sign on that thought.

Chair Allen stated that she agrees with one, two, or three units, and truly agrees that it should also help with the amenity.

Commissioner O'Connor commented that it looks like there is a consensus for up to two units.

Commissioner Nagler said yes, as long as it is tied to improving the overall layout of the development with the amenity.

2. Separated sidewalks.

Commissioner O'Connor stated that separated sidewalks look great but they will push the lots back and really reduce their size. He indicated that he thinks that is too much to ask.

Commissioner Ritter agreed.

Commissioner Piper stated that she does not understand why staff would necessarily recommend that if it greatly reduces the lot size. She indicated that her neighborhood does not have a sidewalk at all so she is thrilled with just a sidewalk.

Commissioner Nagler stated that he could go either way but that it ought to be taken into account in the overall consideration; for example, potentially a lot or two in exchange for an amenity which may create more green space, possibly by doing a separated sidewalk.

Chair Allen stated that she is changing where she came out at the beginning after listening to the applicant and could also go either way, but added that she also believes that the entire project needs more trees and green space.

Commissioner O'Connor stated that the trees can be placed on the other side of the sidewalk instead of in the curb piece of grass.

Chair Allen stated that the Commission needs to look at the whole landscaping plan and that she is willing to release on the separated sidewalk aspect of it if there were other strengths.

3. Coherent neighborhood.

Chair Allen stated that she is fine with the two areas being separated by the day school.

Commissioner O'Connor stated that if there is a way to get that amenity to tie together as earlier mentioned by Commissioner Piper, it could really go a long way of saying separated sidewalks are fine.

Commissioner Piper agreed.

Commissioner Nagler agreed as well. He stated that the objection appears to be that they are cemented and seems like they are two distinct areas. He added that the lots also have to be where the lots are because that is where the land is.

4. Inadequate parking; parking needs for the Gardens and if overflow is required.

Chair Allen stated that staff should take the time to validate this and come back with a determination on whether 16 spots are adequate or not, based on the feedback she received from every single one of those residents.

The Commissioners agreed.

5. The school and increasing the capacity beyond what it is today until there is a parking analysis done that would validate what is needed for that increased capacity.

Commissioner O'Connor stated that that was already a recommendation.

Mr. Weinstein confirmed that the current enrolment limit is 120 students and would be increased based on the results of a traffic study.

Commissioner Nagler stated that he wants to encourage potentially that it be part of a conversation about how to incrementally change things; if that is the approved future building, it may not need to be where it is exactly approved to be. He indicated that this is a reconfigured neighborhood, but if it is potentially in a different place and the

Commission is looking at how to add an amenity and parking, there may be a way to put that in the mix of what ends up being regulation.

Commissioner O'Connor stated that when the school wants to expand, the applicants will have to make their plan which will be reviewed by staff, followed by the traffic study; it is all rolled into one.

Commissioner Nagler commented that it is just whether that is the envelope.

6. Significantly enhanced amenity.

Commissioner Piper noted that doing something significantly more than what they are doing now may be about a redesign and losing lots.

Chair Allen asked to brainstorm what an amenity could be aside from what was already discussed.

Commissioner O'Connor stated that staff is hoping for something passive that will draw a lot of people to a gathering. He indicated that he was thinking of an additional green space. He noted that there are two neighborhoods here that the Commission is trying to tie together. He suggested an additional interior green space between the homes, a seating area, picnic benches, something that will get the residents in there.

Commissioner Ritter stated that he heard the applicant say that they had some ideas for an additional amenity.

Mr. Weinstein stated that he would not recommend something like a pool as they are expensive and also use a lot of water and would probably not be appropriate in a drought. He indicated that the options are endless, and amenities are approached through the prism of personal experiences so what one prefers might be different from what someone else prefers. He noted that it could be a community garden, a bocce ball court, a horseshoe court, more passive open space, a par course. He stated that something that involves some sort of open space that is added to the City's current supply of open space would be good, and the key objective is looking for something that would make life in this neighborhood better for residents within and outside of the project site.

Commissioner Piper referred to Condition No. 60 and asked if that is something that can be removed.

Mr. Weinstein replied that he just found out about it late in the afternoon. He stated that it is a condition that was inadvertently inserted; there is no bus route in this location, and the shelter should go away. He indicated that staff would remove it when the project advances.

Commissioner O'Connor stated that the applicants also brought up Condition No. 49. He noted that this is also on one of their other sites and the Commission actually allowed the gate to stay. He further noted that it was not a locked gate, but it was not like an open invitation for everybody to run through the neighborhood; it gives some privacy but one can go through.

Chair Allen stated that she is fine with that.

The Commissioners stated that they were fine with it.

Mr. Beaudin proposed two changes to the condition: that it would remain open to the public, and unlocked rather than eliminated."

Chair Allen agreed.

Mr. Beaudin stated that the other condition that might be appropriate for the Commission to consider this evening is related to a shared parking agreement or something that formalizes the arrangement for the neighboring Gardens senior apartment project, confirming that the number and location of assigned parking spaces would be reviewed and approved by the City, and then ultimately recorded with the County as a deed restriction so that the agreement runs with the land, such that if there is an expansion effort in the future, the future school operator does not have the opportunity to cut off that arrangement. He noted that 13 spaces are shown on the plans, so that would be the arrangement that the Planning Commission has been shown this evening and would be recommended be locked into an agreement as part of this motion as it goes forward to Council.

Chair Allen stated that it makes sense to her.

Commissioner Piper agreed.

Commissioner O'Connor inquired if staff is not going to look at that parking requirement any further.

Mr. Beaudin replied that it is on the list of items that staff can certainly work on with the applicant to do some additional study as this moves forward. He indicated that he is not sure that there will be 13 spaces or more or less, but the concern is that 13 spaces are on the table this evening. He added that he is not sure where more spaces would be generated on this site other than the removal of lots. He noted that staff would look into it but would want to formalize it by the time the project got to the Council.

Commissioner O'Connor stated that he just wants to have an agreement with the applicant that there will not be a parking problem on either side.

Ms. Harryman stated that another part of that agreement in solidifying that the 13 spaces are specifically assigned and reserved for the Garden Apartments folks is

having that agreement reflect that at times when the schools do not need their parking spaces such as when the schools are closed or when they are not used on weekends, those additional spaces beyond the 13 spaces can be made available to the public, which might help when some family members come.

Chair Allen stated that would be great.

Mr. Beaudin stated that he would like to be sure the applicants are amenable to that condition.

Ms. Hardy replied that they are working on a shared parking agreement among the three entities as a course of business. She indicated that they do not have a problem with the proposal and that there are a total of 16 parking stalls that would be made available to the Gardens residents. She added that she assumes this negates Chair Allen's interest for additional parking analysis for the Gardens.

Chair Allen replied that it does not and explained that she would like to validate that 16 spots are adequate to cover their needs.

Ms. Hardy noted that the Gardens is not part of this application.

Chair Allen replied that she is aware of that but that the Gardens is part of the original PUD and everything needs to be looked at.

Ms. Hardy reiterated that it is not part of this project and not part of this site. She explained that while they can provide the Commission with some information from their property manager, they are not going to be in a position to add additional spaces on the subject property site. She clarified that as earlier mentioned, they are voluntarily going to be formalizing the agreement of 16 parking spaces to serve that overflow, but to have them or staff do the parking data for a site it is adjacent to but not part of this project is not acceptable to them.

Chair Allen stated that she is concerned that there is an issue today that is known, and if there is no understanding of how big that issue is, that overflow will happen as it is happening today and will end up impacting the proposed project and the real parking there. She explained that is why she just wants to understand what it is and be above board about it. She added that, as Ms. Harryman mentioned, a great solution could be for the school to provide additional space on the weekends.

Ms. Hardy stated that they are amenable to that and asked Pastor Barris to say a couple of words about it.

Pastor Barris stated that they are working on the shared parking agreement and have been doing that for a bit of time. He indicated that he gets the idea of taking the 16 spaces and doing what was recommended in terms of making that be something that stays in perpetuity; however, he cannot really totally give away the weekend or make

that be an absolute requirement without first talking to the operator because the project needs to be viable for the operator to want to keep operating. He added that either makes their plan work or not work. He stated that he would be more than glad to look at that and would normally not have any problem, but whether that part of it would be in perpetuity is very questionable in his mind.

Commissioner O'Connor stated that he is fine with a recommendation to approve the project with the things the Commissioner agree on and let those items go on to Council; and in the meantime, the applicant will work with staff on putting those things into a package that the Council can see what the Planning Commission passed.

Chair Allen asked staff what their perspective is on which option is the best use of everyone's time and will net the best result.

Ms. Hardy stated that she is hoping that they will also have an opportunity to respond to staff's comments.

Commissioner Nagler commented that all the other Commissioners have much more experience than he does on how they can influence outcomes so he is not pretending to know what they know. He noted, however, but just as a principle, that it strikes him that the more often they move something along that is incomplete, they create the question for the next applicant with a controversial matter to "do for us what you did for those guys," and over time, he believes the Commission's ability to be influential on things that matter to the Commission is potentially diminished.

Commissioner O'Connor stated that the Commission does approve projects where it alters the Conditions of Approval. He indicated that when it comes down to projects that the Commissioners agree on, the Commission will have a condition of approval to go on to the Council.

Chair Allen stated that what is different about this is that it is all a matter of degree and then the Commission will go to staff. She noted that, first of all, there are more items here than there normally are; and second, staff recommended, and the Commission normally does for projects like this, to do a Work Session to create the best outcome because there would be issues, and the applicant chose not to do that.

Mr. Beaudin summarized the issues as an approved amenity or additional amenity for this site, the possibility of losing/removing 1 or 2 units to accommodate that and potentially improve the development in other ways, and then the shared parking discussion. He indicated that based on the fact that staff has whittled this down to three issues, staff can be comfortable working with the applicant between now and the City Council meeting to make progress on those issues and ultimately see if they can be responsive enough to the Commission's concerns and to those addressed this evening. He stated that while it is not their preference, staff can support the modified Conditions of Approval, adding these things as conditions and working with the applicant. He added that staff's goal is to have things a lot more buttoned up when it comes to the

Commission, and he is glad that the Commission has been able to work through the issues tonight and get down to one or two items to really focus on between now and the Council meeting. He stated that staff will work with the applicant now to make sure they can pick an appropriate Council meeting date to give them the time they need to do the work.

Chair Allen commented that this is not the practice the Commission wants to continue doing as a norm. He then asked Pastor Barris and Ms. Hardy for their comments.

Pastor Barris stated that from the Church's standpoint, it's really important to them to be able to address the issues and move forward. He expressed appreciation for the staff's perspective on that and would love to work in that direction. He indicated that it is vital to them because of other fine points in the sale of the preschool and the purchase of the new piece of property moving forward. He added that he hears what the Commission is wanting and that they are committed to working with staff.

Ms. Hardy stated that as staff had anticipated, Ponderosa does have a schedule here and would like to have an understanding of when this item could come in front of the Council. She noted that they did have a tentative agreement to put this on in mid-September meeting so she would not want that to slide too much.

Chair Allen stated that based on what she has heard, she is comfortable going with staff's recommendation.

Chair Allen moved to: (1) find that the project would not have a significant effect on the environment; (2) make the Planned Unit Development (PUD) findings for the proposed Development Plan as listed in the staff report; (3) recommend approval of a General Plan Amendment (P15-0250) to change the land use designation of an approximately 4.23-acre portion of the 6.22-acre site from "Community Facilities – Other Public and Institutional" to "Medium Density Residential;" (4) recommend approval of the PUD Rezoning (P15-0249) and Development Plan (PUD-111) to rezone an approximately 4.23-acre portion of the 6.22-acre site from the PUD-P&I (Planned Unit Development – Public & Institutional) District to the PUD-MDR (Planned Unit Development – Medium Density Residential) District, and to construct 27 detached single-family homes and related site improvements, subject to the Conditions of Approval listed in Exhibit A-1 of the staff report, with a modification to Condition No. 49 to retain the gate at the trail connection, and to eliminate Condition No. 60 regarding the construction of a bus shelter; and (5) recommend approval of the proposed modifications to the existing Centerpointe Presbyterian Church site plan (P15-0390) and the Conditional Use Permit (P15-0250) to eliminate the existing church its related uses and retain the existing preschool/private school facility as a stand-alone use with a modified operation and site plan, subject to the Conditions of Approval in Exhibit A-2.

Commissioner Ritter seconded the motion.

Commissioner O'Connor added the two issues for clarification to come to an agreement, including the parking agreement that staff has already started work on.

Chair Allen stated that the second is the enhanced amenity, and there is a third one on density and the reduced number of units.

Chair O'Connor stated the Commission is looking for an amenity that ties these two neighborhoods together better, which may require the removal of up to two units.

Chair Allen clarified that they could be related but are not necessarily so.

Chair O'Connor inquired if the Commission would say it wanted the density reduced if it is not necessary for the amenities or just reduce the number of units.

Chair Allen stated that the project is too dense. He asked Mr. Beaudin to recap the three items again in language that works for everyone.

Mr. Beaudin stated that there is the amenity, and he wanted to make sure he is really clear here because what he heard was to tie the two sites together and an additional amenity. He indicated that based on the site plan and the way it is configured today, he is not sure the applicants will be able to tie these two together, but staff will make every effort in working with the developer to find a way to do that, but it may just have to be an additional amenity.

Commissioner O'Connor clarified that the amenity is to be interior to the project.

Mr. Beaudin continued that along those lines staff would be looking at the potential of removing one to two units to accommodate that improved amenity; the unit reduction could also just help the overall site plan and development in general, should that be appropriate. He indicated that the final issue is the parking agreement that would help address the parking needs related to some surrounding uses, including the senior housing project and additional parking for the residential development.

Chair Allen and Commissioner Ritter accepted the amendments to the motion regarding the enhanced amenity, the unit reduction, and the parking agreement, as previously discussed by the Commission.

ROLL CALL VOTE:

AYES: Commissioners Allen, O'Connor, Piper, and Ritter
NOES: None
ABSTAIN: Commissioner Nagler
RECUSED: None
ABSENT: Commissioner Balch

Commissioner Nagler stated that he would like to explain that he is abstaining to preserve the integrity of the Planning Commission because he is not opposed to the project so he does not want to vote no, but he does not believe that this is the right thing for the Planning Commission to do.

Chair Allen asked Commissioner Nagler to share more about what is not the right thing here because it is important.

Commissioner Nagler replied that he will probably have to be more controversial than he ought to be. He stated that as he looked at the process that the applicant has gone through in working with staff, his sense is that there has been more resistance to a dialogue than the Commission typically sees with other applicants, and given the presence the well-earned, terrific reputation that Ponderosa Homes has in Pleasanton, he fears that there is the possibility that they will advocate directly to the Council something that is different from what the Commission is asking to be done. He added that if the Commission does not maintain its ability to influence that dialogue directly, the Planning Commission is not doing its job properly.

Chair Allen stated that she understands and appreciates Commissioner Nagler's explanation. She indicated that it is good and that the Commission needs to hear that. She asked if she can change her vote at this stage. She then withdrew her motion and stated that she is abstaining on the same principle that Commissioner Nagler did.

Ms. Harryman stated that a new motion is necessary and suggested that the seconder make the new motion.

Commissioner Ritter moved to: (1) find that the project would not have a significant effect on the environment; (2) make the Planned Unit Development (PUD) findings for the proposed Development Plan as listed in the staff report; (3) recommend approval of a General Plan Amendment (P15-0250) to change the land use designation of an approximately 4.23-acre portion of the 6.22-acre site from "Community Facilities – Other Public and Institutional" to "Medium Density Residential;" (4) recommend approval of the PUD Rezoning (P15-0249) and Development Plan (PUD-111) to rezone an approximately 4.23-acre portion of the 6.22-acre site from the PUD-P&I (Planned Unit Development – Public & Institutional) District to the PUD-MDR (Planned Unit Development – Medium Density Residential) District, and to construct 27 detached single-family homes and related site improvements, subject to the Conditions of Approval listed in Exhibit A-1 of the staff report, with a modification to Condition No. 49 to retain the gate at the trail connection, and to eliminate Condition No. 60 regarding the construction of a bus shelter, and the amendments to the motion regarding the enhanced amenity, the unit reduction, and the parking agreement, as previously discussed by the Commission; and (5) recommend approval of the proposed modifications to the existing Centerpointe Presbyterian Church site plan (P15-0390) and the Conditional Use Permit (P15-0250) to eliminate the existing church its related uses and retain the existing preschool/private school facility as

a stand-alone use with a modified operation and site plan, subject to the Conditions of Approval in Exhibit A-2.

Commissioner Piper seconded the motion.

ROLL CALL VOTE:

AYES: Commissioners O'Connor, Piper, and Ritter

NOES: None

ABSTAIN: Commissioners Allen and Nagler

RECUSED: None

ABSENT: Commissioner Balch

Resolutions Nos. PC-2015-21 recommending approval of the Negative Declaration; PC-2015-22 recommending approval of Case P15-0250 (General Plan Amendment); PC-2015-23 recommending approval of Cases P15-0249 and PUD-111 (Rezoning and Development Plan); PC-2015-24 recommending approval of Case P15-0390 (modifications to the Centerpointe Presbyterian Church approved site plan); and PC-2015-25 recommending approval of Case P15-0250 (Conditional Use Permit), were entered and adopted as motioned.

Commissioner Piper asked Chair Allen to reiterate what her abstention vote was as she did not understand it.

Chair Allen stated that she is abstaining because she really would like to see this worked through completely and come back to the Commission for approval before it goes to the Council because she also feels like the end proposal to the Council may not represent as strongly as she think it should what has been said here. She added that she is also disappointed that Ponderosa did not take the time to do a Work Session because she thinks that is important to the community and important for developing the right projects. She noted that she felt, in reading the staff report, that there did not appear to be as much give-and-take as she has seen with other developers and that she would hope for future projects that could be controversial where there are design discussions like tonight, that Ponderosa would take the time to do Work Sessions and work more collaboratively with staff upfront.

Ms. Hardy stated that at the risk of there being a dialogue, she is really disappointed to hear any Commissioners have that viewpoint because the fact is, they have been working on this project for over a year and thought that they worked through a lot of the issues with Brian Dolan prior to Mr. Weinstein, and again now with Mr. Weinstein and Mr. Beaudin. She indicated that the comments are really contrary to what she is getting. She noted that they did listen and referred to Mr. Schroeder earlier saying that they have lost two to three lots. She added that they completely revised their rooflines, their massing, their architecture, and they have listened and have worked with staff. She explained that they did not propose to do the Work Session like they would expect on a blank slate piece of property because of the existence of the preschool. She indicated that it is not slighting the Commission at all but working closely with staff, and

they felt that frankly, the Work Session was not necessary. She noted, however, that they did have not one but two neighborhood informational and workshop sessions where they fielded questions and comments with people who were the most affected by this project and people who live around it. She reiterated that she appreciates the Commission's comments, but feels like she has to defend Ponderosa. She affirmed that they know one thing: that they do their outreach and work with the community, the Commission, and staff more so than a lot of builders do, so she has to take exception to the comments.

Chair Allen stated that she understood and thanked Ms. Hardy for her comments.



CITY COUNCIL AGENDA REPORT

October 6, 2015
Community Development Department

TITLE: CONSIDER A GENERAL PLAN AMENDMENT, REZONING, PLANNED UNIT DEVELOPMENT (PUD) DEVELOPMENT PLAN, MODIFICATIONS TO AN APPROVED SITE PLAN, CONDITIONAL USE PERMIT, GROWTH MANAGEMENT AGREEMENT, AFFORDABLE HOUSING AGREEMENT, AND NEGATIVE DECLARATION AT AN APPROXIMATELY 6.22-ACRE SITE LOCATED AT 3410-3450 CORNERSTONE COURT, ALLOWING FOR THE DEVELOPMENT OF 25 RESIDENTIAL UNITS, OPERATION OF A PRIVATE SCHOOL, AND OTHER SITE CHANGES

APPLICANT: PONDEROSA HOMES II, INC.

SUMMARY

The applications would eliminate the existing church use on the project site and retain the existing school facility, but with a modified operation and site plan, and allow the construction of 25 single-family homes and related on-site improvements, including a common open space, on the remainder of the site. Related land use entitlements include an Affordable Housing Agreement and a Growth Management Agreement.

HOUSING COMMISSION RECOMMENDATION

On August 20, 2015, the Housing Commission recommended approval of an Affordable Housing Agreement, as described in Attachment 5.

PLANNING COMMISSION RECOMMENDATION

On August 12, 2015, the Planning Commission, with three votes in favor and two members abstaining, made the applicable findings and recommended approval of the applications, with design modifications, subject to the conditions of approval in Attachment 1 and Attachment 4.

RECOMMENDATION

1. Find that the project would not have a significant effect on the environment and adopt a resolution adopting the attached Negative Declaration (Attachment 10);
2. Find that the General Plan Land Use Amendment is consistent with the Goals and Policies of the General Plan and adopt a resolution approving a General Plan amendment (P15-0250) to change the land use designation of an approximately 4.23-acre portion of the 6.22-acre site from "Community Facilities – Other Public and Institutional" to "Medium Density Residential";

3. Make the PUD findings for the proposed development plan as listed in the Planning Commission staff report, including the finding that the proposed Planned Unit Development (PUD) rezoning and development plan are consistent with the General Plan and the purposes of the PUD Ordinance, and introduce a draft ordinance approving the Planned Unit Development rezoning (P15-0249) and development plan (PUD-111) to: 1) rezone an approximately 4.23-acre portion of the 6.22-acre site from "Planned Unit Development – Public & Institutional (PUD-P&I) District" to "Planned Unit Development – Medium Density Residential (PUD-MDR) District" and 2) construct 25 detached single-family homes and related site improvements, subject to the conditions of approval listed in Exhibit A of Attachment 1;
4. Adopt a resolution approving the proposed modifications to the existing church site plan (P15-0390) and Conditional Use Permit (P15-0250) to: 1) eliminate the existing church and its related uses and 2) retain the existing preschool/private school facility as a standalone use with a modified operation and site plan, subject to the Conditions of Approval in Exhibit A of Attachment 4;
5. Adopt a resolution approving the Affordable Housing Agreement for the project (Attachment 5); and
6. Adopt a resolution approving the Growth Management Agreement (Attachment 6).

FINANCIAL STATEMENT

The project would be expected to generate revenues to cover its costs of service. Increases in property tax would be used to provide services, such as police and fire services, to the occupants of the dwelling units and students. The applicant will be required to pay development impact fees (e.g., in-lieu park dedication fee, public facilities fee, traffic fees, water/sewer connection fees) that will be used to offset the cost of City facilities and infrastructure, necessitated by development.

BACKGROUND

In July 2002, City Council approved PUD-18 (Ordinance 1866), which comprised:

- 1) 193 single-family homes
- 2) a 172-unit senior apartment complex
- 3) a 23-acre public school option or Medium Density Residential senior housing site
- 4) a 2.5-acre private park
- 5) a 6-acre church site

The Pleasanton Unified School District had a five-year option agreement with Ponderosa Homes to buy the approximately 23-acre public school/Medium Density Residential senior housing site in the development as a potential school facility. The School District chose not to exercise its option to purchase the property and Ponderosa Homes received PUD approval from the City in 2009 to develop the 23-acre portion of the site with 110 detached single-family homes for residents aged 55 and older.

PUD-18 included a Conditional Use Permit for church operations on the 6-acre church site (allowing for a daycare/preschool of 200 students), but a master plan for this site was not approved until September 2006. The approved church master plan included four buildings that, at build-out, would comprise a combined building area of approximately 81,410 square feet, including a 900-seat sanctuary building. Please refer to the Planning Commission staff report (Attachment 8) for detailed background information.

SITE DESCRIPTION

The project site is an approximately 6.22-acre parcel bordered on the south by Busch Road and the Kiewit property, the southwest by Valley Avenue and Oldcastle Precast, the east by Ironwood Drive and the City's Operation Services Center (OSC), the north by Cornerstone Court and the Gardens at Ironwood senior apartment complex, the northwest by single-family homes in the Ironwood Classics subdivision on Nolan and Madsen Courts, and the west by the Iron Horse Trail. The subject property is relatively flat and ingress/egress to the site is provided via Busch Road and Cornerstone Court. There is a gated Emergency Vehicle Access (EVA) at the western end of the existing church parking lot connecting to the Madsen Court cul-de-sac. Figure 1 below shows the project site location.

Figure 1: Project Site Location



The site is currently occupied by the Church's temporary building, the preschool facility, a 211-space parking lot and landscaping.

PROJECT DESCRIPTION

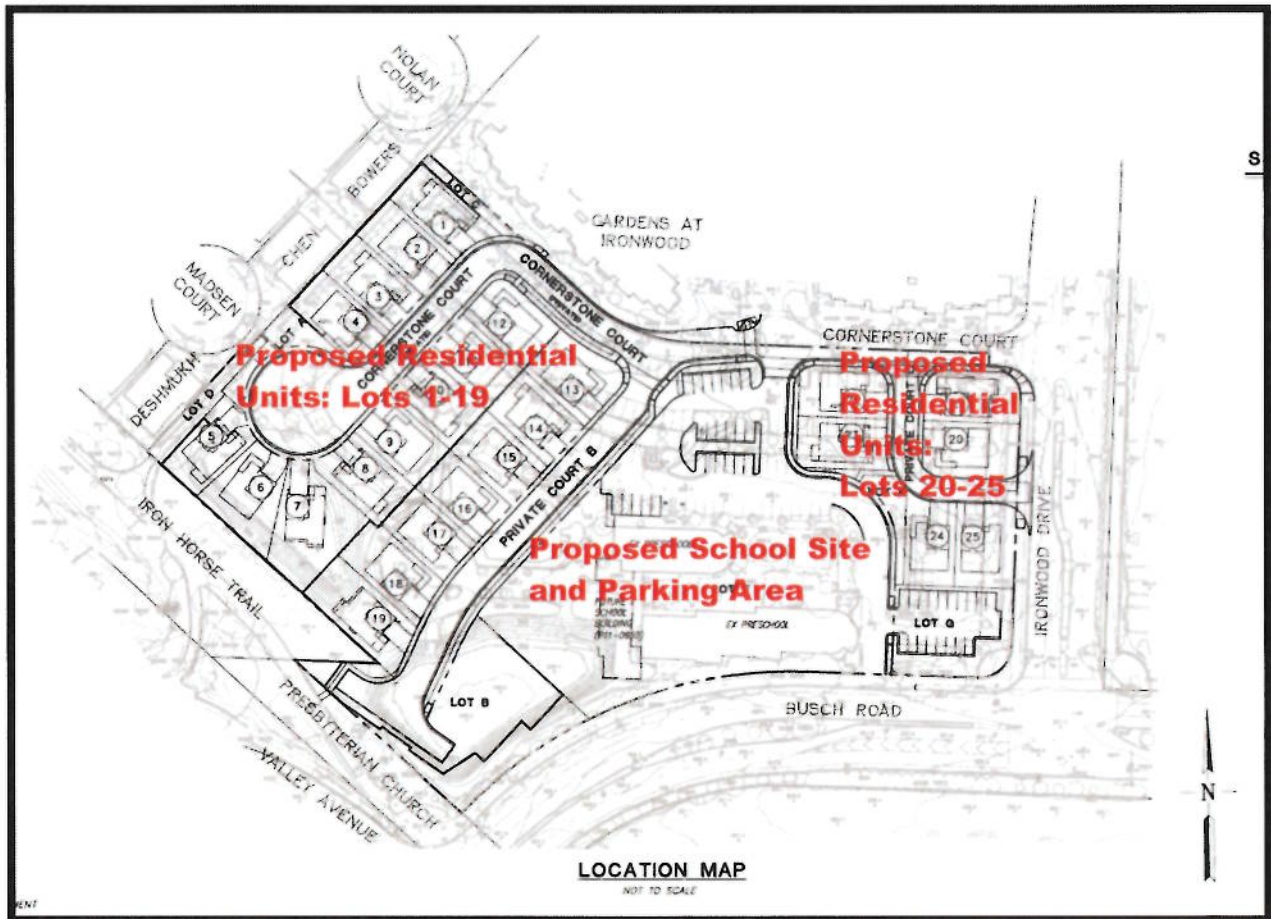
The project consists of a series of related applications that would allow for the elimination of the existing church use on the site; development of 25 detached single-family residential units, internal roadways, private but publicly-accessible on-site open space, and landscaping; operation of a private school with an increase in student enrollment from the current 120 students to a maximum of 294 students; and modifications to the existing parking facilities on-site. The requested entitlements include an amendment to the General Plan land use designation, a PUD rezoning and development plan, modifications to the previously approved church uses and site plan, including eliminating the church use, demolishing the existing church structure, retaining the existing preschool/private school facility as a standalone use, an Affordable Housing Agreement, and a Growth Management Agreement. The project details are described fully in the attached Planning Commission and Housing Commission staff reports (Attachments 8 and 9, respectively).

Since the Planning Commission meeting, the site plan has been modified to address comments made by the Planning Commission. The modifications include the following:

- Removal of two residential lots located between Private Court B and Busch Road;
- Addition of an approximately 11,000-square-foot area that would be used as a publicly-accessible passive recreational area (in the area where two residential lots were removed) – see Lot B in Figure 2 (below);
- Addition of three on-street parking spaces on Cornerstone Court adjacent to the Gardens;
- Relocation of the bio-retention area from the school site to the recreational area; and
- Addition of a separated sidewalk along the southeast side of Private Court B and along the south side of Cornerstone Court (along the sides of Lots 12 and 13)

Figure 2 on the following page shows the project site plan. Please refer to the Planning Commission staff report for a detailed project description.

Figure 2: Project Site Plan



Affordable Housing Agreement

The City's Inclusionary Zoning Ordinance (IZO) requires that applicants of new single-family residential projects of fifteen units or more provide at least 20% of their dwelling units as units affordable to very low, low, and/or moderate income households, pay an in-lieu fee, or use Inclusionary Unit Credits (IUCs) from past projects. Ponderosa Homes provided more affordable units in the Ironwood Development than was required. Thus, Ponderosa Homes was granted 51 IUCs that could be used to satisfy the requirements of the IZO on Ponderosa's Busch Road site or, subject to City Council approval, at other sites in the City.

The Housing Commission, at its August 20, 2015, meeting supported Ponderosa's proposal of using IUCs for this project. The Housing Commission unanimously recommended the approval of the AHA to the City Council. Please refer to the Housing Commission staff report for a detailed discussion (Attachment 9).

Growth Management

The City's Growth Management Program (GMP) allows a total of 235 growth management unit allocations to be issued within a calendar year for new residential units. The GMP requires all new residential projects to obtain Growth Management Unit Allocations (GMUAs) for each residential unit to be constructed. To date in 2015, a total of eight GMUAs have been issued, and there are an additional 13 GMUAs requested and requiring Council's approval. The proposed development would require 25 GMUAs. If the Council approves the 13 pending GMUAs and the 25 requested GMUAs, a total of 46 GMUAs would be issued to-date this calendar year, well below the allocation limit.

The Growth Management Agreement for the project is included with Attachment 6.

PLANNING COMMISSION ACTION

The Planning Commission held a public hearing on August 12, 2015, to review the proposed project. The minutes of this meeting are provided in Attachment 8. Although there was disagreement among some of the Commissioners, the Commissioners generally agreed that the project should be modified to:

- 1) reduce the overall residential density or building footprint to allow for the development of an open space amenity; and
- 2) evaluate the ability to provide additional on-site parking (possibly through a shared parking agreement) for use by residents of the senior apartment units in the Ironwood Development.

The Commission, on a 3:0:2 vote, recommended the approval of the proposed applications by Ponderosa Homes to the City Council, with the project modifications mentioned above (reduction of density, provision of an amenity, and evaluation of additional parking supply). Commissioners O'Connor, Piper, and Ritter voted in favor of the project, with the identified modifications. Chair Allen and Commissioner Nagler abstained, noting that they could support a project on the site, but stating that the project design was not optimal and would have benefitted from a workshop with the Planning Commission.

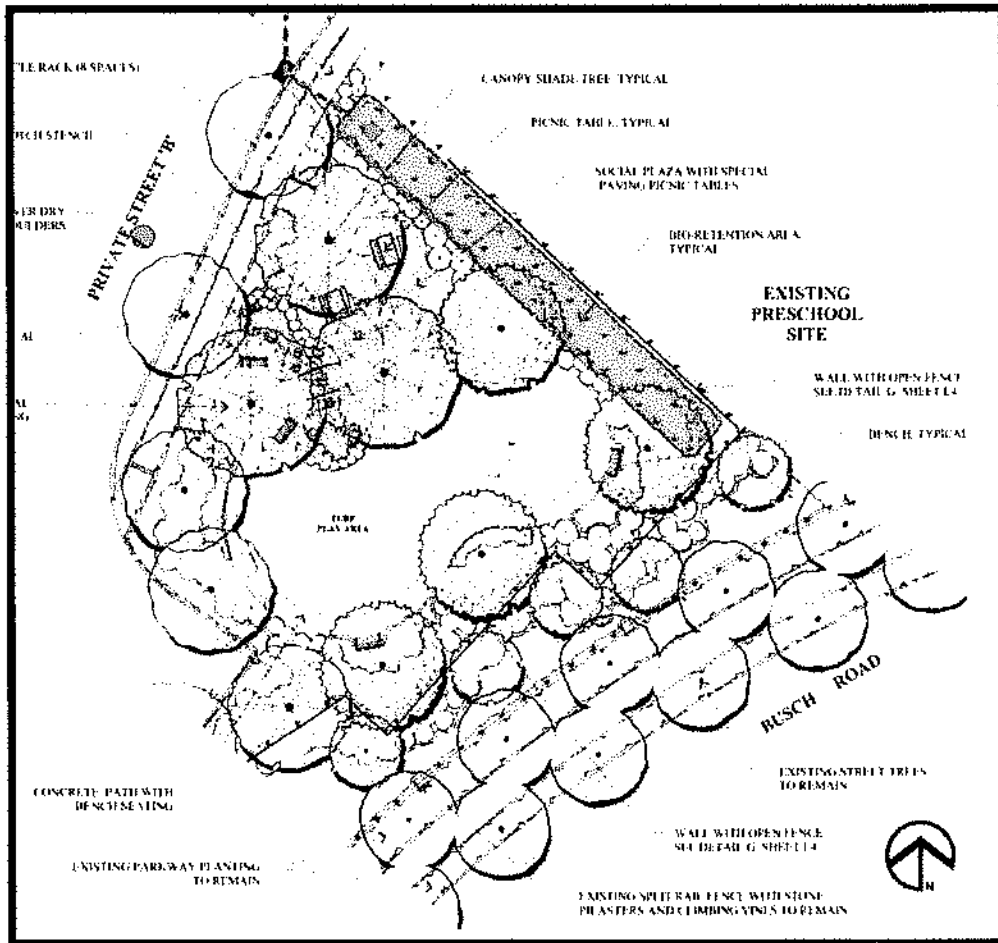
DISCUSSION

Revised Plans

The site plan was revised to reduce the overall residential density to allow for the development of an open space amenity. Specifically, the two lots that were located near Busch Road were removed, reducing the total number of residential units from 27 to 25. The area (approximately 11,000-square-feet) would be used as a passive recreational area, furnished with benches and landscaping, with low-water use species and secured by a wrought-iron style fence or a low masonry wall with a wrought-iron fence on top. The recreational area would be connected to the existing Iron Horse Trail via Private Court B and a five-foot wide trail and would be publically accessible via an

unlocked gate. Figure 3 below shows a preliminary plan for the passive recreational area.

Figure 3: Preliminary Plan for the Recreational Area

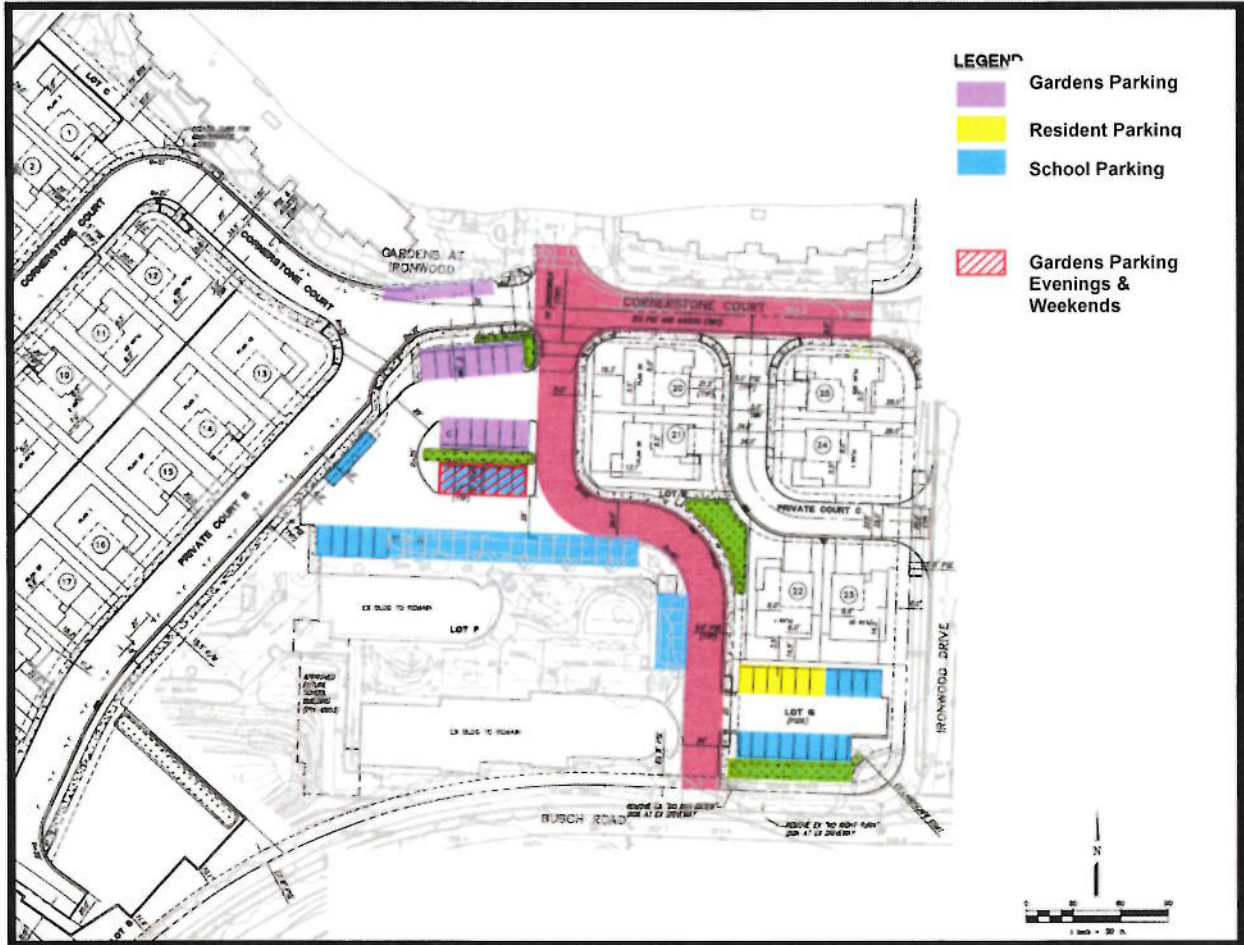


Staff believes that the proposed passive recreational area would satisfy the amenity requirement and would be a positive addition to the site and surrounding neighborhood. The amenity would enhance the aesthetic character of the Busch Road/Valley Avenue intersection and would expand the local supply of publicly-accessible open space.

The site plan was revised to provide additional on-site parking for use by residents of the senior apartment units, the Gardens, in the Ironwood Development. The applicant initially proposed to allocate 13 parking spaces on the project site for use by the Gardens. The site plan now shows an additional three parking spaces on Cornerstone Court within the development area that would be allocated to the Gardens. In addition, the site plan shows that an additional six parking spaces in the school parking area would be allocated to the Gardens as visitor parking in the evenings after school hours (from 6:00 p.m. – 10:00 p.m. Monday through Friday), and on weekends. Overall, a total of 22 parking spaces within the project area would be allocated to the Gardens, a nine space increase from the initially proposed 13 parking spaces. Staff finds that the additional parking spaces would assist in meeting the parking needs at the Gardens

while not adversely affecting the parking for the school and the proposed residential homes. Figure 4 below shows the revised parking allocation.

Figure 4: Parking Allocation



Regional House Need Allocation (RHNA)

The City has already met its RHNA obligation to zone land to meet the anticipated housing demand for the 2015-2023 planning period. While the proposed project would increase the City’s supply of land zoned for above-moderate-income units, it would not be necessary to meet RHNA requirements.

Estimated Water Usage

Based on existing water use data, the project site currently generates a demand of approximately 7,708 gallons per day.¹ With implementation of the project, the land use composition of the site would change. The church uses would be eliminated, school enrollment would increase to 294 students from the current enrollment of 120 students, and 25 residential units would be constructed. The water demand of the residential units would be reduced compared to many other existing single-family residential units in the City because the proposed units include no front lawns and incorporate drought-

¹ Staff’s estimation based on the current average daily water use at the church site.

tolerant landscaping, and would be constructed with the most up-to-date building code requirements for water efficient fixtures. Based on an average estimated daily water use of 276 gallons per day per residential unit the residential component of the project would generate a demand for 6,900 gallons per day.

To estimate school-related water demand, staff evaluated 3- to 5-years of indoor and irrigation-related water use data provided by OSC for two local schools that would have similar operations to the proposed school: 1) Stratford School, an approximately 440-student private school located at 4756 Willow Road and 2) Alisal Elementary School, an approximately 551-student public school located at 1454 Santa Rita Road. Based on the available data, the schools generated a demand of between 20 and 22 gallons of water per day per student. Assuming a conservative per-student water demand rate of 22 gallons per student per day, the 294 students on the site would be expected to generate demand for 6,468 gallons of water per day. Thus the total water demand of the project would be approximately 13,368 gallons per day, a net increase of 5,660 gallons per day over existing conditions. A recommended condition of approval (included in Attachment 1) requires that the applicant receive verification from the Zone 7 water agency confirming that sufficient water is available for the project.

Peak-Hour Vehicular Trips

The proposed 25 single-family homes and private school would replace the approved church facility which, at build-out, would have a daycare/preschool with an enrollment of 200 children, a 900-seat sanctuary building, and a combined building area of approximately 81,410 square feet.

The school is conditioned to retain its current State-licensed capacity of 120 students unless a transportation and circulation study is conducted that shows increased enrollment would not adversely affect local traffic conditions or result in a shortage of parking. Ultimately, the school desires to increase enrollment to 294 students. In order to better understand the traffic implications of the project, staff analyzed trip generation under three scenarios:

1. Existing Conditions: church and existing 120-student school
2. Approved: church site at its built-out condition under current approvals
3. Project, including:
 - a. Proposed – 25 residential units and a private school with 120 students
 - b. Proposed Future – 25 residential units and a private school with 294 students

Table 2 on the following page shows the AM peak period trip generation for each of these scenarios based on the 9th Edition of the Institute of Transportation Engineers Trip Generation Handbook (ITE).

Scenarios 1, 2, and 3a are most relevant to the discussion at this time, since Scenario 3b would require additional traffic analysis by the private school operator, and a license modification from the State. Scenario 3a (proposed – 25 units and 120 student preschool) would result in 27 additional AM peak vehicle trips compared to Scenario 1

(existing conditions) and 94 fewer trips than Scenario 2 (approved church and K-8 private school).

Table 2: Trip Generation Scenarios

Land Use	Size	Unit	Rate	AM Peak Hour		
				Total	In	Out
Scenario 1: Existing Conditions						
Daycare	120	Students	0.8	96	51	45
Church	6.2	1,000 sf	0.56	4	2	2
Total Trips				100	53	47
Scenario 2: Approved						
Private School (K-8)	207	Students	0.9	187	99	88
Church	61.066	1,000 sf	0.56	34	18	16
Total Trips				221	117	104
Scenario 3a: Proposed Project (25 residences + 120 students)						
Private School (K-8)	120	Students	0.9	108	57	51
Residential	25	Dwelling Unit	0.75	19	10	9
Total Trips				127	67	60
Scenario 3b: Proposed Future Project (25 residences + 294 students)						
Private School (K-8)	294	Students	0.9	265	140	125
Residential	25	Dwelling Unit	0.75	19	10	9
Total Trips				284	150	134

Note: sf = square feet

PUD FINDINGS

Please refer to the attached Planning Commission staff report, pages 20-22 for a discussion of the considerations needed to approve the proposed PUD Development Plan.

PUBLIC COMMENT & NOTICE

Notices regarding the City Council public hearing were mailed to the surrounding property owners and tenants within a 1,000-foot radius of the project site. Staff received 13 emails from the public, the vast majority of which opposed the project due to concerns related to drought, traffic, school capacity, and other issues related to growth.

OTHER PUBLIC BENEFITS

In addition to the applicable fees and requirements, the applicant has offered community benefits, including providing \$1,000 per lot (\$25,000 total based on the proposed site plan), which can be used for public purposes such as implementation of projects identified in the City's Park and Recreation Master Plan. The applicant has also agreed to repaint the sound wall on Valley Avenue located between Busch Road and Santa Rita Road. These additional items, which have been offered by the applicant, have been included in the project conditions of approval.

ENVIRONMENTAL ASSESSMENT

An Initial Study/Negative Declaration has been prepared for the proposed project. Based on the Initial Study, which analyzed the previously-proposed 27-unit residential project, staff believes that the project would not have any significant environmental impacts. Staff, therefore, believes that the Initial Study/Negative Declaration is the appropriate environmental document for review of the project and is in conformance with the California Environmental Quality Act (CEQA). If the City Council concurs with this environmental assessment, it must make the finding that the Initial Study/Negative Declaration adequately evaluates the potential environmental impacts of the project prior to taking action on the project.

CONCLUSION

The applicant has revised the proposed project in response to the Planning Commission's comments, resulting in overall improvements to the streetscape, onsite amenity and open space areas, and overall project cohesiveness. Specifically, the applicant reduced the number of residential units from 27 to 25 and added an 11,000-square-foot passive recreational area that could be used by project residents and the general public. The applicant also increased the number of parking stalls designated for use by Gardens residents from 13 to 22 (including six spaces limited to evening and weekend use), helping meet parking demand at the Gardens. Staff finds that the proposed revisions would improve the overall development and benefit the residents as well as the public.

Submitted by:

Fiscal Review:

Approved by:

Gerry Beaudin
Director of Community
Development

Tina Olson
Director of Finance

Nelson Fialho
City Manager

Attachments:

1. Draft City Council Ordinance for PUD Rezoning and Development Plan (PUD-111) with Exhibit A, Recommended Conditions of Approval
2. Draft City Council Resolution approving the General Plan Amendment
3. Draft City Council Resolution adopting the Negative Declaration
4. Draft City Council Resolution approving modifications to the previously approved church site plan and conditional use permit to eliminate the church and retain the preschool/private school facility as a standalone use, subject to Conditions of Approval in Exhibit A
5. Draft City Council Resolution approving the Affordable Housing Agreement
6. Draft City Council Resolution approving the Growth Management Agreement
7. Proposed Development Plans
The following items are available upon request:
 - *Health Risk Assessment Memorandum by Deduk*
 - *Tree Report by HortScience, Inc.*
 - *Noise Assessment Study by Edward Pack Associates, Inc.*
 - *Green Point Checklist*
 - *Initial Study/Negative Declaration*
8. August 12, 2015 Planning Commission Meeting Report (without attachments) and Draft excerpts of the August 12, 2015 Planning Commission Meeting Minutes
9. August 20, 2015 Housing Commission Staff Report (without attachments) and Draft Meeting Minutes
10. Public Comments
11. Location and Noticing Map

Jenny Soo

From: Jan Webster
Sent: Friday, January 29, 2016 2:25 PM
To: Jenny Soo
Cc: Mark Candland
Subject: Tentative Map/Pamela Hardy, Ponderosa Homes II, Inc

Hello Jenny,

Thank you for responding to my telephone call regarding parking issues that will multiply once construction begins on the 25 home project contiguous to "The Gardens at Ironwood Senior Apartments".

Existing on site parking for the 172 living units consists of 128 parking spaces which includes handicapped, reserved, and temporary spaces in front of the office. There are 16 spaces set aside in the church parking lot for guests and overflow. These spots will be affected by the creation of new streets and the building of the 25 new homes for years.

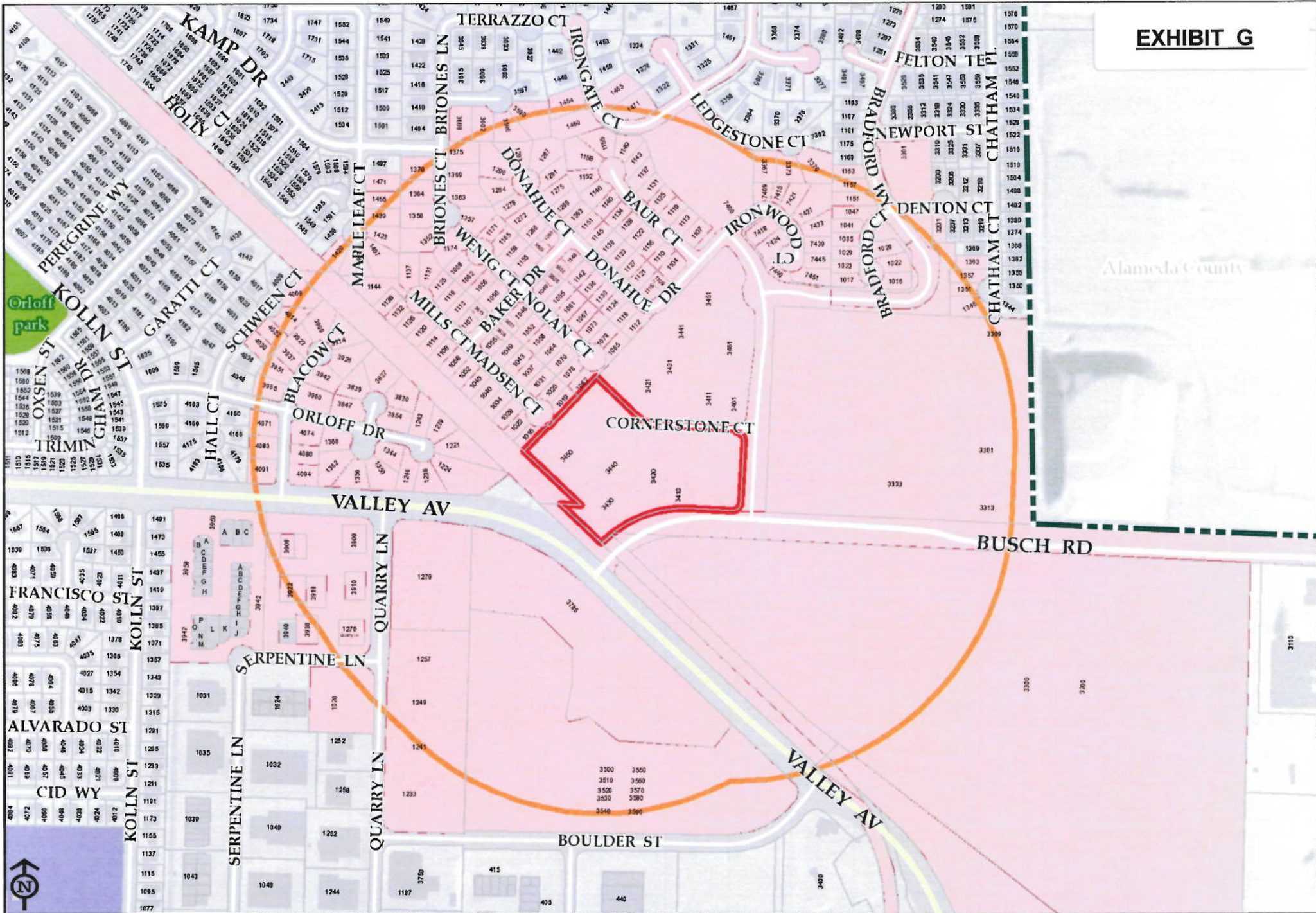
I feel that on-site management is not concerned because they are very much aware that their "waiting list" for rental units is very big, and their complex will not suffer from an unacceptable vacancy factor. I feel, however, that for the greater good of the tenants, their caregivers, and guests, they should not be heavily impacted in a negative manner

My suggested resolution is that Donahue Drive, and/or Ironwood Drive should be opened up to public parking, at least, on a temporary basis. Donahue Drive has at least 350 feet of available parking and is 32 feet wide, but "no parking" signs are posted on each side. Additionally, if the "no parking" sign on Ironwood Ct. was moved across the street by a fire hydrant, three additional parking spaces could be created and the street would be safer as no car parked near the hydrant would protrude into the traffic lane.

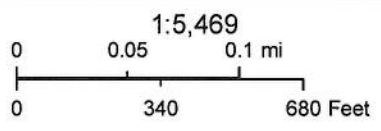
Regardless of an agreement with apartment management regarding parking on Donahue, it does not serve the general public and tenants well, and the Apartment Ownership should reconsider the agreement, again, for the greater good.

Thank you,
Jan Webster

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



Alameda County



PUD-111/TRACT 8257, 3430-3450 Cornerstone

Planning Division
February 4, 2016

