

EXHIBIT A-1

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 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, and landscaping between the project site and the existing Iron Horse Trail. 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>	<i>20 feet/11.2-20 feet</i>
<i>Side (interior/street-side)</i>	<i>5 feet</i>
<i>Rear</i>	<i>8.8 feet</i>
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 applicant shall, as part of the tentative map submittal, provide a detailed location and design for a passive recreational area adjacent to the Iron Horse Trail Corridor to serve as a public amenity to the surrounding neighborhood and community at-large. This amenity may be designed as a small-to-medium sized informal gathering place with seating areas for pedestrians and bicyclists

accessing the Iron Horse Trail, maintained by the project's homeowners association. The size and features of this gathering place, such as benches and landscaping, are subject to the review and approval by the Planning Commission.

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 close proximity 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 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 location. The street-side side yard fence for Lots 12 and 13 shall follow the street-side sideyard requirement of the R-1-6,500 District. The street-side side yard fence for Lots 22, 26-27 may be located on the street-side side property line. This fence location detail shall be reflected on the plan set submitted for issuance of a building permit and shall be included in the subdivision improvement plans.
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 side property lines of Lots 19 and 20) 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.
28. All parking spaces 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 be eliminated. This revision shall be reflected on the improvement plan.

Engineering Division

50. 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.
51. The project developer shall install trash capture devices as needed to meet NPDES C.10 requirements.

52. 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.
53. The project developer shall provide a public sanitary sewer easement as proposed within Lot C of this PUD map from Busch Garden Investors to the City of Pleasanton, on behalf of public, prior to the approval of vesting tentative map.
54. 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.
55. The project developer shall provide details of the drainage on Lot D of this PUD plan as part of the improvement plan.
56. The project developer shall identify the maintenance responsibility of the perimeter fencing and masonry wall.
57. 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.
58. 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 approval of the vesting tentative map.
59. 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.
60. The project developer shall construct a transit shelter with trash receptacles at the existing bus turnout on Valley Avenue (northwesterly of Busch Road). The shelter and trash receptacle design shall be approved by the Director of Community Development prior to issuance of project building permits. An encroachment permit shall be obtained prior to installation. Lighting shall be provided if determined necessary by the City Engineer.

Traffic Division

61. 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

62. 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.
63. Prior to project final, front yard and street side landscaping for the residential development shall be installed and inspected by the Planning Division.
64. 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.
65. 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.
66. 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.
67. 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.
68. 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.
69. 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.

70. 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.
71. 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."
72. 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

73. 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).
74. 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.

Police Department

75. On site security shall be provided during all phases of construction to avoid thefts of materials. Video security is acceptable.

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, 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.

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 final map/parcel map shall be required to subdivide the property into 34 lots.
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:

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 in 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}

**EXHIBIT A-2
CONDITIONS OF APPROVAL**

**P15-0390
Site and Use Modifications
3410-3450 Cornerstone Drive**

PROJECT SPECIFIC CONDITIONS

Planning Division

1. The proposed school activities and operations shall conform substantially to the plans and narrative, Exhibit B, dated "Received June 23, 2015," on file with the Planning Division, except as modified by the following conditions. Minor changes to the approved activities and/or operation may be approved by the Director of Community Development if found to be in substantial conformance with the approved exhibits.
2. The church use approved as part of PUD-18 shall become null and void when the approval of this application becomes effective.
3. The previous site plan and buildings approved under Case Nos. PDR-377 (church master plan), PDR-537 (sprung structure) are null and void on the effective date of this application (P15-0390) except that an approximately 20,344 square-foot preschool building (including the approved but unbuilt 13,968 square-foot portion of the preschool building) approved under Case No. PDR-377 shall remain valid.
4. The proposed Montessori West school shall replace the existing preschool.
5. Montessori West shall be operated at the capacity of 120 students and 15 staff members. Prior to an increase in student and/or staff capacity, the applicant shall submit a parking survey prepared by a transportation consultant to assess parking adequacy at the school site and traffic/operational impacts generated from the school. If the report shows that the proposed enrollment increase would not adversely affect parking supply, circulation, and traffic, the Director of Community Development may approve the increase or refer it the Planning Commission for review and action.
6. No school uses/activities approved as part of this application for the school land on the west side of the buildings. The land on the west side of the building shall be landscaped.
7. If the operation of Montessori West with 120 students results in conflicts pertaining to parking, noise, traffic, or other impacts, at the discretion of the Director of Community Development, this approval may be referred to the Planning Commission for subsequent review at a public hearing. If necessary,

the Planning Commission may modify or add conditions of approval to mitigate such impacts, or may revoke said conditional use permit.

8. Montessori West shall provide drop-off and pick-up policies and a circulation plan detailing the area(s) designated for student drop-off and pick-off on the site plan, means to facilitate safe and efficient on-site circulation, and measures to maintain on-site parking and circulation to ensure the residential neighborhoods are least impacted. The drop-off/pick-up plan shall be provided prior to issuance of a building for the site modification, and are subject to review and approval by the Director of Community Development and Traffic Engineer.
9. If additional hours of operation or activities beyond those proposed in the applicant's written narrative or as modified by these conditions are desired, prior City review and approval is required. The Director of Community Development may approve the modification or refer the matter to the Planning Commission if judged to be substantial.
10. Prior to an individual working and/or providing services at the school, said persons shall complete and pass a criminal background check. The administrator of Montessori West shall submit a letter to the Planning Division stating that all persons at the school have satisfied this condition.
11. Prior to an individual working and/or providing services at the school, the administrator of Montessori West shall require said persons to undergo and pass first-aid and CPR training. The applicant shall ensure that these certifications are current at all times. The applicant shall submit a letter to the Planning Division stating that all persons at the school have satisfied this condition.
12. Children 12 years old and younger shall be signed in/out of the school by a parent and/or legal guardian.
13. Prior to commencing enrollment, the administrator of Montessori West shall prepare and submit a disaster plan for the school to the Planning Division and shall ensure that it is always in effect for the school.
14. This conditional use permit shall lapse and shall become void one year following the date on which the use permit became effective, unless prior to the expiration of one year a building permit is issued to modify the existing site plan or the applicant or his or her successor has filed a request for extension with the zoning administrator pursuant to the provisions of Section 18.12.030.

STANDARD CONDITIONS

Planning Division

15. The applicant and/or staff/employees/volunteers/faculty shall maintain the area surrounding the school in a clean and orderly manner at all times.

16. 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 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.

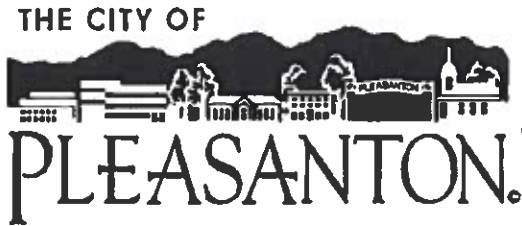
CODE REQUIREMENTS

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.

17. The business shall comply with the Chapter 9.24 of the Pleasanton Municipal Code (Smoking in Public and Work Places).

18. At no time shall balloons, banners, pennants, or other attention-getting devices be utilized on the site except as allowed by Section 18.96.060K of the Zoning Ordinance for grand openings or by Section 18.116.040 of the Zoning Ordinance if approved as part of a temporary conditional use permit. At no time shall spot lighting be used in conjunction with such grand openings and/or promotional events.

[end]



**Planning Commission
Staff Report**

June 26, 2002
Item 6.a.

- SUBJECT:** Workshop for the Busch Property (PUD-18/PGPA-4/PGM-6)
- APPLICANT:** Ponderosa Homes
- PROPERTY OWNERS:** Mary E. Dana and the Velma Busch Estate
- PURPOSE:** Application to construct a 192-lot single-family residential subdivision, a 172-unit senior apartment project, and an approximately 6-acre church facility; and to designate an approximately 20-acre public school facility site.
- GENERAL PLAN:** Low, Medium, and High Density Residential, with Neighborhood Park
- ZONING:** The property is not currently within the incorporated limits of Pleasanton and, therefore, does not have a City zoning designation.
- LOCATION:** 92 acres northwesterly of the Operations Service Center, between Busch Road and Mohr Avenue and easterly of the former Southern Pacific Railroad Corridor and located at the easternmost terminus of Mohr Avenue
- ATTACHMENTS:**
1. Location Map
 2. Exhibit "A" Site Plan, Grading and Utility Plan, Tree Plan/ Busch Road Plan, Overall Conceptual Landscape Plans for Overall Project, Private Park, Senior Housing, Project Entrances, and Trail, Architectural Plans for Estate Lots, Busch 9,000's, Busch 5,500's, and Senior Apartments, dated "Received June 13, 2002"
 3. Written Narrative from Ponderosa Homes describing project, dated June 14, 2002
 4. Letter from the Pleasanton Presbyterian Church, dated May 8, 2002
 5. Preliminary Green Building Checklist, dated June 17, 2002
 6. Preliminary Traffic Report Results
 7. City Council Workshop Staff Reports, Materials, and Minutes from June 19, 2001, August 20, 2001, September 20, 2001, and January 29, 2002
 8. Draft Minutes of the May 16, 2002 Housing Commission Meeting and Affordable Housing Agreement

BACKGROUND

The Busch property (otherwise known as “Ponderosa Homes” or the “Pumpkin Patch”) is one of the few large remaining undeveloped properties designated for development in the City’s General Plan. Presently, it is an unincorporated 92-acre farm with two farmhouses and several out-buildings on the south side of Mohr Avenue, near its eastern terminus. Ponderosa Homes has 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 still live on the property.

The Busch property has a long planning history. During the review of the General Plan in 1996, the site was designated as an “Area of Special Interest” and specific direction was given on how the site should be developed. Later in 1996, Ponderosa Homes prepared a plan it believed was in conformance with the direction of the then-recently approved General Plan. Neighborhood issues not addressed in the General Plan review generated considerable controversy, however, and after several neighborhood and Planning Commission meetings failed to resolve these, 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 new hearings were held.

The revised 300 single-family home plan with 5-acre neighborhood park was ultimately approved by the City Council in December 1997. However, the approval was referended and later rescinded by the City Council. The Council also began at that time processing an “East Pleasanton Study” including the Busch Property and surrounding vacant and under-developed properties. Although a boundary, scope of work, and committee process were approved by the Council, the East Pleasanton Study Committee was never formed, and, most recently, the East Pleasanton Study was given low priority by the Council and no work will be undertaken on this study in the near future. The Council, however, gave a high priority to an East Pleasanton traffic circulation study, consisting of a slightly broader scope than the East Pleasanton study area but limited to traffic circulation issues. This study was begun in 2001 and three meetings were held to gather neighborhood input into this process and possible alternatives. This study was put on hold to allow completion of the City’s new traffic model which is tentatively scheduled to be considered by the Council at its upcoming July 16th hearing.

Last year, Ponderosa Homes approached the City indicating that it sought to gain an updated vision of the preferred uses/ development pattern for the property, rather than relying on past City direction provided in the 1996 General Plan for this site. A series of 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 describe both opportunities and constraints which they feel are important in the development of this site. Four City Council workshops with the public and Ponderosa Homes were held on June 19, 2001, August 20, 2001, September 20, 2001, and January 29, 2002. Throughout these public workshops,

different bubble diagrams showing possible land uses and layouts on the property were introduced and discussed. As the workshops progressed, new master plans were developed for discussion at the next workshop. At the January 20, 2002 workshop, the City Council reached a consensus to direct Ponderosa Homes to pursue conceptual master plan, Option "F" which included the following conceptual land uses and acreage:

Option "F"

- 1) Seven 19,000 sq. ft. lots along the south side of Mohr Avenue on 3.1 acres
- 2) Seventy-five 9,000 sq. ft. lots connecting to Kamp Drive and Mohr Avenue on 26.5 acres
- 3) Ninety-two 5,500 sq. ft. 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) Three-acre Parcel to be sold to City for Corporation Yard Expansion

PROJECT DESCRIPTION

Ponderosa Homes has now prepared detailed plans which provide specific design details for their proposed project based on Option F. A comparison of how this plan compares with Option F is as follows:

	<i>Proposed Plan</i>	<i>Option F Master Plan</i>
<u>Low Density Residential:</u> Busch Residences 19,000 ± sq. ft. lots	2 to be retained on 2.6 acres 7 lots on 3.13 acres	2 to be retained on 2.8 acres 7 lots on 3.13 acres
<u>Medium Density Residential:</u> 9,000 ± sq. ft. lots (MDR) 5,500 ± sq. ft. SFR lots (MDR) and 16 Duets	71 lots on 23.3 acres 112 lots on 24.1 acres	75 lots on 26.5 acres 108 lots on 21.5 acres
Church Site	6.0 acres	6.0 acres
Senior Housing	172 apartments on 6.26 acres	6.0 acres
Private Park	2.5 acres	2.3 acres
School Site	21.3 acres	21.3 acres
City Corporation Yard Expansion	2.5 acres	3.0 acres

Key Points of Ponderosa Homes' Proposal:

- The street pattern in the project has been designed to eliminate any street connections within the development that would connect Kamp Drive, Mohr Avenue, or Busch Road to each other. Thirty-one 9,000 sq. ft. lot homes on the west side of the site would be connected to Kamp Drive. Seven estate (19,000 sq. ft.) homes on the south side of Mohr Avenue and forty 9,000 sq. ft. lot homes on the east side of the site would have an access onto Mohr Avenue. All remaining new development, including the 5,500 sq. ft. lots and duets, the senior housing, the church, and the school, would have vehicular access from Busch Road.
- The two northern cul-de-sacs extending from Kamp Drive and Mohr Avenue were assumed to be connected on Option F, but are now shown as not being connected for vehicular traffic. Only an emergency vehicle access (EVA) is shown to connect the two cul-de-sacs.
- Mohr Avenue would become a cul-de-sac, ending within the development. Current unimproved Mohr Avenue right-of-way at its present terminus would be added to the rear yards of the new lots and Hanson Aggregates' (future Zone 7 land) to the north.
- At the request of a number of these residents, Ponderosa Homes is offering to deed a 10 ft. wide strip of land between its site and the existing lot owners along the east side of Maple Leaf Drive which abut their site. This would give control of a buffer area to these neighbors.
- Affordability Program/ Inclusionary Housing: Half of the senior apartment units would be affordable (20% to very low- and 80% to low-income). Other affordable-by-design housing opportunities would include the 16 duet units in the 5,500 sq. ft. lot neighborhood and the offering of an optional one-bedroom second unit above the garages of the estate homes. The low income units equate to 23.7% of this total project.
- The Pleasanton Unified School District (PUSD) has a five-year option agreement with Ponderosa Homes to buy the 21-acre school site for use as a potential school facility. In the event that PUSD does not exercise its option to purchase the property, Ponderosa Homes would like to develop the site as medium-density senior housing.
- Church Site: The Pleasanton Presbyterian Church has indicated that it is currently working with its architect to design a phased, long-range master plan for the 6-acre church site. Although no specific building designs have yet been developed, it's anticipated that the uses would include a sanctuary, child day-care facility, classrooms, administrative offices, and a fellowship/ multi-purpose building.
- The 2.5-acre private park would include a fenced cabana club with swimming pool, cabana building, and barbecue. Although this cabana club is intended to be primarily for use by the residents of the single-family homes, Ponderosa Homes is exploring a mechanism to allow a certain number of pool passes to be made available to the residents of the senior apartments and a limited number of residents in the surrounding neighborhoods. This cabana club facility and other, yet undetermined, landscape areas in this development would be maintained by a homeowners association.

- A multi-use trail is shown which would connect the Iron Horse Trail with the existing Martin Avenue multi-use trail. No landscaping or trail improvements to the Iron Horse Trail corridor are currently shown, although Ponderosa Homes has indicated that it would consider completing some improvements to this trail.

DISCUSSION

General Plan Land Use Designations and Proposed Amendments

Current General Plan Policies

During the 1996 General Plan update, the Busch Property was defined as an “Area of Special Interest” which identified specific design details to be considered for future development of the site. These include a “traditional planning” subdivision design, generous front yard setbacks along Mohr Avenue, preservation of the two existing heritage residences, and at least nine acres of parkland (includes up to three acres of landscape improvements to the Iron Horse Trail Corridor). A maximum of four housing units per acre was to be permitted for the Medium Density Residential-designated area, with a potential increase of an additional one unit per acre for a superb “traditional design” concept.

The Land Use Map for the General Plan shows the 91-acre Busch Property comprised of the following land uses: 6 acres of High Density Residential area, 66 acres of Medium Density Residential area, 6 acres of neighborhood park, and approximately 13 acres of Low Density Residential area.

Given the passage of time since the last “vision” for the site (the 1996 General Plan) and a number of changes in this area since the update, the City Council felt that the site warranted a fresh look. In the interest of developing the best plan for the neighborhoods and community for this site, the Council felt that the updated “vision” did not need to match the existing General Plan and that amendments to the General Plan could be included as part of the overall “project.”

Proposed General Plan Amendments

The proposed site plan developed by Ponderosa Homes is not a “neo-traditional” design as originally contemplated by the 1996 General Plan committee, although it does have some attractive “traditional” subdivision design features such as separated sidewalks with 6 ft. wide planter strips and a centrally-located park. However, this plan does follow the General Plan direction concerning generous setbacks for the new homes along Mohr Avenue and the preservation of the two heritage residences. The new homes fronting Mohr Avenue would have generous 30 ft. front yard setbacks and the two existing Busch heritage homes would be preserved on larger 1-acre lots. The proposed land uses would include 6 acres of High Density Residential-designated area (senior housing), 5.7-acres of Low Density Residential-designated area (two existing Busch residences and 7 new 19,000 sq. ft. lots), approximately 50 acres of Medium Density Residential-designated area (the 9,000 sq. ft. lots, 5,500 sq. ft. lots, and private cabana club), and 8.5

acres of Public and Institutional-designated area (6.0 acres for the church site and 2.5 acres for the City's Corporation Yard expansion).

The proposed amendments to the Land Use Element of the General Plan which would be needed to approve this plan would include the deletion of the Busch Property discussion from the "Areas of Special Interest." The Land Use Element would need to be revised to show the addition of the potential school site to Table II-6 and the revision of the MDR-designated land from 66 to 70 acres for the property on Table IV-10. Also, although no specific reference was made in the Conservation and Open Space Element, a 6-acre neighborhood park shown to be created on this property would need to be deleted from the Land Use Map. Lastly, the Land Use Map for the General Plan would need to be revised to reflect the change to the acreage of the land use designations for the property as follows:

	Current General Plan (acres)	Proposed Amendments (acres)
<i>Low Density Residential</i>	13	6
<i>Medium Density Residential</i>	66	50
<i>High Density Residential</i>	6	6
<i>Neighborhood Park</i>	6	None
<i>Public & Institutional</i>	None	9
<i>Public & Institutional/ Medium Density Residential</i>	None	21

Individual Land Use Components

Low-Density Residential

Approximately 6-acres of the site along the south side of Mohr Avenue are shown to be developed at a low-density residential density of 1.5 du/acre. A total of 9 homes would be located in this area, 2 existing homes and 7 new estate homes.

Existing Busch Residences

The two existing Busch farmhouse residences would be retained on two lots totaling 2.6 acres. Although members of the Busch family would continue to reside in these homes, development standards have been proposed for future remodels or replacements of these homes which are similar to the City's R-1-40,000 sq. ft. development standards for similarly-sized lots.

Estate Lots - 19,000 Sq. Ft. Lots

The 7 new estate homes would be located on lots with a minimum size of approximately 18,200 sq. ft. and greater. The three westernmost lots (Lots 32-34) are slightly less than 19,000 sq. ft., the other four estate lots (Lots 35-38) are larger than 19,000 sq. ft. The setbacks and site development standards for these seven lots include a generous 30 ft. setback from their Mohr Avenue front property line, a 20 ft. rear yard setback, and a minimum 10 ft. side yard setback on each side. A maximum 30% floor area ratio (FAR) would be permitted. Two house models are proposed for these lots and each model would have a minimum of three exterior architectural styles for buyers to choose from. The first model (Plan Two) would be a single-story, 3,768 sq. ft. home with an attached 3-car garage at the rear corner of the house with a generous, 10 ft. deep front porch. An optional 640 sq. ft. bonus room or second-unit would be available over the rear garage. The second plan (Plan Three) would be a two-story, 4,451 sq. ft. home with an attached 3-car garage also at the rear of the home. An optional 640 sq. ft. bonus room or second-unit would also be available over the garage. This model would have a wraparound front and side porch. All seven of these homes would have driveways entering directly onto Mohr Avenue.

- Query whether the lot widths should be adjusted so that all seven of the lots have a minimum lot size of 19,000 sq. ft.
- Query whether there should be an established minimum number of the single-story model built on these lots. If so, should any specific lots be designated to have the single-story homes built on them?
- Staff finds the architectural design of these homes with the rear garage and front porch to be quite attractive and to contain elements considered beneficial in creating pedestrian-oriented streetscapes.
- The size of the homes on these lots appears to be comparable to the larger homes in the Mohr/ Martin neighborhood on the north side of the street, but larger than those in the Kamp Drive/ Mohr neighborhood to the west. Does the Planning Commission find these homes to be appropriately sized in context with the homes in the surrounding neighborhoods?
- Query whether some more architectural detailing, such as material accents, window details, etc., shown on the fronts of these seven estate homes should perhaps be carried around to the sides and rear of the homes. Also, staff believes that the basic exterior material, whether it be lap siding, stucco, or shingles, should be carried around to all four sides of the structure.
- The second-unit option over the garage is similar to that being offered in the Bernal Project. A purchaser could opt to have the second-story built by Ponderosa Homes during the initial construction of the home, and it would be covered under a blanket second unit use permit with specific conditions regulating its use. Conditions would include now standard requirements such as one of the units would have to be owner-occupied, an on-site parking space would need to be available to the occupant of the unit, etc.

Medium-Density Residential

The medium density residential component of Ponderosa Homes' plan consists of the 71 homes on the 9,000 sq. ft. lots, the 96 homes on the 5,500 sq. ft. lots, and the 16 duet units on approximately 47.5 acres, or a density of 3.85 du/acre. The 2.5-acre private cabana club would also be on land designated as Medium Density Residential.

Maple Leaf Drive Interface

Ten of the 9,000 sq. ft. lots back onto the existing lots along the east side of Maple Leaf Drive and two 5,500 sq. ft. lots have side yard relationships to Maple Leaf Drive lots. Ponderosa Homes is proposing to transfer ten feet of its property, at an agreed upon fee, to the existing homeowners if all the homeowners agree. Ponderosa Homes has also agreed to build a new 7 ft. high wood fence (6 ft. solid fence and 1 ft. lattice) along this new rear property line but is currently not proposing to landscape or connect the side fences to the Maple Leaf Drive homeowners' existing fences. All new homes on the ten 9,000 sq. ft. lots would be built with a minimum 25 ft. rear yard setback to all one-story portions of the new homes and a 35 ft. setback to all new second-story portions. The two homes on the 5,500 sq. ft. lots would have 20 ft. and 25 ft. side yard setbacks to the proposed two-story homes.

- Query whether the increased setbacks (25 ft. to single-story portions and 35 ft. to two-story portions) should be included as a PUD requirement and recorded in a deed restriction, thereby binding future lot owners to uphold these increased setbacks if they desire to add on to the homes at some point in the future.
- Query the unknown terms of the 10 ft. property transfer to the Maple Leaf Drive homeowners and whether any additional improvements should be completed by Ponderosa Homes before transferring the property. "Side deals" with neighbors not incorporated in conditions or clearly made a part of a project have had checkered histories: some work, some don't. Staff believes it would be beneficial for Ponderosa Homes to construct side yard fencing on the 10 ft. strip to meet the terminus of the homeowners' existing side yard fences.
- Query what will happen if all the Maple Leaf Drive homeowners' are unable or unwilling to purchase the 10 ft. strip of land from Ponderosa Homes. Are the increased setbacks (25 ft. to single-story and 35 ft. to two-story) for the new homes then taken from the Maple Leaf Drive existing rear lot lines?
- Query whether the 5,500 sq. ft. lots are satisfactory in size, relationship, and setback to Maple Leaf Drive homes. Should the 9,000 sq. ft. lots extend further south? Adding lots to "I" Court increases traffic on Kamp Drive.

9,000 Sq. Ft. Lots

There would be 71 lots in this product type that would be located in the northern areas of the site, next to the existing Kamp Drive neighborhood and extending to the east to abut the future school site and City Corporation Yard. The resultant density of this product type would be approximately 3.0 du/acre. The site development standards include a 20 ft. front yard setback, 9 ft. side yard setbacks, and 20 ft. rear yard setbacks. The maximum allowable FAR for these lots would be 48%.

Three house models are proposed for these lots; one model would be a single-story and the other would be two-story homes. All three models would have an option for 3 garage spaces, and none would include a second-unit option. Plan One would be a single-story, 3,215 sq. ft. home. Plan Two would be a two-story, 4,216 sq. ft. home (includes optional bonus room and Bedroom 6). Plan Three would be a two-story, 4,259 sq. ft. home. Plans Two and Three would have a small porch at the front of the home, while Plan One would have a semi-enclosed front courtyard.

- The optional one-car garage space on Plan One would likely necessitate paving a large portion of the front yard to provide access to this space. Query whether this optional garage should be eliminated for this reason.
- The proposed 48% FAR for these minimum 9,000 sq. ft. lots is on the high end for similarly-sized lots in Pleasanton, although certainly smaller lots (4,500 to 6,000 sq. ft.) have been approved with similar, if not higher, FARs. There was some discussion at the City Council workshops concerning the size of the new homes and some comments were made to provide homes of varying sizes. The homes on these 9,000 sq. ft. lots are essentially the same size as those proposed for the 19,000 sq. ft. lots, but larger than those proposed for the 5,500 sq. ft. lots. Are the house sizes for these lots appropriately-sized, or should smaller models be introduced?
- Query whether some additional architectural detailing, such as material accents, window details, etc., shown on the front of these models should be carried around to the sides and rear of the homes.
- Query whether the architectural styles that have lap siding on the fronts should also have lap siding carried around to the sides and rear building elevations. If stopped, is it stopped at an architecturally appropriate place?
- Query whether a minimum number of the single-story homes should be required on these lots to provide for an interesting and varied streetscape. Staff always supports the use of single-story homes or homes with single-story elements on corner lots for a more aesthetically-pleasing streetscape.
- Lot 27 on "I" Court is a particularly large lot that could, in staff's opinion, be reduced to a "normal" size, allowing the excess area to be used to enhance the pedestrian walkway and to improve the lot's fencing interface with "J" Court.
- "F" Court has the rears of Lots 95 and 96 adjacent to it, creating wall/ landscaping issues. Is the homeowners association-maintained landscaping a satisfactory solution, or should

the 9,000 sq. ft. lots extend along its full extent (increasing the 9,000 sq. ft. lots and decreasing the 5,500 sq. ft. lots on "G" Court)?

5,500 Sq. Ft. Lots and Duets

Three single-family models and one duet model are proposed for the 5,500 sq. ft. lots. Of these lots, 96 would have single-family homes and the other 16 lots would have a duet home (actual lot size for a duet would be approximately 2,990 sq. ft.). The resultant density of these 112 units on 24 acres would be 4.5 du/acre. The proposed siting standards for these homes include a 20 ft. front yard setback (15 ft. to a porch), a 5 ft. side yard setback, and a 15 ft. rear yard setback. Lots 143 and 144 would have larger side yard setbacks of 25 ft. and 20 ft., respectively, on their side yards that adjoin the existing Maple Leaf Drive residences. A maximum FAR of 56% is proposed for these homes on the 5,500 sq. ft. lots which is consistent with homes on similarly-sized lots in other PUDs built in Pleasanton within the past decade.

All of these homes are proposed to be two-story and all models would have three different architectural styles. The three single-story models would be 2,647 sq. ft., 2,877 sq. ft., and 3,044 sq. ft. with 3-car tandem garages. The duets which are targeted to be affordable-by-design are 1,416 (Plan A) and 1,774 sq. ft. (Plan B) with 2-car garages.

- Plans One and Two have small porches with dimensions minimizing their functional use as outdoor living spaces. Query whether opportunities should be explored to increase the usable dimensions of these porches to create more useful activity areas at the fronts of the homes. Plan Three has an ample open courtyard at the front of the home and also has an attractive second floor balcony at the front entrance to the home.
- Query whether some additional architectural detailing, such as material accents, window details, etc., shown on the front of these models should be carried around to the sides and rears of the homes. Given the relatively small side yard setbacks between the homes, the emphasis has been placed on the front and rear building elevations. Also of note, the top windows on the rear elevation have been given full architectural treatment whereas the first floor windows on the rear elevation have not. The Planning Commission may wish to discuss to what degree it would like to see the first floor rear windows and both floors on the side building elevations articulated with more detail.
- Query whether the architectural styles that have lap siding on the fronts should also have lap siding carried around to the sides and rear building elevations. If stopped, is it stopped at an architecturally appropriate location?
- Query what an appropriate product mix should be for this product type. Are three models sufficient? Is the house size range acceptable? Should a mix be specified, i.e. 30% minimum of each house model? Providing a minimum number of each model would guarantee that the streetscape is varied and interesting.
- Query the lotting plans at the ends of "J" and "K" Courts. Staff believes the fencing and pedestrian walkway designs for the end of "J" and "I" Courts could be improved by re-

ducing the size of Lot 132, similar to the surrounding lots. "K" Court is a bit more problematic concerning fence alignments, driveway access, etc. and staff believes that Ponderosa Homes should examine alternatives to their current configuration for the Commission's review at a subsequent hearing.

- Is the pedestrian access to the "Iron Horse" trail adequate? Is the rear yard orientation to this trail satisfactory?

Senior Housing (High Density Residential)

A total of 172 senior apartment units would be constructed on 6.26 acres of the Busch property with the proposed development. The resultant density of this portion of the project would be 27.5 du/acre. Of these 172 apartments, 86 would be rented at a market rate rent and 86 would be designated for below market rate rental. The project is intended for active, independent seniors who are a minimum of 62 years of age or older.

The site plan layout, building design, and floor plans for the units are patterned after the Stanley Junction Senior Apartments on Stanley Boulevard ("Little Stanley") developed by Mike Maden. Proposed on-site amenities include a 2,200 sq. ft. community room with an attached manager's office, additional storage facilities, a kitchen, and a patio seating area for residents. On the exterior of this building, the plan includes a central mail pick-up and a covered shelter for seniors awaiting transportation. Although an on-site manager would reside on the property, no common dining area, medical facilities, or on-site senior care workers are proposed with this project.

A total of 150 one bedroom and 22 two bedroom apartments are proposed. The one bedroom units would be 650 sq. ft. in size, and the two bedroom units would be 805 sq. ft. in size. All units would include private kitchens and patios or balconies, with communal laundry rooms accessible in each building. Some of the units, including two of the affordable units, would be fully wheelchair accessible.

Driveway access to the parking lot would be provided from both the private cul-de-sac shared with the church and from "Q" Street. A total of 129 parking spaces are proposed for the site—117 spaces for residents, 11 spaces for guests, and 1 van parking space. Parking spaces are distributed throughout the development to allow for access from each of the buildings. The proposed parking ratio of .68 spaces per unit is similar, though slightly lower, than other senior housing projects approved in Pleasanton. Based on past experience, however, staff feels this ratio would be sufficient to absorb the demand for parking on this site.

The proposed 8 ft. wide pedestrian trail linking Mohr Avenue with the Iron Horse Trail would provide seniors with pedestrian access to the private park, located directly north of the senior housing. A limited number of seniors would be permitted to use the private pool and cabana fa-

cilities in the park at any given time. Seniors would also have relatively easy access to the church proposed directly south of the senior housing.

For access to locations not within walking distance (e.g. grocery stores, retail shopping, the senior center, etc.), the developer has indicated a willingness to work with the City and the transit authority on developing transit service for the project; however, no specific details have been agreed upon. Staff notes that the City's Dial-A-Ride program as currently structured would be unable to manage the additional volume from a facility of this size. The Planning Commission may want to consider whether a private van would be appropriate for this type of facility or whether staff should work with Wheels to develop new routing/bus stops near the senior housing. The City has required other senior housing developers in the past to provide private van service for its residents.

The architecture proposed for the building is residential in character. It incorporates stucco walls with wood trim and columns and provides some variation in the wall planes. Asphalt composition shingles are proposed for the hipped roofs. Three of the buildings are two-story in height (Buildings 2, 4, and 5) with 32 units in each building. Building 1 is predominantly two-story in height with a smaller third-story in the center of the building. The building nearest the church property is proposed to house 44 apartments with the entire building being three-story. This building would be 37 ft. in height. All of the buildings include an elevator for second and third floor access.

The site plan shows a 15 ft. setback from the property lines to the private patios and balconies and a 25 ft. setback to the building wall. On the northwest property line, where the project is adjacent to proposed single-family residences, a 25 ft. setback is maintained from the property line/ fenceline of the homes to the private patios and balconies.

A variety of trees, shrubs, and groundcover are proposed for the site. A buffer of landscaping between the senior housing and the City's operations services center is proposed in the form of trees on both sides of "Q" Street, in the "Q" street median, and with additional trees along the pedestrian trail on the east side of the senior housing parcel. A landscape buffer of trees between the church and the senior apartments on the private cul-de-sac is also proposed.

- This site was determined to be an acceptable location for senior housing by the Planning Commission.
- Is the site plan acceptable, with the buildings ringing the central parking area and with the height/ location of the three-story buildings?
- Is the density satisfactory? Should it be increased by adding more third-story units? Should it be decreased by eliminating the third story?
- Is the parking ratio satisfactory?
- Are sufficient on-site amenities available?
- Are the building architecture and landscape plan satisfactory?

Church Site

The Pleasanton Presbyterian Church (PPC) is proposing to build a new facility on the 6.03-acre portion of the Busch property designated for a future church. This portion of the site is located at the corner of Valley Avenue and Busch Road. Development would be phased over a 10-year period and would allow the PPC to relocate from their current location in Pleasanton. The PPC is currently developing a master plan for the site. No preliminary site plans or detailed architectural plans have been completed; rather, general uses and building sizes have been identified.

With this development, the church use would be approved on the site and the master plan and design of the facility would be subject to design review and conditional use permit approval by the City at a later date. The attached letter provides detailed information on the potential on-site uses, with a vision to the future expansion and development of the proposed facility.

In summary, the church facility (with anticipated expansions) would be 75,600 sq. ft. in size, and would include the following:

- ◆ A 22,200 sq. ft. sanctuary with seating for 900. This building would also house classrooms, a bookstore, and a nursery.
- ◆ A 20,300 sq. ft. preschool building;
- ◆ A 16,500 sq. ft. adult education building;
- ◆ A 15,400 sq. ft. activity center and kitchen;
- ◆ A 1,500 sq. ft. storage and equipment facility; and
- ◆ A 2,000 sq. ft. outdoor memorial garden.

Other site improvements that have been identified include: a 300-450 space parking lot, playground areas, and an outdoor fellowship gathering space. Although the siting of the buildings and the parking lots have not been finalized, the proposed square footage equates to a floor area ratio of 29% on the church site. The number of parking spaces proposed for the site is well over the City's requirement of one space for every six seats (150) in the sanctuary. The church believes it will need a minimum of 300 spaces during full attendance of the Sunday services. At this time, the applicant provided a range for the number of parking spaces because the actual number of parking spaces will be dependent on the ability of the site to meet stormwater runoff requirements and the anticipated need for parking.

On-site uses for the PPC site include three Sunday morning services held between 8:30 a.m. and 12:00 p.m., a Sunday evening service and a smaller weekday service to be held from 7:00-9:00 p.m. Full attendance in the sanctuary is expected on major church holidays and during special events. At full capacity, the church expects a staff of 30, excluding daycare workers.

The church would house an expanded version of the existing PPC daycare facility and would accommodate 200 full- and part-time children. The daycare would operate weekdays between 7:00 a.m. and 6:30 p.m. At full capacity a 35 person staff is expected, including teachers and administrators for the daycare. It is anticipated that the church would also provide meeting space to community groups such as the Boy Scouts, Girl Scouts, Alcoholics Anonymous, Indian Princesses, etc. that typically meet on weekdays. A variety of other church-related activities would occur on an infrequent basis, including summer vacation bible school, youth sports camps, and quarterly conferences.

In general, staff believes the proposed uses and preliminary footprint sizes for the church facility to be consistent with other similar facilities in Pleasanton, but additional public and staff review will be completed at such time as detailed plans are submitted by the church.

- Is the church an acceptable use at this size and location?
- Are the range of uses of the church facility satisfactory?

School

The Pleasanton Unified School District (PUSD) has secured a five-year option on 21.27 acres in the northeastern corner of the Busch property. This option allows the PUSD flexibility in planning a future school on the site, whether it be a middle school, magnet high school, or half of the land needed for a comprehensive high school. To date, the PUSD has not identified the specific type of facility it may need on the Busch property. However, 21 acres would be sufficient for a magnet high school, a middle school, or an elementary school. Staff notes that the site also has the potential to be expanded to 40 acres if the PUSD desires to build a comprehensive high school through the purchase of land currently owned by Hanson Aggregates immediately to the east of this site. The PUSD anticipates that if the option were exercised, a new school would not open until approximately 2010.

In the event the school site is not developed, Ponderosa has proposed converting the site to medium density market rate senior housing (e.g. attached townhouses or smaller single family cottages).

- Are the location, access, and relationship to surrounding uses acceptable for a public school facility?
- Is medium density, senior housing a satisfactory alternative use? Should the General Plan be changed and the PUD structured to allow this use now, or should a future change from the school use be required? Should the plan for the senior housing be fully developed at this time (product type, number of units, for sale vs. rental, affordability, etc.)?

Traffic and Circulation

The proposed residential and church components of this project are expected to generate a total of 358 trips during the a.m. peak hour and 417 trips during the p.m. peak hour. The property east of the proposed development is also owned by Ponderosa Homes, and has been planned for a school site. This study includes the school-generated traffic as part of the total project trips for the purpose of evaluating the overall impact of the project's proposed roadway network on existing residential collector streets and on the Citywide roadway system. The estimated number of school trips during the a.m. and p.m. peak hours are 1,160 and 100, respectively.

The project traffic study analyzed 41 intersections throughout the City that were identified in the 2001 Traffic Baseline Report as having existing and future congestion deficiencies along roadways where the new traffic model projected a 10 trip or more peak hour increase in traffic with the completion of the Busch project. The study also included the analysis of project impacts along nine residential roads using the planning methodology recently included in the 2001 Baseline Traffic Report. This method utilizes a "Quality of Life" level of service based on peak hour volume, average daily traffic volume, and vehicle speeds. The method ranks the level of service on an A through F scale using volume levels from the General Plan.

Based on traffic counts taken in 2001, seven of the 41 study intersections were found to operate at LOS E or F using the City's new traffic model and methodology. The mitigation measures for these intersections are identified in the 2001 Baseline Traffic Report.

Under the Existing plus Approved scenario, 21 study intersections are expected to operate at LOS E or F during one or more peak commute hours. This assumes the construction of all "Existing plus Approved" roadway network projects listed in the 2001 Traffic Baseline Report, and the implementation of all of the mitigation measures identified for "Existing" conditions. The mitigation measures for these 21 intersections are also identified in the 2001 Baseline Traffic Report.

Under the Existing plus Approved plus Project (Busch development) scenario, the new project traffic (residential, school, and church) is projected to require additional mitigation measures beyond those identified in the 2001 Traffic Baseline Report at the following six study intersections to maintain LOS D or better conditions.

- First Street and Neal Street
- Hopyard Road and Owens Drive
- Main Street and St. Mary (downtown intersection exempt from LOS D standard)
- Sunol Boulevard/First Street/Bernal Avenue
- Valley Avenue and Busch Road
- Valley Avenue/Stanley Boulevard/Bernal Avenue

Under Buildout plus Project (Busch development) scenario, the project may trigger the need for additional mitigation at the intersection of Hopyard Road at Owens Drive depending on the mitigation measures implemented to facilitate Existing plus Approved intersection traffic flow. The nine local streets included in this study continue to meet the Quality of Life COS standard used in the 2001 Baseline Traffic Report. The development of the project and school would increase traffic on surrounding streets by up to 28 percent.

Cut-through traffic is already having a negative impact on these residential streets. Metering morning traffic entering the area from Stanley Boulevard could reduce background traffic volumes on many of these roadways. The traffic metering planned along Sunol Boulevard during the evening peak hour should have a similar effect along Santa Rita Road which should in turn reduce shortcuts through the neighborhood.

Affordability

Senior Housing

As stated above, fifty percent, or 86 of the proposed senior housing apartments would be designated below-market rental units for low and very-low income seniors. The remaining apartments would remain market rate. The proposed Affordable Housing Agreement between the City and the project developer specifies the affordability mix for the senior apartments as follows:

Size/Type of Unit	Percentage of Area Median Income	Maximum Monthly Income (2002)	Maximum Monthly Rent (2002)	Number of Units
<i>Very Low Income:</i> 1 Bedroom (650 sq. ft.)	50%	\$26,100 ¹	\$745	17
<i>Low Income:</i> 1 Bedroom (650 sq. ft.)	60%	\$29,800 ¹	\$931	69
TOTAL				86

1. Based on the area median income for the Oakland Primary Metropolitan Statistical Area for a household size of 1.

The maximum monthly household incomes and rents shown above are based on a one-person household for the one-bedroom units as stipulated in the attached draft affordable housing agreement. These apartments would be available only to seniors who are 62 years of age or older. They would remain affordable in perpetuity, although the actual location of the affordable units in the building may vary over time as vacancies occur. The precise details would be

included in a regulatory agreement to be approved by the City Manager and the City Attorney if the project is approved.

Staff discussed the potential for including some two-bedroom affordable units in the project mix and designating more of the "affordable" one-bedroom units to be made available at 50% of the area median income, rather than at 60%, but the developer has indicated that they would need additional financial consideration from the City to accomplish this. The Planning Commission may wish to discuss whether the 86 one-bedroom low and very low senior rental units provide the optimum mix of affordable housing for this project, or whether including some of the two-bedroom units as "affordable" should be considered.

The City's Inclusionary Housing ordinance requires that in new single-family residential projects of 15 units or more, at least 20% of the project's dwelling units be affordable to very low, low, and/or moderate income households. In multifamily projects, the ordinance requires that 15% of the dwelling units be affordable to low and very low income households. This project has both single-family and multi-family General Plan designations, so the application of the Inclusionary Housing policies is not clearly defined. At 20% of the entire project, 73 units would need to be affordable. At 20% of the MDR and LDR and 15% of the HDR, 64 units would need to be affordable. The 86 units proposed exceeds both methods of calculating the Inclusionary Housing target. The Planning Commission should note that the senior housing includes market rate units based on the public's request for specialized senior housing not tied to income limits. It should also note the affordability levels- at 50% and 60% of the median income- are more generous than necessary to meet either the threshold for lower-income or moderate-income. The rent for the market-rate units has not yet been determined so it is unknown whether those units would fall within the moderate income limits or not. As illustrated in the above table, the proposed development would meet the inclusionary goals by designating 24% (86 of the total 364) of the housing units affordable to low and very low income senior households in the senior apartment portion of the project.

Duet Units

The proposed development provides sixteen "affordable by design" duets on the 5,500 sq. ft. lots in the single-family portion of the development. These duets would range from 1,416 sq. ft. (3 bedroom model) to 1,774 sq. ft. (4 bedroom model) in size and would be constructed on corner lots to provide separate entryways and garages. Ponderosa Homes estimates that these would sell in the low to mid \$400,000s for the two sizes. This is significantly greater than the approximate \$220,500 maximum sales price that the City has established for a moderate income family of four. Therefore, although the duet prices would certainly be lower than the larger home prices, they would not meet the "affordable" threshold.

Staff is generally pleased with the proposed affordability component of the development. The project would result in a significant addition to the City's stock of below-market housing for seniors while also providing some much needed market-rate senior housing units.

In providing the affordable units, Ponderosa is also seeking a waiver of City fees for the project. As shown below, the total waiver of City fees would be \$1,122,300 (based on current fee levels). In addition, the developer would be automatically eligible for a \$781,688 waiver of the Lower Income Housing Fees since the project would be providing affordable units.

Fee / Amount	Market Units (276 units)	BMR Units (86 units)
Lower Income Housing Fee <i>(\$3,160/unit for single family; \$1,054/unit for multi-family)</i>	<i>(would be automatically waived for all 362 new units; equivalent to \$781,688)</i>	
Public Facilities Fee <i>(\$3,227/unit)</i>	[n/a]	\$277,522
Traffic Development Fee <i>(\$3,212/unit)</i>	[n/a]	\$276,232
In-Lieu Park Dedication Fee <i>(\$4,911/unit)</i>	[n/a]	\$422,346
City Water Connection Fee <i>(\$1,200/unit)</i>	[n/a]	\$103,200
City Sewer Connection Fee <i>(\$500/unit)</i>	[n/a]	\$43,000
TOTAL:		\$1,122,300*

**(Does not include \$962,804 automatic waiver of Lower Income Housing Fee)*

Staff is currently reviewing Ponderosa Homes' fee waiver request. The per-unit subsidy would be approximately \$13,050 per unit for the 86 affordable units (or \$23,300 per unit including the waiver of the Lower Income Housing Fee).

Housing Commission Action

The Housing Commission reviewed the affordable housing component of this project at its meeting on May 16, 2002 and is scheduled to hear this project again at its June 20, 2002 meeting. In general, the Commission supported the proposal, however it raised questions on the small size of the recreation building, the lack of transportation services to be provided, and access to the private park for seniors. The Commission also felt that adding a third story to some of the buildings would be an effective means of increasing the density without detracting from the appearance of the project. In response to this feedback, the project developer increased the recreation building for the seniors from 1,200 to 2,200 sq. ft. in size and added a third story element to the proposal with 20 additional units, thereby increasing density on the site.

The minutes of the May 16, 2002 public hearing are attached for review. The Commission will be reviewing the developer's Affordable Housing Agreement at its June 20, 2002 hearing.

Green Building

A preliminary Green Building proposal for the single-family homes and the senior apartments was submitted to staff by the project developer. The master plan for the church site is still evolving; thus, green building measures have not yet been identified. Staff notes that the developer chose to utilize the Alameda County Waste Management (ACWMA) *New Home Construction Green Building Guidelines* rather than the U.S. Green Building Council's (USGBC) LEED™ (Leadership in Energy and Environmental Design) Rating System for the senior apartment complex. This is consistent with direction given recently by staff to developers of proposed senior assisted living facilities, where it was determined that the ACWMA Green Building Guidelines more accurately addressed this type of "residential" construction. However, the Planning Commission may want to consider requesting the developer to apply both the ACWMA Green Building Guidelines and the LEED™ Rating System to the senior apartments. There are elements in both programs that lend themselves to this type of multifamily development. Staff would not anticipate that a "Certified" LEED™ rating would be achievable on a project of this nature; however, because LEED™ attempts to increase the efficiency of large commercial mechanical and electrical systems, there are potential credits that would not be covered by the ACWMA Green Building Guidelines. Likewise, the ACWMA Green Building Guidelines are tailored to residential construction practices, some of which are pertinent to this multifamily development but would not be included in the LEED™ system.

The preliminary Green Building proposal submitted by Ponderosa Homes lists a variety of green building measures from the ACWMA's *New Home Construction Green Building Guidelines*. However, the full extent to which these features will be incorporated into the project design has not yet been determined. (A copy of the proposal is attached.) The project developer intends to work with staff on a comprehensive green building program for the site. At this time, the design teams for the residential and senior apartments projects have not evaluated the feasibility of integrating various green building measures. The developer expressed a desire to work with staff on an agreed-upon list of green building measures prior to formal project approval.

The Planning Commission may want to give the project developer direction on specific green building measures that warrant inclusion in this development. For example, in the area of renewable energy, the project developer indicates a willingness to make the homes "photovoltaic-ready" by pre-wiring the home, providing space for an inverter, enhancing the roof truss system to support the photovoltaic panels, and installing bi-directional electric meters. However, these measures are identified as a potential optional feature for the homes rather than as a definite option or a standard for the homes.

Previously, the Planning Commission expressed interest in incorporating portions of the Night Breeze system that is installed in the Centex "zero energy" home in Livermore into new homes in Pleasanton. The Night Breeze system is an automated ventilation system developed by the Davis Energy Group. It functions similar to a whole house fan by allowing cool air in during the evening and early morning hours while filtering out dust and pollen. In a well-insulated

home, this cool air remains indoors, reducing the need for air conditioning on hot days. Staff does not believe that the Night Breeze system is commercially available at this time and has discussed the possibility of installing whole house fans as a standard with the developer. Although not automated and mechanically slightly different, staff feels this would provide a reasonable substitute. In the Green Building proposal submitted, the project developer indicates that Ponderosa would consider incorporating whole house fans as a standard or an optional feature in their homes.

- Staff intends to continue working with Ponderosa Homes to finalize a Green Building proposal that specifically identifies the various green building measures to be included in the homes and the senior apartments.
- The Planning Commission should provide direction on whether the senior apartments should be evaluated with the ACWMA Green Building Guidelines or the USGBC LEED™ Rating System, or both.
- The Commission is also asked to provide direction to Ponderosa Homes and staff on any specific green building measures the Commission feels should be included in the single-family homes, such as a whole house fan, etc., or the senior apartments in this development.
- Query whether the single-family homes should include pre-wiring measures for photovoltaic panels as currently being required in other residential projects.

Park and Trail Amenities

The 1996 General Plan identified a 6-acre neighborhood park to be constructed on the Busch Property. However, during the City Council workshops, a consensus was reached to explore the use of a private cabana club as has successfully been used in other developments. Also discussed were recreational opportunities afforded by two existing neighborhood parks to the north and west, as well as the future General Plan-designated, 35-acre community park site located immediately to the east of this site on the Hanson property.

As mentioned above, the private cabana club would be owned and maintained by the project's homeowners association. However, based on comments made during the Council workshops, Ponderosa Homes is exploring means to make a set number of annual passes available for use for the seniors living in the senior apartments who may wish to use the pool, as well as to offer a limited number of memberships to residents in the surrounding neighborhoods.

- Query whether the proposed cabana club facility should be expanded to include any other uses/ facilities, such as a tot lot play area, meeting room, etc., or moved from the center of the site to create a larger, unobstructed play area.

A multi-use trail is shown to be built connecting Busch Road to the existing multi-use trail along the east side of Martin Avenue, although no specifics are given as to its width or surfacc design.

Also, although no improvements are shown to the Iron Horse Trail, Ponderosa Homes has indicated that it is exploring opportunities to make landscaping improvements to the area along its frontage and possibly construct a portion of the trail.

- Query the thru-site multi-use trail's width and design of its surface. Also, consider whether the pedestrian circulation through this development would be enhanced by adding a pedestrian walkway at the end of "M" Court to link with the senior housing sidewalks to encourage interaction between the neighborhoods.
- Query the extent of improvements to the Iron Horse Trail corridor. The previous proposal by Ponderosa Homes included landscaping 3 acres of the corridor and constructing the paved trail from Busch Road to Mohr Avenue. Staff believes that landscaping the corridor that abuts this project, as well as building the trail surface itself to Mohr Avenue would be beneficial park improvements for the existing neighborhoods to help compensate for the removal of the proposed in-tract neighborhood park.

Stormwater and Utility Systems

As a result of new stormwater permitting requirements likely to be adopted for Alameda County, new development of sites with over 1 acre of impervious material (hard surface which sheds water) will be required to develop a plan to pretreat and slow water into stream/arroyo systems. Most of the larger projects, including the SFWD and Vineyard Avenue Corridor residential developments, have such plans that include grassy swales, detention areas, etc. In preliminary discussions with Ponderosa Homes, staff has identified several alternatives for pretreating and slowing water runoff from their project. Potential design alternatives include slight depressions (rather than mounding) in the landscape planter strips between the streets and sidewalks, depressed grass/play areas around the cabana club, and bioswales in the medians, etc. If designed well, these features can be attractive and decorative components of new development, as well as an important part of maintaining the quality of our streams and bay.

Another opportunity to address these water quality requirements is off-site, in conjunction with the above-listed onsite measures. It would require Ponderosa Homes to work with Zone 7 and Hanson Aggregates to construct a bioswale (vegetation-lined swale) along the east side of Martin Avenue. The stormwater runoff as shown on their current plan is required to be carried to an existing outfall in the Arroyo Mocho via a new pipe which would have to be installed along the east side of Martin Avenue. Constructing a bioswale (vegetation-lined swale) instead of a closed, undergrounded pipe would allow the site's stormwater, as well as other existing stormwater runoff in the area, to be pretreated before reaching the outfall. If Ponderosa Homes is unable to treat an adequate amount of water on-site, this option affords them the opportunity to treat the water off-site.

At the City Council workshops, the concern was raised whether the streets in the existing neighborhoods would have to be torn up to install utilities for the new development. Staff's re-

view of existing sanitary sewer and water lines in the area indicates that it will not be necessary to dig up lines in the existing neighborhood streets. It's anticipated that the only off-site utility work will be building the stormdrain conveyance, whether it's a swale or pipe, down the east side of Martin Avenue. While staff would expect that the phone company and PGE may need to access some of their existing infrastructure to tie in the new services, no major replacement of infrastructure is anticipated.

- Query what measures should be explored for use both on- and off-site to pretreat and slow the rate of stormwater runoff from the project. Should the open space areas be considered for detaining water during a storm? Should a bioswale along the east side of Martin Avenue be considered for treating both on-site water, as well as any off-site water which can be handled?

Areawide Opportunities/ Effects

The Busch Property is located at the western edge of the eastern, undeveloped area of the City, adjacent to existing development patterns on its northerly and westerly edges. A key issue in the Council workshops was not only the project's relationship with/ effects on the existing development, but also on opportunities/ effects on the remainder of the "east side" area. Attached is an aerial photo showing the relationship of the site to its surroundings. Staff sees the Busch Property as a transitional property, where land use patterns make a transition between existing and future uses.

The undeveloped areas to the east and south are primarily sand and gravel related uses -- Hanson Aggregates and Kiewit. With the closing of Hanson's quarrying operations, all of these areas are being reviewed for alternative uses. Elsewhere on the Planning Commission's agenda is a short discussion of the east side, designed to allow the Planning Commission to begin its discussions of land use, circulation, and other issues which will come to the forefront as Hanson proposes alternative uses. That brief discussion notes the Busch Property as a transition zone.

The present Ponderosa proposal can be compatible on a land use basis with any number of ultimate land use options. It transitions nicely to buffer its new uses from the City's operation service center (OSC) activities. It would be compatible with either industrial development on Kiewit/ Hanson (the current General Plan) or possible multiple family housing within the Kiewit/ Hanson property south of Busch Road (the Housing Element Task Force recommendation to review for housing opportunities). The plan allows expansion of the school site and uses this area to buffer the OSC. This plan also satisfactorily could work as a buffer for existing neighborhoods from potentially intensified uses (office park, multiple family housing, service commercial, concentrated development around an ACE train station with access directly to I-580/I-680 via a future El Charro Road, etc.) or enhanced recreational uses (quarry lakes).

Since staff sees this Ponderosa proposal as integrating land uses to serve not only as valuable uses in their own right, but also as buffers for existing neighborhoods from potentially unknown

uses, staff urges the Planning Commission to review the Ponderosa project on its own merits, with due regard for what is being planned around it, but not so wedded to it that it must be processed together with adjoining uses.

Staff Recommendation

Staff recommends that the Planning Commission take public testimony, review these items identified by staff for their discussion, and finally, provide direction to Ponderosa Homes and staff concerning changes to the proposal.

*For comments or questions concerning this proposal, please contact:
Heidi Kline, Associate Planner, at (925) 931-5609 or email: hkline@ci.pleasanton.ca.us
or Tricia Maier, Assistant Planner, at (925) 931-5613 or email: tmaier@ci.pleasanton.ca.us*

Commissioner Sullivan advised that the minutes did not accurately reflect some of his statements. He would like to consider the minutes during the next Planning Commission meeting in order to more thoroughly examine them.

3. **MEETING OPEN FOR ANY MEMBER OF THE AUDIENCE TO ADDRESS THE PLANNING COMMISSION ON ANY ITEM WHICH IS NOT ALREADY ON THE AGENDA**

There were none.

4. **REVISIONS AND OMISSIONS TO THE AGENDA**

Commissioner Sullivan requested that Item 6.f. be heard after Item 6.a.

5. **MATTERS CONTINUED FOR DECISION**

Jerry Iserson advised that Item 6-e would be continued to the meeting of June 26, 2002.

6. **PUBLIC HEARINGS AND OTHER MATTERS**

- a. **Work Study Session for PUD-18/PGPA-4/PGM-6, Ponderosa Homes**
Application to construct a 192-lot single-family residential subdivision, a 172-unit senior apartment project, and a 5.79-acre church facility; and to designate an approximately 20-acre public school facility site on the approximately 92-acre property, commonly referred to as the Busch Property, located at the eastern terminus of Mohr Avenue.

Mr. Iserson presented the staff report, and noted that the series of workshops were being held in order to guide the development process on the site. He described the proposal, and advised that the Housing Commission approved the affordable housing agreement associated with the project on June 20. The Commission recommended a fee waiver on the lower income units and deferred waiving the park dedication fee to the Planning Commission. The Housing Commission recommended a mix of senior units of one-and two bedroom units.

Commissioner Arkin inquired how the five-year option for the school was reached and what would happen if the school did not execute its option.

Mr. Iserson replied that if the five-year option was not executed, he believed that Ponderosa would like to propose additional housing for the property. He added that the five-year option was part of the agreement that they reached, and was estimated to be the amount of time the school needed to make a determination.

In response to Commissioner Arkin's question whether the City was involved in that agreement, Assistant City Attorney Larissa Seto replied that the City may want to

become a party; the site may be a potential site for affordable housing, including senior housing. The nature of the option was still under discussion.

In response to Commissioner Arkin's question, Ms. Seto confirmed that the City was part of the negotiations and has veto power regarding the option. She advised that if the proposal came before the City, it could exercise its zoning authority.

Commissioner Sullivan noted that the Planning Commission would not take any action on this item and that the workshop is an opportunity for the Planning Commission to hear from the developer, and for the community to provide comments. The item would return to the Commission in July for action and would go to the City Council following that action.

Ms. Pam Hardy, Ponderosa Homes, noted that this was the fifth in a series of workshops that commenced in June 2001. She noted that the valuable input from the workshops helped Ponderosa develop the concept, and that the application was filed in March, 2001. She added that the public open house was well attended, and that they received very positive feedback, which was used to refine the revised development application that was submitted to staff.

Ms. Hardy provided an overview of the land use and described the housing proposal, including the three housing product types and locations. She detailed the street systems, and the location of the trail. She noted that the Operations Service Center land would not be needed and that the plan would be modified as such.

In response to Commissioner Roberts's question regarding the design differences between each of the models, Ms. Hardy replied that there were three different façade treatments for each house. She added that there were black and white reductions of those elevations in the Commissioners' packets.

Ms. Hardy advised that they had a detailed plan of the park layout, which included a pool and a small cabana building that would be maintained by the Homeowners Association. She noted that a publicly accessible trail would connect the two neighborhoods, and that a trail link was being provided as per the Master Parks and Trails Plan.

In response to Commissioner Arkin's question whether the senior apartments would have its own recreational facility, Ms. Hardy replied that they would be able to use the community pool and the cabana building. She noted that Mike Goldsworthy would detail that item in more detail.

Commissioner Arkin stated that he believes that the senior apartments should be closer to the recreational facilities, and would like to see more unification in the facilities design. Ms. Hardy noted that they were mindful to provide a site plan design that encouraged the people in the neighborhood to walk amongst neighborhoods and to the park. She noted that it was a fairly short walk to the pool, and that there would be further refinements as the project evolved.

Commissioner Roberts asked why the trail access was not placed along the school option site, rather than wandering through the neighborhoods. Ms. Hardy replied that they proposed to align the trail within the neighborhoods, because they would be most accessible to the residents. She added that the end of Mohr Avenue would become a cul de sac. The neighbors stated their concerns in the workshops about the potential for pedestrian and vehicle access to what could be a future school in that area.

In response to Commissioner Sullivan's question, Ms. Hardy confirmed that they were trying to prevent access from the high school into Mohr Avenue and the rest of the neighborhood. She added that the neighbors spoke very emphatically during the workshop, and that there were existing problems from Amador and Foothill High Schools in that regard.

Mr. Hardy addressed the interface between the project and the adjacent lots in the Maple Leaf neighborhood. Ponderosa Homes was committed to conveying a ten-foot strip to each individual property owner. Over the last several months, they had met with the neighbors, and discussed setbacks, lot sizes, building architecture, and street layout patterns. The neighbors would like the enhanced setback and some level of control over privacy, so that they could be assured that their current level of privacy would continue in the future. Ponderosa would sell a ten-foot strip to each owner for the nominal fee of \$50, and would build an enhanced 7-foot high wood fence in a design that the neighbors liked. Ponderosa proposed that the yard setback be measured from the new property line.

Ms. Hardy noted that Ponderosa would build the side yard and the rear yard fences for the property owners. She displayed a detailed exhibit of the conveyance.

In response to Commissioner Roberts's question whether any opposition to the proposal was anticipated, Ms. Hardy replied that they believed they had a unanimous consensus. She added that representatives from the neighborhood were in attendance, and that they would advise the Commission in that regard. Ponderosa desired that all the property owners accept the ten-foot strip to avoid irregular yard alignment for all the neighbors.

Commissioner Arkin inquired whether the homes in the site plan could be mixed, rather than being segregated into three groups. Ms. Hardy replied that the property owners expressed a desire to have lot sizes and homes that were compatible and consistent with the surrounding areas. In addition, they desired lot feathering that would increase the lot sizes as the homes progressed to the areas of nondevelopment. Lot feathering would also minimize the number of homes that would be accessible from Kamp and Mohr. Ponderosa believed that placing the 78 larger homes on the north side was the best land use pattern for neighborhood.

Ms. Hardy noted that the mix included three different product types and façade treatments. There would be a variety of streetscapes, and she believed it would be a very interesting neighborhood that would blend well with the existing and surrounding neighborhoods. She advised that the duets would be dispersed through the smaller lot

neighborhoods, with the duets primarily on the corners; that particular design would lend itself well to the corners because of the separate driveway and garage access. That kind of building would have massing and scale consistent with the surrounding homes.

Commissioner Sullivan inquired as to the approximate price range of the homes. Ms. Hardy replied that would depend on what the real estate market was like at the time, the size and location of the lot, as well as other lot premiums, such as a cul de sac. She noted that based on the current market, a general range for the duet homes would be from the low- to mid-\$400,000's; the 5,500 square-foot lots would start in the mid \$600,000s; and the larger lots would be in the mid-\$800,000's to \$900,000's; the estate lots would be in the \$1,000,000 range.

Pastor Mike Barris, 7478 Highland Oaks Drive, Pleasanton Presbyterian Church, noted that the Church had been in place for 125 years, and was originally located in the Veteran's Hall. The neighborhood did not want them to grow any larger in their current location, and the City believed they were at the maximum limits of their site. The Church undertook a three-year campaign to raised \$2.5 million for the move, and the design work for the new six-acre campus site was nearly concluded. He noted that there were 400 households in the congregation, with another 100 households served in the preschool, Indian Guides and Princesses. He added that the Church was committed to providing those services to the City, as well as other family-oriented services. He believed the site would be an ideal one to perform that ministry to the community.

Pastor Barris noted that the detailed design plan would be presented to the Planning Commission within several months. He noted that their project architect had designed over 100 church projects.

Lou Dominy, project architect, noted that the congregation had participated in both public workshops and internal church shops. Three goals were developed:

1. The six-acre site would be a positive gateway site to the Busch property, and to Pleasanton as a whole. A gateway solution was envisioned, saying "Church" and "Welcome to Pleasanton";
2. The site would be welcoming and friendly to the community. The buildings were massed so that the edges were a single story, and would grow in height to the center of the building, where the sanctuary would be placed. The Alameda Fairground parking lots were the model for grass-covered perimeter parking for the church, which would also serve as a 20-foot wide greenbelt on campus.
3. The congregation was emphatic that they intended to be good neighbors to the community regarding parking. The congregation has outgrown the current site, and the only friction with the neighbors has been regarding parking. They intended to provide a parking ratio of 2.17:1, when 6:1 was the required ratio. He added that a berm with a retention basin would be built to screen the parking and to capture any water runoff.

In response to Commissioner Arkin's question regarding the type of architecture and materials to be used, Mr. Dominy replied that they were working on that item. He noted that there would be a lot of transparent glass, stone, and steep roofs to connote permanence, durability, openness, and welcoming to the community. He displayed an example of the roof forms that they were considering that would define the heritage of the Presbyterian Church.

Commissioner Arkin noted that he was not comfortable with the description of the architecture, and noted that another nearby religious facility was recently approved. That building was designed in the Craftsman style that he believed fit more into the housing area, and added that it was very attractive. He was concerned whether the materials, especially a lot of glass, would fit into the residential area.

Mr. Dominy noted that one of the Church's main goals was to fit into the community, and added that they would pick up on some of the design themes in the community.

Commissioner Roberts noted that the designs would come through in the PUD.

In response to Commissioner Sullivan's question regarding the approval process for the church, Mr. Iserson replied that they would come back with a conditional use permit and a design review for the church. The PUD development plan process will establish the land use.

Commissioner Sullivan inquired whether the PUD would establish the square footage for the different buildings. Mr. Iserson replied that it would focus on the site acreage, and would outline some general parameters of the site. He added that there would leave a lot open for further review for the applicants upon their return.

Pastor Barris advised that they were intent upon working with the whole neighborhood, and would like to bring the residential areas, the senior residences, the church, and the schools together as a community, not as separate elements of the City.

In response to Commissioner Sullivan's question regarding the number of enrolled students, Pastor Barris noted that the current preschool had an enrollment of 125 students, and they would like to accommodate a maximum of 200 students. Pastor Barris added that they also conducted a summer sports camp, as well as a vacation Bible school.

Mike Goldsworthy, architect, Ponderosa Homes, noted that they held their first workshop with the Housing Commission on May 16 to obtain the Commission's input on the original plans. The first plans had 150 two-story units, higher parking ratios, and a smaller community building. Based on the input from the workshop, they represented the project on June 20, which included five buildings, with an additional 32 to 44 units per building. The original two-story element was similar to the current project. They determined that more affordability should be achieved. They added some three story elements, which increased the number of units from 150 to 172.

Mr. Goldworthy described the site plan for the senior housing, and advised that all units were handicapped accessible and could be made handicapped adaptable if needed. He added that they would build out some full handicapped units. He noted that these units were similar to other Madden projects in the vicinity. He noted that the community room would also have a patio.

In response to Commissioner Roberts's question whether the entrances were through the kitchen, Mr. Goldworthy replied that the units had an entryway, and that they would redesign the kitchen based on input from the Housing Commission. He added that the U-shaped kitchen was handicapped accessible, and that the counters could be lowered. The bathroom was also fully accessible. He added that each building had a centrally located laundry facility.

In response to Commissioner Sullivan's question regarding the layout of the multi-unit buildings, Mr. Goldworthy replied that each unit was entirely situated on the same floor, and that there would be elevators in the building.

In response to Commissioner Arkin's question regarding the cost for handicapped conversions, Mr. Goldworthy replied that they had over 130 units like this, and they had never converted one of them. He added that they were asking for two of the units to be built out to be fully handicapped accessible, and the rest would be handicapped adaptable.

Commissioner Arkin inquired what would be placed in the center of the site. Mr. Goldworthy replied that there would be open landscaping, benches, and trees.

In response to Commissioner Arkin's question whether it would be desirable to the development if the pool and spa facilities were closer to the senior apartments, Mr. Goldworthy replied that their studies showed that those facilities were not a priority to residents of a senior center.

Sandra Lemmons, Deputy Superintendent, Pleasanton Unified School District, 4665 Bernal Avenue, addressed the 21-acre reserve property. She noted that the PUSD worked out the five-year option period with Ponderosa, and added that they were very comfortable with the timeline. The five-year clock would start when the tentative map was approved. In approximately 2007, the projections would enable them to make a decision about the property. The District was very pleased about the parcel in the development, as it abuts the Hansen property. There was the potential to add to the size of the acreage, depending on what kind of facilities the District needed at that time.

In response to Commissioner Arkin's question regarding the availability of the Hansen property, Ms. Lemmons replied that they were in the preliminary stages of divesting themselves of the property. It would not be available in the immediate future. Ms. Lemmons described the process of executing the option, and how the funds would be forwarded at that time. She noted that further details could be provided at a later time.

Ms. Lemmons noted that the District liked the idea of being a partner in this type of development in this area, and that they supported the Pastor in the church's community concept.

In response to Commissioner Sullivan's question regarding the type of school to be placed on the site, Ms. Lemmons replied that they had not limited themselves. She noted that some possibilities included a small, target magnet school, a performing arts school, a math/science school, or a small K-8 school. In response to Commissioner Arkin's question regarding which elementary school would serve the community, she noted that it was too early to make that decision.

THE PUBLIC HEARING WAS OPENED.

Carole Varela, Mohr Avenue, noted that she had lived in Charter Oaks for 15 years, and that she had been actively involved in the Ponderosa/Busch referendum. She inquired how the School District would obtain the money to pay for the option, and whether they would pay market rates at the time. She asked whether the money would come from a bond issue.

Commissioner Sullivan advised that they would note all the questions from the public, and would address them after all the speakers had spoken.

Ms. Varela inquired whether there were any safeguards in place if the School District did not have the monies for the proposed school property, and whether it would revert to the developer. She inquired whether the maintenance road would ever be used as a bypass road.

Commissioner Sullivan noted that it could be conditioned so that it would not do that.

Ms. Varela noted that ten residents on Maple Leaf had accepted the ten-foot extension onto their yard, which she supported. She inquired whether the developer had helped anyone on Mohr Avenue with the traffic issue, and whether any of those residents would receive any benefit. She expressed concern about the Chain of Lakes becoming a school, because it was an attractive nuisance.

Joseph Jones, 3625 Touriga Drive, noted that he served on the Housing Commission, which worked very closely with Ponderosa. He was pleased to see that Ponderosa was very receptive and responsive to the needs of the seniors during the workshops. He noted that the duet/affordable by design units were a good product, and hope to see more of them.

In response to Commissioner Roberts's question whether the 16 duets were included in the affordable housing count for the City's allotment, Mr. Iserson replied that they were not. He added that they were not in the price range associated with lower income families.

Frank Gordet, 1471 Maple Leaf Court, noted that he worked on the referendum, and had originally opposed the project. He was pleased to report that working with the Ponderosa representatives had been very responsive to the residents' needs and concerns through their neighborhood forums. He complimented the Ponderosa staff on traffic distribution and the flow-through, and added that the design benefited both the Kamp and the Mohr Avenue areas. He liked the offset of the lots and the 10-foot setback, which allowed the residents to have space between their homes. He believed the project was a good one and was comfortable in endorsing it.

Mike Reeve, 1557 Maple Leaf Drive, agreed with the previous speaker, and added that working with Ponderosa Homes had been a nice experience. He noted that they had maintained an open dialogue, and that they went out of their way to create something positive for the residents. He added that they had been honest about what they could and could not do, and took the desires of the various groups into account. He noted that he totally supported the project and believed that any major changes in the project would result in a negative reaction on him and his neighbors.

Patricia Belding, 7703 Highland Oaks Drive, noted that she represented the Interfaith Poverty Forum, which promoted affordable housing for low-income people in the community. She recalled the second workshop presented by Ponderosa a year ago, in which the concerns regarding affordable housing were made. Since then, they had met with Ponderosa numerous times, and they had since revised their proposals. Ms. Belding supported their present plan, and believed they did a good job in listening to the concerns of the community. She had suggested that they put more affordable housing units in the development, which they did. She noticed a great spirit of cooperation on Ponderosa Homes' part, and appreciated that, and commended them for their efforts.

Susan Janjigian, 1501 Maple Leaf Drive, noted that all the residents on her street agreed that Ponderosa had been wonderful to work with. She noted that Ponderosa had come a long way in their dealings with the community, especially regarding traffic and methods to calm the heavy traffic. She was also supportive of the offsetting of lot lines and the fence design. She complimented the collaborative efforts between Ponderosa Homes and the residents of Maple Leaf Drive.

Jack Dove, 5250 Case Avenue, noted that bus service was needed to bring people to the site in the future. He suggested that Dial-A-Ride be brought to the senior apartments, and added that he had spoken to representatives from Raley's and Safeway to arrange twice-weekly buses to serve the senior apartments. He noted that the seniors were very active in the community and that it would take a financial commitment to provide these services to them.

In response to Commissioner Roberts' question whether he believed the number and dispersal of the units were sufficient, Mr. Dove replied that the dispersion of the units was not as important as the services and sense of community. He added that many of the services were provided by the residents themselves to help each other; that sense of community was very important to him.

In response to Commissioner Sullivan's question whether a service commitment had been received from Wheels, Mr. Iserson replied that the City would support it, but the dialogue had not been completed.

Peter Cohen, 1602 Martin Avenue, noted that he lived directly across from the site. He noted that he had been involved with the project since 1996. He cautioned against any major changes to the design, and added that it took a lot of adjustment to arrive at the current design. He would not like to see a through connection between Mohr and Busch, and expressed concern about the route between Mohr and El Charro. He believed that a cul-de-sac was needed to calm traffic.

Mr. Cohen suggested coordinating the installation of the sewer line on Martin Avenue with the major resurfacing of the street to follow within a year. He would like to see Court F shortened, and Court O lengthened, and added that a through street would be a deal-breaker. He would like to see a more even distribution of traffic, and believed that Ponderosa Homes had an excellent approach to the project.

Rob Dondero, 1747 Nursery Way, noted that two issues were important to him: trust and traffic. He noted that Ponderosa had developed their trust over time. He noted that he had small children, and that traffic was a very important issue to him. He complimented how Ponderosa developed the trust in the neighborhood. He added that he would like to see the church in the neighborhood, and added that Ponderosa had extended their neighborhood.

Angelo Madrigal, 1455 Maple Leaf Drive, noted that he was an original resident of Charter Oak, and was very pleased with the manner in which Ponderosa handled the issues. He noted that the residents received updates, as well as clear, well-written letters and maps. He appreciated the fact that the Ponderosa representatives had been very receptive to the residents, and believed that the plan was balanced and fair. He believed that they dissipated the traffic as evenly as possible. He noted that Ponderosa had changed his confidence in them, and recalled that the first encounter with Ponderosa showed them to be intimidating and overwhelming. Over time, Ponderosa had gained the neighbors' trust, and he liked and appreciated their efforts. He added that Ponderosa had alleviated some of his fears, and offered to do critter abatement as well. In addition, they would also wash their homes after construction, and build the new fences as well. He believed that they were nice neighbors, and he supported their plan.

Albert Wiemkin, PO Box 969, noted that he had lived in Pleasanton since 1957. He inquired why the low, medium, and high-density housing would be separated. He expressed concern about the storm drain, and believed that 60-inch pipe should be used. He complimented the plan, and believed that it had something for everybody.

THE PUBLIC HEARING WAS CLOSED.

The Planning Commission recessed for a break at 9:02 p.m.

Commissioner Sullivan reconvened the meeting at 9:12 p.m.

Commissioner Sullivan advised that the issues would be addressed, and would leave the hearing as a quasi-open forum with the applicant.

Commissioner Sullivan advised that he had been a member of the group that had referended the first Ponderosa proposal, and he believed this was a refreshing alternative to that experience. He believed that the City was at a turning point in the planning process in Pleasanton. He believed that developers should be able to meet the needs of the residents, as well as deal with the issues of the surrounding infrastructure and sustainability.

Commissioner Roberts noted that Ponderosa had improved its relations with the neighborhood since the first encounter, and had acted as a wonderful example of working with the neighbors. She would like to see that from all the developers.

Commissioner Arkin noted that Ponderosa seemed to be a different company, and asked what had changed.

Ms. Hardy replied that it was the same company, but that she had joined the company in 1998. Jeff Shrader, Vice President of Land Planning joined the company that year, as well; Mark Sweeney was also a partner in this development project.

Commissioner Sullivan advised that they would address the individual items.

Regarding the option, Commissioner Roberts advised that she would like to have some legal handle on it if the school did not use it. She would not like to see the site become another full-blown development, and she did not believe the neighbors would like to see that, either. She suggested that it revert to quasi-public uses, and asked Ms. Seto how that could be accomplished.

Ms. Seto replied that part of the PUD could be zoning the site for Public Institutional use. If the school were not developed, Ponderosa would need to come back and re-zone the site, and be subject to full discretionary review. Mr. Iserson advised that it could be left as a PUD without any particular designation.

Commissioner Arkin noted that he disagreed with that idea. He added that the City had the most leverage with the developer to try to get the best possible deal for the City if the School District did not want the site. Ms. Seto advised that it could not be conditioned in that manner, and that it would probably need to be negotiated between the City and Ponderosa.

Commissioner Sullivan expressed concern about traffic issues generated by a high school. He was not sure he supported a school on this site.

Commissioner Arkin noted that he would support a school on this site, especially a magnet or middle school.

Commissioner Roberts believed that the site would be a good place for a high school.

Commissioner Sullivan asked Ms. Lemmons to respond to the question regarding how the District would pay for the option.

Ms. Lemmons replied that the District had developed a cash flow model, and made an agreement with the developers to charge \$6.63 per square-foot school impact fee. The cash flow would enable the District to build a small high school, an elementary school, or provide for additional growth in the district. The District had already begun the addition of approximately 30 classrooms at Foothill and Amador High Schools. She noted that the issuance of bonds was a possibility, and that there were other options available as well, including State assistance. She noted that this was a straightforward agreement.

Commissioner Sullivan requested staff to provide an analysis of the structure of the agreement when it was solidified.

Mark Sweeney noted that he would strongly object to overlaying any zoning other than public and institutional zoning. He noted that in the negotiations with the neighbors, they sought certainty. He noted that he would like to see the senior housing built with Medium Density. He noted that the option available to the School District would enable them to pay 80% several years after exercising the option, which would be at significant cost to the developer. He noted that the District negotiated hard to reach that agreement. He added that the City Attorney reviewed the option and found it acceptable. He offered to go back to the drawing board and offer a certain number of senior houses for sale.

Regarding individual land use, Commissioner Roberts noted that she liked the different lot sizes, as well as the feathering scheme. She noted that she would like to see a complete architectural detailing of the project. Commissioners Sullivan and Arkin agreed with that request.

Commissioner Roberts expressed concern that the single story units that placed the second unit over the garage may look awkward.

Ms. Hardy noted that she would be happy to bring the full complement of their architectural drawings to the next meeting. She noted that the Legacy project in Livermore would be a good opportunity to see a full-sized plan of the architectural treatments and massing.

In response to Commissioner Roberts' question whether the eucalyptus trees would be removed, Ms. Hardy replied that they would. She further discussed tree removal and undergrounding of utilities. Commissioner Roberts added that the walnut trees were in poor condition.

Regarding the Maple Leaf Drive interface, Commissioner Roberts remarked that she would not want to see two parallel fences set 10 feet apart. Associate Planner Heidi Kline advised that could be memorialized in the conditions of approval.

Regarding the 9,000-square-foot lots, Commissioner Arkin suggested swapping the home placement for a better mix. He noted that he liked the concept of mixing different sized and priced homes in the community, and believed it made the streetscape more interesting and varied.

Commissioner Roberts remarked that the feathering of the lots provided a good site layout.

Commissioner Roberts believed that the 40% FAR was too high.

Commissioner Sullivan expressed concern about the construction of big houses on small lots, and was not sure that was an appropriate density for the neighborhood.

Commissioner Arkin concurred with that assessment, and expressed concern about massing.

In response to Commissioner Roberts' question regarding the number of models available, Ms. Hardy replied that there were three façade styles and three-color schemes.

Commissioner Arkin noted that any side of the homes that is visible from a public area should have more detail to it.

Commissioner Sullivan suggested that the 9,000-square-foot lots should have design details and articulation all the way around the house.

Commissioner Roberts inquired as to the kind of fencing that would be installed. Ms. Hardy replied that enhanced wood fencing would be built in the Maple Leaf neighborhood. She added that a masonry wall would be built along the western portion of the property abutting the Iron Horse Trail.

Commissioner Arkin believed that the architecture for the duets needed to be redone. He believed they were too massive, and needed more articulation in the design.

Regarding the 5,500-square-foot lots, Commissioner Sullivan would like to see smaller houses, less than 2,000 square feet, that would be more affordable. He noted that the City needed to start asking for what the community wants. He advised that there was a huge outcry for affordable, non-subsidized housing for the average citizen. He believed that the duets would also serve that purpose, and did not believe that \$400,000 for a duplex was affordable.

Commissioner Roberts liked staff's suggestions regarding courts and the lotting plans. She would like to see more walkways between the courts, which would enable the kids to get to the parks without forcing their parents to drive more.

Commissioner Roberts agreed with staff's comments regarding the porch, and noted that it was difficult to determine where the front door was. She noted that Commissioner Maas would ask the same question.

Commissioner Sullivan inquired whether the pedestrian access to the Iron Horse Trail was adequate. Ms. Hardy noted that they were continuing to work with Mr. Dominy to finalize a trail design. She reiterated that Mr. Dominy wished for the church to be very open to the community, and that they preferred to have no fencing at that location. She was confident that they could develop a satisfactory trail design.

Regarding the senior housing, Commissioner Roberts complimented the developers on this plan.

Commissioner Arkin remarked that he would like to see it closer to the pool and cabana, and Commissioner Sullivan concurred with that opinion. Commissioner Roberts noted that the residents only had to walk across the circle to reach the pool.

Commissioner Roberts noted that a private van service must be worked out.

Commissioner Arkin recalled that the Housing Commission had addressed the size of the meeting room at senior center, and suggested that it be combined with the cabana for shared use.

Pastor Barris noted that the church hoped to provide meeting services as well.

Commissioner Roberts did not believe that the two bedroom plans should be included in the affordable units.

Commissioner Arkin noted that live-in nursing help could occupy the second bedroom.

Commissioner Sullivan advised that a transportation plan should be devised, and that the transportation services could be partially provided by private services. He did not believe that two handicapped-ready units were sufficient.

Mark Sweeney expressed appreciation for Jack Dove's help. Dial-A-Ride requested that they have their own van so they would not have to provide all the services; Ponderosa agreed to provide that service. He believed they would have a very good transportation package. He noted that the conversion of a unit from handicapped accessible to handicapped equipped would be at the developer's expense. He noted that they would build those units at market demand, and he expressed surprise at how few had actually been needed. He emphasized that if someone needed one, all they had to do was ask.

Commissioner Roberts noted that it would be nice to have the senior housing spread around the City so that it did not look like a retirement community in Florida. She believed that some senior citizens may enjoy being near single-family homes, and not segregated from the rest of the community. Commissioner Arkin concurred with her opinion, and requested that those items be documented.

Commissioner Sullivan suggested examining on-site commercial uses, such as a small grocery store, which would make the senior community more walkable.

Regarding the church, Commissioner Arkin supported the concept, but was concerned about it becoming sprawling and massive. He added that he would support the community's wishes, and hadn't heard any complaints about the design of the church.

Commissioner Sullivan requested that the Ponderosa bring back full conceptual drawings at a public hearing.

Commissioner Roberts liked the design of placing the sanctuary in the middle of the building.

A discussion regarding traffic flow in the area ensued.

Commissioner Sullivan advised that he had some problems with the Traffic Report, particularly regarding the traffic on Valley. He added that he had a lot of problems with the assumptions in the 2001 Traffic Report, particularly with Highway 84. He believed many of the proposed mitigations were not acceptable, including dozens of additional traffic lights, the removal of crosswalks, the Stoneridge Drive Extension, and the West Las Positas interchange. He was not sure that the traffic problems on Valley could be solved.

Commissioner Arkin noted that the traffic on Valley was bad now, and believed that it would become worse.

A discussion with Jeff Knowles on the traffic model ensued.

Regarding traffic and circulation, Commissioner Sullivan believed that there was too much traffic on Mohr and Kamp, and suggested that fewer units be built on those streets.

Commissioner Sullivan noted that he would like to see the City and developer explore traffic calming measures on Mohr to slow the traffic, and that he would like to examine those options with the neighbors.

Ms. Hardy displayed the traffic calming measures, including the tapering of the streets and bulb-outs that would force the drivers to slow down.

Regarding affordability, Commissioner Arkin noted that he did not understand the logic of reducing the other City fees, such as the water connection, park, and traffic fees. He noted that the developer would not be paying their fair share.

Commissioner Sullivan advised that he supported the implementation of incentives regarding affordable housing, but was uncomfortable with the notion of waiving all fees. He noted that staff was currently reviewing Ponderosa Homes' fee waiver request. He believed that incentives brought benefits to the community, but he did not want to give away too much. He believed that there should be more analysis and negotiation regarding this issue.

Commissioner Arkin believed that the fees should not be waived unless they were backfilled from the Low-Income Housing Fund, and that they should not be taken away from someone else.

Commissioner Sullivan advised that the Housing Commission action had already been discussed.

Regarding green building, Commissioner Sullivan noted that until the Green Building Ordinance was passed, he would like to move towards meeting those goals with this application. He noted that he would like to see one zero net energy house in the development; Livermore already had one, and he believed that Pleasanton should have one as well. He believed that the City and the developer should work together to meet as many of the Ordinance goals as possible.

Commissioner Sullivan remarked that staff asked for direction whether the apartments should follow residential guidelines or Leed. He noted that staff could talk to Alameda County Waste Management about that issue.

Regarding park and trail amenities, Commissioner Sullivan inquired why there was a private park/cabana instead of a public facility.

Commissioner Roberts noted that it was a private park because it was only two acres, and the City did not want to manage a park that small.

In response to Commissioner Sullivan's question regarding the availability of the cabana, Ms. Hardy replied that it was a Homeowners Association owned and maintained facility. It would also be available to all the seniors as well, and that would be reflected in the restructured CC&Rs.

In response to Commissioner Sullivan's question whether the existing residents would be able to use the cabana/pool facilities, Ms. Hardy replied that they were discussing that issue with the surrounding neighborhood. She was surprised that they did not get overwhelming support for a possible membership to the cabana/pool facility. She noted that it was very important that the facilities be walkable, and added that the surrounding residents were very concerned about increased traffic impact if the park were any larger.

Commissioner Arkin noted that he would like to see a sign designed by staff and Ponderosa that would be displayed in the main sales office. He believed it was very important for the key disclosures to be listed on this sign, such as airport location and potential school locations.

Regarding storm drains, Commissioner Sullivan noted that he supported an open swale on Martin, and would rather see that than an open pipe spilling the water into the Arroyo.

Ms. Hardy advised that was not feasible due to the grade change differences, which was approximately five to six feet. She noted that the pump would defeat the purpose, because it went uphill.

Commissioner Arkin noted that, in general, he was very pleased with the project.

Mr. Iserson advised the applicants that they would return for the Planning Commission hearing on July 24, 2002.

Commissioner Sullivan noted that Item 6.b. would take between 30 to 45 minutes, but did not want to begin the East Side Study at midnight. He apologized to those who stayed for that item. He noted that it would be the first item on the next agenda.

b. PUD-80-2-17D, E. W. Thorpe

Application for Planned Unit Development Plan design review approval to allow construction of an approximately 22,660 sq. ft., two-story office building located at 6612 Koll Center Parkway (southwest corner of Koll Center Parkway and Valley Avenue). The property is zoned PUD (Planned Unit Development) – I/C-O (Industrial/Commercial - Office).

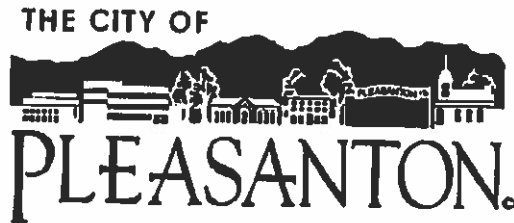
Mr. Iserson summarized the staff report. He noted that this was the last site in the complex to be developed, and recommended approval of this item.

Commissioner Roberts inquired whether there was a possibility of meeting the LEED certification. Mr. Iserson replied that the applicant could respond to that question.

THE PUBLIC HEARING WAS OPENED.

In response to Commissioner Sullivan's question whether the colors on the illustration were the actual colors, E.W. Thorpe (applicant) replied that they were. Commissioner Sullivan expressed concern that they did not match the colors used in the surrounding buildings.

Mr. Thorpe noted that the colors matched the colors on the other buildings. Commissioner Sullivan noted that they did not appear to match.



**Planning Commission
Staff Report**

July 24, 2002
Item 6.a.

- SUBJECT:** PUD-18/PGPA-4/PGM-6, Ponderosa Homes (Busch Property)
- APPLICANT:** Ponderosa Homes
- PROPERTY OWNERS:** Mary E. Dana and the Velma Busch Estate
- PURPOSE:** Application to construct a 192-lot single-family residential subdivision, a 172-unit senior apartment project, and an approximately 6-acre church facility; and to designate an approximately 20-acre public school facility site.
- GENERAL PLAN:** Low, Medium, and High Density Residential, with Neighborhood Park
- ZONING:** The property is not currently within the incorporated limits of Pleasanton and, therefore, does not have a City zoning designation.
- LOCATION:** 92 acres northwesterly of the Operations Service Center, between Busch Road and Mohr Avenue and easterly of the former Southern Pacific Railroad Corridor and located at the easternmost terminus of Mohr Avenue
- ATTACHMENTS:** See attached list.

BACKGROUND

The Busch Property has undergone a long planning history, detailed in the workshop staff report (June 26, 2002, attached). On June 26, 2002, the Planning Commission conducted a workshop on the project (see attached minutes). Ponderosa Homes has made several modifications to its plans as an outgrowth of that workshop, other supplemental reports/studies have been completed, and the project has been scheduled for formal hearing at the July 24, 2002 meeting. This report contains staff's analysis of the project and its recommendations.

REVISED PROJECT DESCRIPTION

The workshop report fully described the project. Several changes have been made and are described below.

General Plan Changes – The General Plan Land Use Element would be changed to accommodate the proposed project. Exhibit C details these changes, summarized below:

- The text describing the Busch Property as an “Area of Special Concern” and its special requirements would be deleted.
- The land use designations would change to match the proposed uses
 - church site a “P&I” (a new use on this site)
 - senior housing as “HDR” (a relocation of existing designation)
 - low-density area as “LDR” (a reduction in LDR area)
 - 9,000-square-foot lots, 5, 500-square-foot lots, duet lots, and cabana as “MDR” (a decrease in MDR area)
 - possible school as “Mixed P&I/MDR” (a new use)

The prior proposal included a 2.5-acre expansion of the O.S.C. designated “P&I.” This has been deleted.

PUD Changes – The development plan has been modified as indicated in the memo dated July 12, 2002, attached. The key changes made after the Planning Commission work session include the following:

- The 2.5-acre City O.S.C. area has been deleted, the street along its northerly border moved southerly, and corresponding adjustments made.
- Court D has an added lot and modified design.
- The School/MDR-senior housing parcel is increased in size.
- Details of the EVAs have been added.
- An additional, one-story model has been added to the 5,500-square-foot product line (Plan 4).
- Storm drainage best management practices have been incorporated in the project design, as feasible.
- The Green Building aspects of the project have been expanded to include a zero-net energy house display model, and a whole-house fan as standard in all homes.

Additional changes are discussed in the following sections.

DISCUSSION

General Plan Amendment

The 1996 land use plan for the Busch Property was the result of quite detailed analysis by the General Plan Review Committee. The last Ponderosa Homes' project – incorporating the concepts of neo-traditional subdivision and house design, centralized public park and significantly fewer units (HDR area developed at 8 units/acre) – did not gain community support. The land use elements now proposed are an outgrowth of four Council-led workshops. The proposed land use mix better meets today's community needs while retaining those elements of the former project which still meet the needs of neighbors, the larger community, and the developer.

The primary purpose of the existing LDR area was to match the land use program on the north side of Mohr Avenue. This is accomplished by the seven LDR lots and the retention of the two farmhouses. The reduction in LDR area does not offset this purpose. The secondary purpose – total units and their traffic – is now met by the cul-de-sac design and limited units which feed onto Kamp Drive (S) and Mohr Avenue.

The HDR area is retained – a key component of meeting the City's inclusionary housing goals – and its new location is a better residential site (away from Busch Road).

The school/MDR designation provides the opportunity for the Pleasanton Unified School District to acquire and use this site for public school purposes consistent with City land use designations. Staff supported this location for a possible high school/magnet school/middle school based on its general location (available to the northeast-east-southeast neighborhoods via major thoroughfares) and the ability of the site to (1) grow onto the adjoining Hanson property if needed, and (2) provide a second street access to either Busch or El Charro easterly of the OSC. The "fallback" option of MDR is essentially the existing General Plan designation. The PUD incorporates the land use limitation to a senior housing project.

The church is proposed to be on P&I-designated land. It could as easily be located on MDR-designated land. However staff prefers to use the more descriptive General Plan designation when a land use is known. The major churches in Pleasanton are designated P&I on the General Plan.

City staff now believe the existing O.S.C. will be of sufficient size at full build-out of the City. Accordingly, staff is no longer seeking additional land here.

Staff's support for the deletion of the public park on the current General Plan is a function of several factors. The project no longer is being designed as a neo-traditional, grid-street pattern project focuses around a central "square" or park; rather, it is now three separate neighborhoods using a normal suburban street pattern. The "focal element" served by the former park is now

compromised. In staff's view, the neighborhoods will be adequately served by existing neighborhood parks (within the City's standards) to the north and west. In addition, a planned community park is planned just to the east, and, if a school is constructed, there exist park-like recreational/open space opportunities with the school. The private park is also a significant community benefit. Staff believes these cabana-type facilities are very valuable in creating a "neighborhood." The street pattern separating neighborhoods and the potential elementary school division along the same north-south split need a strong element like this private park to create a community here. The private park is a stronger tie than a traditional neighborhood park. Staff's support for this change is also buttressed by this project paying full park dedication fees which can be used for community park improvements (e.g., Bernal Property) or park acquisition.

PUD Uses

Staff is satisfied with the location and general uses shown on the development plan.

School Option/MDR-Senior Housing Site – If a school is located on the site, the School Board is responsible for all project elements: location/orientation of buildings, building architecture, site layout, off-street parking supplied, and all environmental mitigations. The City's role is limited to commenting on environmental documents and the proposed plans. Staff believes the site is satisfactorily buffered through the various design elements (backing cul-de-sacs to the west, street along the O.S.C). In addition, the project is constructing a masonry wall along the residential edge. Having no street connection between Mohr and Busch (or from Mohr/Kamp to the school) is the preferable design, as having school traffic coming through these neighborhoods is undesirable from a traffic, parking, and neighborhood quality of life standpoint.

The development plan/conditions restrict the school option site to a senior project at MDR density. No development plan has been proposed. This subsequent project would be required to process full PUD development plans and be subject to updated environmental review as well. This approval simply establishes the allowable use – senior housing. All other project review processes would be required to be followed should a school not be constructed on the site.

Note that staff is not proposing an option for the City to "stand in the PUSD's shoes" should it not exercise its option. The structure of that agreement makes it unlikely (from strictly an economic standpoint) that the PUSD would not exercise the option initially. If it subsequently decided it did not need the site, the PUSD can resell the site at a "profit," and at a rate higher than the City could acquire it or other property. Staff sees no reason to place the City in a likely uneconomic position for land which staff sees as marginal for park use and, because of neighborhood issues, infeasible for substantial affordable housing. Staff, accordingly, has not conditioned this project to allow the City to succeed to the PUSD agreement. Staff believes other sites are better suited and more affordable for park and/or other City uses.

Church Site – Staff, for all the reasons described in the Workshop report, believes the church use is an excellent fit for the site. It is likely to be an aesthetic buffer for the residential uses from Busch Road. It can architecturally anchor the corner of two major streets. It is compatible with the existing industrial traffic and uses on and along Busch Road, and it is just as compatible with possible changes in uses (e.g., if Boulder Street is extended and non-industrial uses are established along Valley-Busch. The Presbyterian Church provides a host of desirable services, not the least of which is its day care center, and its juxtaposition with senior housing project provided additional opportunities for beneficial interaction.

Because the Presbyterian Church has not completed its full design plans, this review cannot give the church its final approval. However, because it has clearly described the extent of planned uses, staff is recommending approval of this use at this time. This is the traditional zoning conditional use portion of church approval. The recommended condition requires full design review of the future project – site plan, building elevations, and landscaping. The Commission’s options are to (1) simply establish a “church” use at this time, requiring the church to process a conditional use permit as well as design review application, or (2) allow this PUD to establish the church operational regulations while deferring the design review portion. For the reasons described above, staff supports the latter option.

LDR Uses – The project uses large lots to match the character of the adjoining Mohr-Martin area. These lots are satisfactory in size and relationship to Mohr Avenue. The house on Lot 35 (opposite Courtney Avenue) should be designed with the garage opposite southbound lanes of Courtney Avenue to minimize the headlight/traffic nuisance. Lot lines could be marginally adjusted to improve this relationship.

MDR Uses – The MDR neighborhoods should provide attractive houses on lots which fit a niche not being provided (9,000-square-foot lots) or which have been well received (5,500-square-foot lots). These lot sizes have satisfactorily balanced traffic origination with the developers’ need for adequate product size for marketing purposes and for sufficient return to enable the affordability component to be as attractive as it is.

HDR Use – The senior apartment project is a needed use in the community. Between 1990 and 2000, Pleasanton added about 800 persons between the ages of 65 and 74. This number will grow significantly as Pleasanton’s population ages in place over the next few years. This independent living senior project is designed for this demographic. As a response to community input, it includes market rate units (Pleasanton’s first market rate senior housing) as well as a significant component of affordable units (50% of the total, at rates affordable to low-income seniors). The project has included all of the Housing Commissions’ recommendations, including increasing its number of units. Staff supports this use. It is a good neighbor to both the church and O.S.C., and it is well-situated vis-à-vis the private park and single-family detached units.

The issue of the site's suitability for senior housing due to the lack of transit availability and its distance from walkable amenities was raised at the various workshops. Staff believes the site is satisfactory. The use is independent living; many of the seniors will be capable of full mobility on their own. As the project ages, so, too, are the likely residents. This is a normal progression for senior projects. This project is not designed to allow transition to assisted living over time; it is simply a nice apartment complex for seniors. Nevertheless, staff believes this use should provide transportation services so that the existing City senior-oriented transportation service is not adversely impacted. As conditioned, staff does not believe transit/transportation remains an issue. The central "clubhouse" provides an opportunity to disseminate the availability of other senior services. Conditions address this as well. While staff is aware of how "independent living" seniors can transition to needing significant help in some daily living requirements while still able to live independently in an apartment, staff also recognizes that this project is designed at the minimal care end of the spectrum of living arrangements for seniors. There is a need for apartments at this end of the care spectrum. Staff believes that as conditioned – transportation service, handicapped unit modification availability, modest interior design modifications to accommodate drop-off shelf areas – the project will provide excellent housing opportunities for independent living seniors preferring a seniors-only environment.

PUD Development Plan

The design concept for the residential portion of the project remains the same: four distinct product types separated by street design – the senior apartment project; the 5,500-square-foot lot product (with duets); the 9,000-square-foot lot product; and the half-acre lot product. Ponderosa Homes has not chosen to propose an integrated project due to neighborhood issues (Mohr-Martin continuity, limitations on total units feeding Mohr Avenue and Kamp Drive) as well as its desire to market traditional suburban neighborhoods. While it is possible to mix the 9,000-square-foot and 5,550-square-foot lots in some areas of the project (lot depth is the key factor, and there are locations with similar 115-foot+ depth), staff believes the salutary goal of a fully integrated neighborhood is not feasible here, given the greater neighborhood concerns over traffic and what it perceives as suitable adjacencies. Staff is, therefore, satisfied with the overall residential layout and lot/house mix. Staff has some suggestions for relatively modest changes which it believes would enhance the overall project. As proposed, however, the project closely follows the conceptual plan which arose out of the Council workshops and has been fleshed out in a way anticipated at that time.

Senior House Development Plan – Staff is generally satisfied with this plan. The site plan is appropriate. One issue is whether covered parking spaces should be provided (all spaces are proposed to be open). Staff's experience with City facilities has been that covered spaces are preferred by the elderly. However, carports would detract from the openness and general ambiance of the project as designed. Staff prefers to introduce trees within the parking area to provide shade. This would also shave the pavement area, a valuable green-building technique. A condition addresses this issue, and it would be reviewed with the landscape plan when submitted.

The issue of providing transportation services has been addressed earlier. The remaining issues for the senior housing project are addressing portions of the project not yet proposed: building detailing, colors, landscaping. These have been deferred which is satisfactory to staff. Conditions incorporate handicapped access modifications, elderly resource information, minor building changes, and the affordable housing agreement (attached).

EVA Connections – EVA connections link Courts O and F, Courts I and J, and Court L to Q Street. Staff prefers to see the first two connections widened so the connection is not “walled in” between yards. These connections are predominantly in front yard areas where the front yards have been “enlarged” at the area between court bulbs. Staff’s proposed connection is shown in the attached Exhibit E. A homeowners’ association will be in place to maintain the private park and planter strip landscaping, and it can easily add the maintenance of landscaping alongside the paved EVA surface.

The Court L EVA could be as easily widened. Staff, however, prefers to see the main EVA for the 5,500-square-foot lot area use the Iron Horse Trail to reach Busch Road/Valley Avenue, rather than traversing the church parking lot to reach “Q” Street. Doubling the EVA back to Q Street, as proposed, is not as effective an EVA as providing a separate connection point. Using the Iron Horse Trail as an EVA required agreement by Alameda County. Staff has conditioned this to use either the Iron Horse Trail, if available, or the route as shown. In the event the Iron Horse Trail EVA route is available, staff would further recommend modifying the pedestrian easement connection to the Iron Horse Trail as well. See the “Trail” section below for further discussion.

Trail Issues – The project is designed with its “back turned” to the future Iron Horse Trail even though it will install a landscaped trail section behind Lots 145-159 and extend the trail to Mohr Avenue. A wall is proposed behind these lots. Access from the project to the trail is proposed via a sidewalk connection from Court L alongside Lot 159 on the church property (within a ten-foot wide easement). Staff believes trails are better utilized, safer, and less likely to invite nuisances when they are made a part of a project. In this instance, it is not necessary to totally open the project to the trail, such as with a single-loaded street. Staff would support a connection in one of two ways: (1) simply extend S Street via an EVA/trail through Lot 152 to the Iron Horse Trail, or (2) redesign Court L to turn toward the trail at about Lot 157 and redesign Lots 158 and 159. It is clear that Option 1 would eliminate a lot; however, a lot was gained on Court D relative to the plan reviewed at the workshop. It may be possible in Option 2 to retain the number of lots. With Option 1, staff would support shifting a duet configuration to one of the new “corner” lots created by the trail connection.

If the proposed trail link is preferred, staff suggests that the sidewalk be widened to accommodate two-way, bike-pedestrian standards. An eight-foot width is the minimum, with 10 to 12 feet preferred in the City’s trail master plan. The proposed easement would need to be widened, as it is desirable to retain the proposed landscaping between the wall alongside Lot 159 and the trail.

The trail which links Mohr Avenue to Busch Road (along Q Street, through the private park, then along O Street and Mohr Avenue) is a desirable feature. It is appropriately designed as a separated, two-way trail except along O Street. Here it is narrowed to standard sidewalk width. Staff would prefer it be widened to eight feet to carry the “designated trail” design throughout its length.

Mohr Avenue and Kamp Drive Designs – The project proposes to narrow Mohr Avenue and add “bulb out” features across its frontage as traffic-calming elements. It proposes for Kamp Drive (S) similar bulb-outs at Maple Leaf Drive with street narrowing as it enters the project. Staff supports these concepts, with final design to be approved with the more detailed map submittal.

The Planning Commission asked staff to review other traffic-calming options along Mohr Avenue. There is presently no neighborhood request for any other features. Mohr Avenue is narrowed by design by dropping the northerly parking lane for much of its length between Nursery Way and Kamp Drive to slow through traffic movements. Previous City-sponsored traffic-calming reviews made under the City’s traffic-calming program did not result in neighborhood consensus for additional traffic-calming on Kolln Street, Kamp Drive, or Mohr Avenue. Staff is recommending, however, that Ponderosa Homes fund several of the permanent “your speed” monitors which have proved effective at reducing average traffic speeds elsewhere in Pleasanton. Candidate locations are those where longer straight stretches of collector streets have accommodated travel speeds higher than desirable, such as Kolln Street, Kamp Drive (S), and Rheem Drive.

Single-Family Unit Architecture/Development Regulations – The project includes attractive, large homes, with FARs generally higher than typical. The 9,000-square-foot lots will have three models; the 5,500-square-foot lots will have four, with the one-story (2,156-square feet) Plan 4 model added. The three models are fewer than Pleasanton has typically approved in its more recent project approvals; however, the street layout rarely has multiple lots within view at one time, and the three separate elevations are likely sufficient to avoid a repetitive look. Staff believes the bonus room, second-floor option on Plan 2 makes this plan look very similar to Plan 3; due to the small number of models for these 71 lots, staff is recommending this bonus-room option be deleted. Staff is also recommending minimum percentages of any one model to avoid potential repetition.

At the likely price point for these homes, staff believes the building architecture can be “four-sided,” with front elevation trim/window elements carried through on all sides of the buildings. Ponderosa Homes has made some changes to enhance those elevations generally seen from a street, such as street-side elevations on corner lots. Staff, however, is recommending additional architectural detailing as described in Condition 6.

The zoning regulations established by this proposal are generally satisfactory. Staff has proposed modifications to address issues which may arise in the future, such as porch modifications, etc. Condition 4 contains these regulations. Staff is supportive of the house FARs as proposed, recognizing they allow large homes with higher than typical FARs. Staff believes the houses “fit” on these lots satisfactorily, with large yards on the 9,000-square-foot lots. This is largely due to the two-three (tandem) car garages rather than the much larger garages in other projects with houses the size of those proposed on these lots. Staff believes these mixes of larger house, smaller yard present a different housing choice for Pleasanton, one that adds diversity to the City’s housing stock. While it is true that Pleasanton’s new home size has been generally large, the Planning Commission should recognize that most of the pre-1980 housing stock is characterized by houses in the 1,300-2,200-square-foot range. The 9,000-square-foot size, with larger houses, is a product typically not found in Pleasanton. Pleasanton has numerous 5,000-6,000-square-foot products, each with a unique subdivision or house style/size design. The FARs for the 5,500-square-foot product are not exceptionally large; they are fairly typical of homes on similarly-sized lots in recent projects.

Traffic Circles and Round-About – The traffic circles were designed into the project, at Mohr Avenue-O Street and Q Street-R Street. These are not traffic-calming features since the roadway forces a right-angle turn. Rather, they were included as focal points, aesthetic elements which “end” the main access roads with an entrance feature. Unfortunately, these circles cannot be satisfactorily landscaped to achieve this aesthetic purpose without inhibiting fire truck access. Staff recommends these be deleted and their purpose achieved by “focal points” landscaping at the northwest corner of Lot 59 and at the opposite Q Street at the private park.

The traffic study recommends an “urban round-about” at the Q Street-P Street intersection. Staff supports this even if the school use is uncertain. Constructing the round-about with Q Street’s construction will ensure it will be there for whatever use goes on the school option site. It will make access to the senior apartments easier by clearly delineating the right-of-way (the present plan brings the driveway out at an intersection, sometimes a confusing design in a residential setting). It will also allow the landscaped focal point desirable for Q Street.

Private Park – Ponderosa Homes has agreed to add a tot-lot play area to the park. Staff is satisfied that the combination of green space, pool, tot-lot, trail connection, and EVA function will meet the community’s needs and positively contribute towards creating a real neighborhood among the different components of the overall project.

Storm Drain Design – The project began as a standard subdivision design with no urban water runoff pretreatment features. Staff and the applicant have worked to incorporate bioswales and other pretreatment mechanisms which can be accomplished with the basic subdivision design. A key component is a “bubble-up” system which conveys lot runoff to the landscape planter between street and sidewalk for pretreatment before it enters the street storm drain system. Where feasible, other pretreatment swales are incorporated along roadways and the private park.

While not as “state-of-the-art” as other recent large development, this system will function satisfactorily and finishes the storm drainage system long planned for the Mohr-Martin area.

The off-site storm drain planned for Martin Avenue will be reviewed to see if a swale system using the area easterly of Mohr Avenue is feasible. In the event the drain is placed in Martin Avenue, the street will be overlaid.

Noise Mitigation – The previous noise study identified key sources of noise which affect the Busch property: aircraft overflights; quarry operations; Operations Service Center (OSC) operations, especially the practice firing range, and Busch Road traffic. The project design has minimized the Busch Road noise issue, and the quarrying operations have ceased. The other sources continue to affect the site, and future industrial operations southerly of Busch Road and school operations on the school option site could also introduce noise at nuisance levels.

The project has included sound walls around its residential use perimeter and has offered to rebuild the OSC wall with a higher one. The setback of sensitive receptors, the masonry wall, and modern sound attenuation construction measures will ensure satisfactory interior and exterior noise levels at residences. The senior apartments will need to demonstrate adherence to the 45 dBA Ldn interior sound level given the aircraft and firing range noise sources. Conditions address this issue.

Trees – The project proposes to remove a number of heritage trees and others in the vicinity of the existing houses along Mohr Avenue. It will plant far more than it removes and is proposing all 24-inch box-sized trees. Staff is satisfied with the tree removal and replanting plan, as conditioned. Staff notes that trees thrive in suburban areas when they are the correct species in the right locations in yards. To try to save trees inappropriate for their future setting is counter-productive.

Staff notes that the line of large walnut trees along the northerly side of Mohr Avenue east of Martin Avenue are proposed to be removed in conjunction with the street improvements here. Staff worked with the applicant to save the better trees on the southerly side, in front of the existing houses to be retained. The northerly trees fall too close to the new road and must be replaced. New street trees are proposed in an appropriate location to take their place.

All normal conditions concerning tree removal are incorporated in the draft conditions, including studying transplanting options for the few smaller oak trees and providing funds for the Urban Forestation Fund for removal of heritage trees.

Disclosures – The draft conditions incorporate the now-normal disclosure requirements: airport location/overflights, OSC adjacency/firing range and fire training facility, industrial uses currently planned in the vicinity, industrial traffic on Busch Road, future uses of quarry pits, Iron Horse Trail, future school option use, etc. The draft conditions incorporates the Planning Commission’s latest recommendations for including these in model homes sales complexes.

Geotechnical Considerations – The site has been studied for both hazardous materials and geotechnical stability. The site poses no threats if the recommendations are followed; a condition addresses this.

TRAFFIC CONSIDERATIONS

Localized traffic issues have long been the key issue in planning the Busch property. The series of workshops appear to have resolved the local traffic issues, with the subdivision design splitting traffic into levels apparently satisfactory to the Kamp Drive (S) and Mohr Avenue neighborhoods. However, the City's new traffic model has revealed potential traffic issues along some major thoroughfares which will need to be addressed.

In order to recommend approval of this project, it must incorporate mitigation measures which meet the existing General Plan standards for levels of service at intersections and for neighborhood street quality of life. This means intersections must operate at Level-of-Service (LOS) D or better in the "existing traffic plus approved projects plus project" scenario, and local streets should carry daily volumes at less than the 2,000-3,000 trips level. The new model results have suggested the City explore options for controlling cut-through traffic which would change existing policy, such as deliberately causing adverse LOS at certain "gateway" intersections to discourage cut-through traffic. The City Council authorized a "test run" of this concept on Sunol Boulevard. The Council has also authorized staff to begin a comprehensive review of the Land Use and Circulation Elements, building on the recommendations of the Housing Element Update and the completion of the new traffic model. While there may be policy changes in the future, this project must be reviewed in light of existing policies, and staff's recommendations are made based on this requirement.

While existing standards must be used, there is latitude in how the City implements these standards. The prior traffic methodology carved out an area for traffic review which was reasonable, given the accuracy of the model to predict project traffic flow. This was routinely adjusted larger or smaller, based on the project's size. The new model spits out entire City results, showing streets with as few as one trip. The traffic study gave results for intersections with at least ten project trips. The area where mitigation can be required is governed by the general rule that mitigation must be reasonably related to the project's impact and the reviewing body's common sense. This issue is especially relevant today because the new model shows numerous intersections where LOS E or worse exists in the "existing plus approved" scenario, intersections which do not have funded solutions. At one extreme, Ponderosa Homes could find itself mitigating every such intersection. At the other, it could mitigate only those immediately adjacent to its project. In past large projects, staff has typically reviewed project traffic leaving the site and traveling to the nearest freeway interchanges as this typically includes all major affected intersections. Staff has utilized this methodology in forming its recommended traffic mitigations, focusing on the route from the site (1) to I-680 via Valley-Stanley-First-Sunol; (2)

to I-580 via Valley/Mohr/Rheem-Santa Rita; and (3) to I-680 via Santa Rita-Stoneridge. These routes are the most heavily traveled by project traffic which also are shown to be impacted by project trips. (Valley west of Santa Rita and Santa Rita south of Valley are indicated in the model to carry significant project traffic, but this volume dissipates past schools and these links do not require any mitigation.)

Another key assumption for traffic mitigation concerns which phase of the total project is being mitigated. The traffic study delivered to the Commission at the workshop analyzed "Full Project" impacts, consisting of a school plus the church and residential uses. The school would generate considerable traffic, but it may not be constructed. Staff has had a new model run done for a "phased" project which includes the church uses (including day care) and all residential uses now proposed, leaving the school option site "blank." Staff believes this analysis fairly ascribes impacts and mitigation measures to the known project. It would rely on the PUSD mitigating school traffic impacts if a school were built, or, should a MDR-senior project be built, it would mitigate its impacts. Staff, nonetheless, is using the "Full Project" mitigation measures to ensure adequate right-of-way is available on-site to accomplish the mitigations which may come later.

A note on the model is in order. This is a new model, and it is a "work in progress." At times it produces "results" which defy logic, and staff and Dowling & Associates make adjustments to have it better reflect Pleasanton traffic experience. Staff is comfortable with the macro results of the model, and staff is confident that the major thoroughfare impacts/mitigations are representative of future conditions. Staff is less confident in local street trip assignments. The ADT reported in the Traffic Study used peak hour volume increased by a factor of ten. Most collector streets have ADT about ten times the peak two-way volume. However, this rule-of-thumb is truest when non-work trips generally follow the same distribution pattern as work trips. When local traffic is affected by school traffic or other traffic which has different destinations, the ADT can be significantly "off." In this Traffic Report, staff and consultants attempted to include enough local streets and known destinations to make the model's assignments "real." While staff is confident that the City's 3000 ADT limit will not be exceeded on Mohr (residential area) or Kamp (S), it is less confident for other streets in the Mohr-Martin area. For example, smaller streets like Martin, Courtney, and Cameron were not included in the street matrix. The model did not send any school trips from the project to Mohr Elementary School (the actual boundary is unknown, but staff would assume the Mohr-Kamp oriented houses will fall within Mohr Elementary's future boundary).

The model is also very sensitive to time assignments. If one path is slightly faster, it sends virtually all traffic on this path. In the Mohr-Martin area there are many "almost equal" routes for traffic desiring to reach Santa Rita-Stoneridge, Valley-Santa Rita, and I-680 southbound at Sunol. Thus, the model may show heavy use of Rheem Drive, for example, with no traffic on Kamp (N). This is an important point to remember. In a perfect world with unlimited time and money, staff and the consultants could "tweak" the model to better reflect reality in these

situations. However, practical considerations mean we live with imperfection when the overall results have a level of confidence judged to be satisfactory for the purposes at hand.

With the above caveats in mind, staff has prepared the following analysis of the project's traffic effects and suggested mitigations.

General Plan Change Implications

One result staff requires when a General Plan change is proposed is to run a "build-out" scenario to ensure the General Plan circulation system will function. The build-out analysis is found in the Traffic Report for the "Full Project." The new model has projected numerous problems with the City's circulation network with or without this project, and, in this instance, a straight "comparison" is misleading.

The proposed changes to the General Plan have the result of reducing single-family detached units, adding some low-traffic generating senior apartments (a total slight increase in assumed units but roughly equivalent peak-hour trips) and a church and school. These latter two uses increase trips generation from this site. However, it would be safe to say that city-wide traffic would not increase. The model uses the Pleasanton Unified School District's (PUSD) master school plan, with schools at capacity. For the PUSD to utilize this site, it would mean more students than currently assumed in the model. If this school weren't constructed, these students would be using other schools, and total traffic would be the same. A similar rationale can be used for the church/day care. Both the church and school traffic is local and likely to be a new "new" trips.

In the above circumstances, the key item for review is whether the most affected local streets and intersections due to the redistribution of trips can accommodate the new trips. With the mitigation measures shown, staff believes this is feasible.

The "true effect" of the change is not reflected in the traffic model runs. Moving a large church/day care from Mirador Drive (assuming a smaller church retains the former site) will have beneficial effects:

- reduce traffic on Mirador Drive, a residential collector
- reduce traffic on feeder streets to Mirador Drive (Adams Way, Kottinger Drive, Neal Street, Angela Street), all residential collectors
- place peak church and day care traffic on major thoroughfares not requiring access through residential areas and on streets which can be designed to carry the anticipated loads.

Likewise, using a new 1,000-student school means not accommodating these students on Amador, Foothill, or the three middle schools. As for the church, this has the following beneficial effects:

- reduces traffic at otherwise "expanded" campuses all of which have current peak traffic and parking issues
- places traffic on major thoroughfares with capacity to handle peak loads

There is one caveat to the above “rosy” picture, and that is the continued reliance on Kolln Street as a southbound route (to school, day care, and other points) by Mohr-Martin area residents. The model shows a very beneficial reduction in Kolln Street traffic, a result of the capacity improvements at Valley Avenue-Santa Rita Road. Staff believes this is an area where the model probably overstates traffic shifts. To be sensitive to the Kolln Street neighborhood, staff suggests requiring the church and day care, and suggesting to the PUSD, that information be given to all uses (employees, visitors, etc.) which urges travelers to use Valley Avenue-Santa Rita Road, not Kolln Street, for their trips. This type of requirement has worked for the church on Del Valle Parkway, and staff believes that the well-intentioned people of the church can similarly avoid becoming an unnecessary problem on Kolln Street.

In sum, the proposed project is likely to have no more traffic impacts city-wide than the assumed General Plan build-out scenario, and localized impacts can be accommodated with street widenings/ signalizations as described below. Staff, therefore, believes the change to be consistent with the overall circulation element scheme for accommodating traffic. Note that this change does not truly reduce city-wide traffic, nor does it improve the “real” jobs-housing ratio (seniors do not typically work). To the extent the Circulation Element requires significant modification (or Land Use/Circulation Elements combined changes) to attain satisfactory service levels, based on the new model’s output, it will be studied over the next year or so as part of a comprehensive analysis. At this time, staff is comfortable saying the proposed uses do not worsen city-wide build-out traffic, have beneficial effects in several neighborhoods, and can be accommodated on the General Plan circulation network. Accordingly, staff supports the General Plan change and finds it consistent with General Plan traffic/circulation policies at build-out.

Local Street Volume Implications

The project as designed sends trips from 78 new lots directly into the Mohr-Martin neighborhood, using primarily Kamp Drive (S), Mohr Avenue, Kamp Drive (N), Kolln Street, Rheem Drive, and others in lesser numbers. It also generates trips to/from church, day care, and school which will travel potentially different routes in this broader neighborhood. The project indirectly will send trips from 113 units through this neighborhood if they have a northeasterly destination (Mohr Elementary, future uses along Stoneridge Drive). These trips have been projected for the existing street network, but not for any build-out scenario. And, for the reasons described above, the projections are more general than precise.

The two most affected local streets (in terms of absolute traffic increases) are Kamp Drive (S) and Mohr Avenue (east of Kamp Drive). These streets will carry almost all of the trips feeding them by virtue of the cul-de-sac design. This design limits the total volumes as no rerouting of existing or future trips can occur. These volumes (Mohr at 1510 ADT, Kamp at 2039 ADT) fall within General Plan limits and are accurate volumes. The other volumes reported in Table III are affected by school trips and other non-residential trips in a manner that staff has less confidence in. For instance, 100 plus trip increase on Del Valle Parkway and Greenwood are likely not “real.”

The Kolln Street impact is more difficult to assess since the model reassigns existing traffic based on major thoroughfare improvements, modifications, etc. In both "existing plus approved plus project" and "build-out" scenarios, whether for the "Full Project" or "phased" project, Kolln Street shows reductions in peak hour total traffic in both AM and PM. Staff believes the model is likely overly sensitive to Valley-Santa Rita improvements. Based on past studies, it is likely the new residents feeding Mohr-Kamp will use Kolln for some southbound trips, the new residents feeding Busch will use Kolln both as a "short-cut" and for northeast-bound trips, and the church/day care/school uses will have trips originating in the Mohr-Martin area using Kolln. Kolln traffic volume improves to the extent existing cut-through traffic (as well as trips originating in Mohr-Martin area) are encouraged through improved LOS to use Santa Rita and Valley.

Other local streets are less directly affected. One block of Kamp Drive (N) would likely have increased traffic, but this route is, like Kolln, a function of drivers assessment of the time using Mohr-Santa Rita in lieu of Kamp (N)-Rheem-Stoneridge to reach the Santa Rita-Stoneridge intersection. The model shows this street losing traffic in the future runs, as it does for Kolln Street. Staff believes the level of change is likely to be small, either way.

The impact to local streets was evaluated with a connection from Mohr Avenue to Busch. In the Full Project run, the Mohr Avenue route to the school drew the expected heavy AM trips (over 800 on Mohr). The attractiveness of this route as an alternative to Santa Rita and/or Kolln is shown on the PM run, with over 500 trips using Mohr and correspondingly large reductions of traffic on Kolln and Santa Rita. Mohr Avenue and other neighborhood streets were not designed for this level of traffic. Staff noted at the Council workshops that with a school a route connecting Mohr to Busch would not function satisfactorily. No run was made showing volumes on a connected local street pattern with other north-south streets connected (El Charro, Stoneridge). Due to the unacceptable volumes for a connected route with a school, and since the school must be anticipated, staff continues to not support connecting Mohr to Busch through this project.

In sum, staff believes the model output is satisfactory to show that local streets affected by the project will continue to meet City levels of service/quality of life standards.

Major Thoroughfare Effects and Mitigations

The Traffic Study shows the levels of service and required mitigation measures for the "Full Project." The following table relates the LOS and required mitigation for the "No school, phased project."

Staff notes that final PUD approval is only being sought for the “no school, phased project.” Thus, it is appropriate to require the General Plan finding that all affected intersections operate at LOS D or better in the “existing plus approved plus project” model runs. The above table shows that LOS D can be achieved at the intersections staff believes are most directly impacted. To make this finding, Ponderosa Homes must be conditioned to construct all non-funded improvements. These are listed below:

- Busch-Valley - Construct second SB LT lane (see Exhibit "D" for a conceptual design)
- Valley-Boulder - Install traffic signal (developer may seek partial reimbursement from future Boulder Street projects)
- Valley-Stanley- Expand capacity beyond current City project to add a free WB RT movement
- First-Ray-Vineyard- Restripe EB approach (Note: the Planning Commission could find this modification unnecessary since this is a “Downtown” intersection, but the LOS benefit for a small price makes it warranted, in staff’s view)
- First-Bernal - Construct WB triple LT lane or comparable improvement (Note: This too is a “Downtown” intersection which need not be mitigated from LOS F to D.)

Staff does not support having Ponderosa Homes construct the I-680/Sunol signals. The model shows less than 20 trips at these intersections, and City staff will plan to construct these when warranted. Staff notes that Ponderosa Homes would get a credit against its Local Traffic Fees for these signals, and staff believes the fees are better collected and used for top priority projects. There may be funds available in the NPID fund to make the Hopyard-Stoneridge modifications.

With the City’s Circulation Element network and policies about to be revisited, it may be that some of the above street modifications may not be in future plans. The recommended condition specifies that Ponderosa Homes either construct the improvements or if determined acceptable by the City Public Works Director, bond for those improvements which may not prove to be desirable in the long run.

The Valley-Busch-Q Street relationships require, in staff’s view, construction of satisfactory lane configurations for the phased project which, as it turns out, are essentially the same for the “Full Project.” The SB Valley LT movement needs to have two lanes. For it to operate satisfactorily as a two-lane LT movement, two LT lanes are needed from Busch to Q Street, and these two lanes need to be extended to northerly of the church driveway. Two LT lanes on Busch require signalization to operate safely. Thus, the initial phase requires the full mitigation of Valley-Busch-Q Street. The final design of these improvements will likely require a small right-of-way expansion to the west on Q Street to accommodate all lanes, bike lanes, etc.

At Full Project volumes, the crosswalk at Busch needed to be eliminated and a sidewalk extended westerly to Quarry Lane. Unfortunately, the Busch crosswalk is the planned interim crossing for the Iron Horse Trail to reach Stanley Blvd. (via the extra wide sidewalk installed on the west side of Valley for this purpose). Backtracking to Quarry Lane is not a good regional trail solution. Excluding the trail to Boulder Street, and crossing at this new signalized intersection is a solution. Staff recommends the project install this segment of trail (the right-of-way is available) if subsequent analysis shows the crosswalk at Busch should be removed.

GROWTH MANAGEMENT ALLOCATION

The Growth Management Ordinance suggests the appropriate time for reviewing and receiving a growth management allocation is at the PUD stage. Ponderosa Homes has submitted the following request:

	2003	2004	2005
New Lots			
Models	6	-0-	-0-
5,500 s.f. Lots	8	43	42
Duet Lots	-0-	8	8
9,000 s.f. Lots	8	30	30
19,000 s.f. Lots	-0-	7	-0-
Senior Apartments	86	86	-0-
Total	108	174	80

Staff believes the most practical way to characterize the project for growth management purposes is as two distinct projects: (1) the affordable senior apartment project using the Affordable Housing Sub-Allocation; and (2) the balance of the project using the Major Project Sub-Allocation.

Senior Apartments – These units comprise an “affordable project” meeting all requirements for this sub-allocation. This sub-allocation allows a project to be granted approval in Year 1 to “borrow” up to four years’ future allocations (Years 2-5). The annual allocation is currently 50 units/year, and the first available year units are available is 2003, with 44 units available. Staff supports granting the senior apartment component of the project its 172 units in 2003, using the following years’ sub-allocations:

2003	-	44 units
2004	-	50 units
2005	-	50 units
2006	-	28 units

By giving this project these allocations, no new affordable project could use the affordable housing sub-allocation until 2006, unless the Council were to increase this sub-allocation. Both the high percentage of units being made affordable and the affordability level justify this allocation.

With this allocation, the senior project could build in its entirety in 2003. The total allocation in 2003, should this occur, would be 432 units, well below the General Plan maximum allowable of 750 units/year.

Single-Family/Duet Units – The single-family/duet units total 190± units, depending on the final lot layout. Projects this size qualify as “major projects” and receive approval under the Major Project Sub-Allocation.

This sub-allocation is fully subscribed for 2003, has 165 units available in 2004, and 200 units available in 2005. It is possible to come close to Ponderosa Homes’ preferred phasing schedule by shifting the 22 units sought in 2003 and 2004. This produces the following:

	2003	2004	2005
Current Sub-Allocation	250 units	200 units	200 units
Prior Approved Projects	250 units	35 units	-0-
Ponderosa Homes	-	110 units	80 units
Units Remaining	-0-	55 units	120 units

By receiving approval for an allocation beginning in 2004, Ponderosa Homes would be eligible to possibly trade with a developer with 2003 units which it may not be using. With only 22 units desired for 2003, it seems likely that Ponderosa Homes may be able to “trade up” with the Bernal Property or Vineyard Corridor developers who have the current 2003 allocations.

Staff does not foresee any other major projects (greater than 100 units) in the near future except for possible high-density housing projects likely proposing General Plan amendments and incorporating affordable units. These projects would have to use the Major Project Sub-Allocation given staff’s recommendation for treating the senior apartments. Because the existence and timing of any such project is speculative at this time, staff supports granting the above-shown allocation for Ponderosa Homes. Being able to build this project over a three-year phasing schedule benefits the neighborhood and the allocations appear reasonable to staff. Marketing homes on 43± 5,500-square-foot lots and 30 9,000-square-foot lots does not appear overly optimistic.

HOUSING COMMISSION RECOMMENDATION

The Housing Commission reviewed the project on several occasions and unanimously recommended approval of the project, an affordable housing agreement, and certain fee waivers. Please see the attached minutes and agreements for a full description of its action.

FINDINGS

General Plan Amendment Consistency

The proposed General Plan change must be consistent with the rest of the General Plan so that the entire document is internally consistent. The key issue is whether the land use change can remain consistent with the Circulation Element policies. As described in the "Traffic" section, staff believes this finding can be made.

Other General Plan policies are furthered by the change. Potential school facilities are provided for, as are desirable public and institutional uses. The General Plan policies favor school, day care, and other public and institutional uses. All other General Plan policies – noise, geotechnical safety, parks, infrastructure provision, and growth management policies – are met for the new classes of uses. In sum, the project's general plan amendment would be internally consistent.

Project-Specific Considerations

Approval of a PUD development plan requires the Planning Commission to address the specific PUD considerations listed in the ordinance. The substance of these has been discussed elsewhere in this report and in the project's Initial Environmental Study. Staff summarizes these as follows:

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

The project meets all public health requirements: noise is conditioned to be mitigated; the site is free of hazardous materials; seismic safety and other geotechnical matters is assured as conditioned; all City fire requirements are met, with multiple EVAs replacing the normal two entry roads; routine City police patrol will be available upon annexation/development; dust and vermin control measures have been added; best management practices are required for storm water run-off; adequate park facilities are provided; and traffic impacts have been mitigated and found consistent with local street and intersection standards. Pleasanton suffers from air quality violations of state/federal standards; putting additional residents, and the elderly, in this environment was found satisfactory by the City Council upon adopting the General Plan given its regional nature and few number of days when oxidant standards are violated.

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

No specific plan exists. The project includes a General Plan Amendment to bring it into conformity with the Land Use Element (see above). The project as proposed and conditioned meets all relevant City General Plan policies.

- Land Use Element policies are met by providing a possible school site, a day care/church site, and new housing stock meeting a range of income levels and demographics. Densities are within General Plan parameters. Overall, the project is slightly above the mid-point of the density range (calculated worst case, with only the currently proposed units and their acreages, the mid-point is 336± units, the project 363 units), but the affordability of the project, the trails, private park, and land made available for church/school uses justify this small increase. The single-family product is well below the mid-point; the apartment project at 27 units/acre brings the total over the mod-point. The City has been striving to develop its HDR acres at densities above the 15 units/acre mid-point in order to meet Housing Element goals. The character of existing neighborhoods has been preserved through street design and compatible land uses/setbacks. The site is adjacent to utilities. The project will fit into the existing growth management program.
- Circulation Element policies are met by the project's completing planned street improvements (Busch Road), ensures LOS d is met at its affected intersections, is designed with its residential uses set back from Busch Road to minimize traffic-related impacts, ends Mohr Avenue so as not to provide a truck route or access to the industrial area to the east, includes well-designed, attractively designed local streets, provides EVA access to all otherwise long culs-de-sac, provides a portion of the Iron Horse Trail and other trail segments, and provides alternative transportation for the senior apartments.
- Housing Element policies are exceeded for provision of affordable housing; provides a variety of housing types, densities, and designs; maintains the HDR acreage and uses it efficiently; adds to the apartment stock in furtherance of the 50% multi-family units to be apartments policy; includes second unit options for seven lots; provides special needs housing for the elderly and handicapped elderly; and encourages environmental quality in the new housing through green building and energy conservation requirements.
- Public Safety Element policies are met a geotechnical studies disclose no unusual or potentially hazardous conditions; fire hazards are not present at the site; fire sprinklers will be provided for the senior apartments and the project will meet all Fire Code requirements; the site is not in a flood hazard area; hazardous materials have been mitigated; and the site is outside the airport protection area.
- Public Facilities Element policies are met in that adequate sewer and water resources are present; PG&E upgrade will be in place prior to new house construction; the project will pay public facilities fees for its share of municipal facilities; a school site has been reserved; and the clean water program requirements will be implemented with the project.

- Conservation and Open Space policies are met and furthered by saving those heritage trees which can flourish in the developed setting and mitigating the loss of others; preserving the existing farm houses and out-buildings; ensuring water quality in Arroyo Mocho by implementing clean water program measures; conserving resources through incorporation of green building and energy conservation programs; providing a usable private park, trails, and contributing full in-lieu park fees; and promoting energy conservation through state-of-the-art zero energy use home options.
- Noise Element policies are met, as conditioned, in both interior and exterior areas within the residentially-designated areas; traffic calming is a part of the project to reduce noise as well as limit speeds; the school is isolated from roadway noise sources and can be protected from aircraft and adjoining industrial uses through normal construction activities; local streets carrying project traffic have fewer than 6000 ADT to ensure noise compatibility.
- Air Quality Element programs are adhered to: the project has pedestrian-accessible schools and parks; alternative transportation is provided to the senior project; and bicycle/pedestrian facilities are provided to residents and users of the future school and church.
- Community Character Element policies are furthered by improving the appearance of the Busch-Valley gateway, incorporating median landscaping and extensive landscaping alongside the project's major streets, softening sound walls through landscaping, and maintaining the quality and character of the Mohr-Martin neighborhoods.
- Economic and Fiscal Element policies are furthered by providing a variety of housing types/values, following City policy to ensure direct and indirect costs to the City are recovered through fees and other exactions, requiring street mitigations not planned to date to be provided at the developer's cost, and collecting all required development impact fees.
- Subregional Planning Element policies are furthered by developing the unincorporated area consistent with both City and Alameda County plans, developing within the City and County urban limit line, minimizing natural hazard risks, coordinating the project's transportation system with the local/regional system, requiring participation in the regional transportation fee, and providing special needs housing (elderly and handicapped elderly).

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

The site is flat; grading is limited to such shallow fills as necessary to achieve utility system function. The street system and land use products match the adjoining neighborhoods, and measures have been taken to minimize adverse effects on the adjoining neighborhoods.

4. *Whether any grading to be performed within the project boundaries takes into account the environmental characteristics of the property 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. The deep, steeply sloped old quarry pits located to the north and northeast of the site have been analyzed and do not pose a threat to the project in the event of bank failures. The site is outside flood hazard zones.

5. *Whether streets, buildings, and other man-made structures have been designed and located in such a manner as to complement the natural terrain and landscape.*

The flat site has no constraints to either roads or buildings. The residences are one- and two-story; the apartments two- and three-story. The massing of buildings is appropriate given the adjoining, similar residences. The curving streets and short culs-de-sac minimize monotony and the appearance of mass. Significant street landscaping is also proposed.

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

The project has incorporated fire safety measures as described above. The site can be reached via existing emergency/safety telecommunications facilities.

7. *Whether the plan conforms to the purpose of the planned unit development district.*

The project incorporates a variety of housing, from senior apartments to smaller, duplex units, small lot single-family and a 9,000-square-foot product not otherwise provided in Pleasanton. The PUD process has ensured that the community desires have been fully aired and in large measure met in the planning of the project. The project's land uses further general plan goals and objectives (as described above) and match current community needs.

ENVIRONMENTAL ASSESSMENT

A negative declaration has been prepared for the proposed project. Staff believes that the project-related impacts are mitigated, with the mitigation measures incorporated in the project's design or referenced with conditions of approval, and that there would be no significant or unmitigated environmental impacts. Staff, therefore, believes that the Negative Declaration can be issued in conformance with the standards of the California Environmental Quality Act (CEQA). If the Planning Commission concurs with this environmental assessment, it must make the finding that the Negative Declaration is appropriate prior to approving the project.

STAFF RECOMMENDATION

Staff recommends the Planning Commission recommend approval of the General Plan changes and the PUD development plan by taking the following actions:

1. Open the public hearing and take testimony;
2. Find that the project would not have any significant effect on the environment and approve the attached draft Negative Declaration.
3. Find the proposed General Plan changes internally consistent with the rest of the General Plan and recommend approval of the General Plan changes as shown in Exhibit "C."
4. Find the PUD development plan consistent with the General Plan, as amended, and
5. Recommend approval of the project subject to the conditions attached as Exhibit "B."

*For comments or questions concerning this proposal, please contact:
Heidi Kline, Associate Planner, at (925) 931-5609 or email: hkline@ci.pleasanton.ca.us
or Brian Swift, Director of Planning and Community Development, at 925 (931-5600)*

Attachments:

1. Exhibit "A," Planned unit Development – Busch/Ponderosa Property Submittal, dated "Received July 15, 2002," including:
 - Site Development Plan
 - Preliminary Grading & Utility Plan
 - Tree Plan/Busch Road Plan
 - Overall Conceptual Landscape Plans/Details (pp. L-1 through L-5)
 - Estate Lots – Building Architecture
 - Busch 9,000s – Building Architecture
 - Busch 5,500s – Building Architecture
 - Duplexes – Building Architecture
 - Senior Apartments – Site Plan and Architecture
 2. Exhibit "B," Conditions of Approval.
 3. Exhibit "C," PGPA-4, General Plan Amendments for the Busch Property
 4. Busch/Ponderosa Property Planned Unit Development Proposal by Ponderosa Homes, Revised July 17, 2002
 5. Letter from the Pleasanton Presbyterian Church, dated May 8, 2002
 6. Conceptual Road Design
 7. Memorandum from Ponderosa Homes, dated July 12, 2002
 8. Responses to Project Comments, dated July 19, 2002
 9. Location Map
 10. Option Agreement
 11. Minutes from the Planning Commission Work Study Session (June 26, 2002)
 12. Staff Report from the June 26, 2002 Planning Commission Work Study Session
 13. E-mail from Steven Bocian, dated July 19, 2002, with attachments (Affordable Housing Agreement and June 20, 2002 Housing Commission staff report).
 14. Minutes from the Housing Commission meeting of May 16, 2002
 15. Letter from Kiewit Construction Company, dated July 12, 2002
 16. Traffic Analysis, dated June 21, 2002
 17. Phase One Environmental Site Assessment
 18. Letter from Certified, dated August 2, 1994
 19. Letter from Holman & Associates, dated September 1, 1994
 20. Geotechnical Investigation Report Proposed Residential Subdivision on the Busch Property, dated April 22, 1996 (revised)
 21. Subsurface Investigation, 3380 and 3460 Mohr Avenue, dated January 9, 1995
 22. Letter from Environmental Service, dated February 5, 1997
 23. HortScience Tree Report, dated April 1996
 24. Environmental Noise Study, dated July 25, 1996
 25. Letter from CERCO, dated January 11, 2002
 26. Letter from HortScience, dated May 27, 2002
 27. Letter from Lowney Associates, dated June 7, 2002, with attachments
- To be distributed:
1. Exhibit "E," Staff's proposed EVA connection to the Iron Horse Trail
 2. Exhibit "F," Reconfiguration for I & J Courts, dated July 22, 2002
 3. Exhibit "G," Reconfiguration for F & O Courts, dated July 22, 2002
 4. Exhibit "H," Reconfiguration for I, J, and T Courts access from S Street, dated July 22, 2002

Commissioner Roberts corrected the last sentence of the last paragraph on page 14 to read: "She noted that porches were not necessarily appropriate for Southern French villages as they were for Neo-traditional, American, turn-of-the-century, Victorian, and/or Craftsman homes in other projects."

Commissioner Arkin clarified the motion of page 18, noting that for "Item 1" the Planning Commission agreed that this item would be deferred to staff to determine the best way to ensure the completion of the vineyard planting; "Item 6" the whole house fan would be an option for the purchaser; and "Item 8" the disclosure would be posted in the sales office.

Commissioner Arkin revised his comments on page 19 to read: "Commissioner Arkin supported this plan because of the five added conditions."

The minutes of the July 10, 2002 meeting were approved as revised

3. **MEETING OPEN FOR ANY MEMBER OF THE AUDIENCE TO ADDRESS THE PLANNING COMMISSION ON ANY ITEM WHICH IS NOT ALREADY ON THE AGENDA**

There were none.

4. **REVISIONS AND OMISSIONS TO THE AGENDA**

Mr. Swift advised that Item 6.b., PAP-31 (PV-68/PADR-560, Therese and Reid Miller) was withdrawn. He further advised that the owners of The Marque had requested a continuance of Item 6.c. Following discussion, the Planning Commission agreed to hear the item this evening. Item 6.e., PUD-02-3M and PCUP-61, Bernal Partners, L.L.C. was continued to August 14, 2002.

5. **MATTERS CONTINUED FOR DECISION**

There were none.

6. **PUBLIC HEARINGS AND OTHER MATTERS**

a. **PUD-18, PGPA-04, Ponderosa Homes (Busch Property)**

Application for Planned Unit Development (PUD) rezoning and development plan approval for a 192-lot single family residential subdivision, a 172-unit senior apartment development, an approximately 6.0 acre church facility, and a 23-acre public school facility designation, on a 92-acre site located northwesterly of the Operations Service Center and bounded by Mohr Avenue, Busch Road, and the former Southern Pacific Railroad Corridor. The proposal involves an amendment to the Land Use Element of the General Plan to remove a Neighborhood Park designation, add a Public and Institutional designation, add a Public and Institutional/ Medium Density Residential Designation, and reduce the acreages designated as Low Density Residential and Medium Density Residential. The property is not currently within the incorporated limits of Pleasanton and, therefore, does not have a City zoning designation. The Planning Commission will also consider the negative declaration prepared for this project.

Brian Swift presented the staff report describing the proposed project, including an overview of the project components. He noted that the staff report describes the changes in the project since the Planning Commission workshop and includes the staff recommendations for traffic mitigations. He suggested that the Planning Commission modify the table in the staff report to allow the maximum height for the roof peaks in the 9,000-square-foot lot neighborhood to be 32 feet in height, which would accommodate two of the models.

Mr. Swift reported on the conditions that address the offer from Ponderosa Homes to the property owners of Maple Leaf Drive and Maple Leaf Court to acquire a ten-foot strip of land adjacent to their common lot line for a nominal fee. He provided clarification regarding the "land swap."

Mr. Swift noted that one of staff's key recommendations was to modify the interface between the project and the future Iron Horse Trail. He described the options for this connection. He advised that Ponderosa has indicated that they are agreeable to increasing the size of the walkway from five feet to a minimum eight-foot width. Mr. Swift provided information regarding the proposed EVA connections. Discussion ensued regarding the access to the Iron Horse Trail.

Mr. Swift advised that a tot lot had been added as a result of the Planning Commission work session. He noted that the private park is available to all of the residential units within the development. He provided information regarding the senior apartment component. He noted that staff is recommending that a few more tree pockets be incorporated within the parking area, as carports are not included in the proposal. He noted that staff believes that aesthetically the plan is better without the carports; however, staff is empathetic to the need to create additional shade in the parking area. Commissioner Kameny expressed concern about sheltering the senior apartment residents from the weather during the winter months. He noted that he believes carports are a necessity for seniors. Discussion ensued regarding the parking area for the senior apartments.

Mr. Swift advised that the site plan and building elevations for the church would be presented at a future time for Planning Commission approval. He further advised that the conditions of approval allow for the PUD to establish the church operational regulations.

Mr. Swift noted that one of the key issues with the Busch property has been traffic. He noted that the new traffic model has been used to analyze traffic impacts for the full project, including the school on the school option site, as well as for a "no-school" option that does not include a land use on the school site. He noted that one of the tasks of the Planning Commission is to determine whether or not the General Plan amendments are supportable based on whether they are consistent with the policies of the General Plan and are desirable changes. He commented on the changes and the implications of those changes. Mr. Swift reported on staff's proposed traffic mitigation measures.

Mr. Swift advised that Ponderosa Homes would like to build the apartment project beginning in 2003 and begin the construction of models in a small first phase of the development in 2003 for both the 5,500-square-foot lot project and the 9,000-square-foot lot project, and build the projects out over a two-year period. He noted that given the current allocations established by the City

Council, 2003 is, essentially, full for major projects, and staff is recommending approval for 2004 and 2005 for the single-family detached and duet units. He further noted that staff is recommending that the Planning Commission allow the senior apartment project to borrow the allowable units that have been set aside at 50 units per year for the construction of this project in 2003. Discussion ensued regarding the impacts on other projects if this is granted.

Mr. Swift provided clarification in response to Commissioner Arkin's inquiry regarding what would happen to the school site should the school district not exercise its option. Discussion ensued regarding the potential of the City purchasing this property if the school is not constructed on this site.

In response to a question from Chairperson Maas, Mr. Swift provided information regarding the potential development of the Kaiser quarry property. Mr. Swift also provided clarification regarding fees and fee waivers for the project. He noted that it is staff's recommendation not to waive the park dedication fee for this project, and staff does not support a credit for park dedication for any of the trail improvements. Discussion ensued regarding which fees would be waived. The Planning Commission requested that additional clarification be provided later in the meeting.

Mr. Swift noted that the project has not been referred to the Park and Recreation Commission yet, because the project has the components of the trails and private park, and in-lieu park fees would be paid. He advised that it is staff's intent to send a memo the Park and Recreation Commission recommending that they do not need to review the project because it no longer has a public park and does have the other components. Chairperson Maas stated that she feels since the large park is not included the Park and Recreation Commission would want to see the project.

In response to an inquiry from Chairperson Maas, Mr. Swift advised that the Planning Commission had required the whole house fan as an option for the Greenbriar/Heinz project, so staff included it in the conditions for the project. He further advised that he does not know whether Ponderosa is opposed to offering the whole house fan, but they did question the electric vehicle hook-up as a standard. Chairperson Maas requested that staff review the condition for the whole house fan to determine if it is a requirement or to be offered as an option. It was noted that the wording of the proposed condition requires the whole house fan to be a standard feature on all homes for this project.

Chairperson Maas asked for clarification regarding the extension of the side fences to the new rear fence that will be constructed by Ponderosa Homes and what would be done to mesh the connecting fences to the rear fence. Mr. Swift suggested that Ponderosa representatives respond to this inquiry. He noted that it is his understanding that Ponderosa would remove the existing rear yard fences, but the property owners could retain the fence if they desired.

THE PUBLIC HEARING WAS OPENED

COMMENTS FROM THE APPLICANT

Pam Hardy represented Ponderosa Homes. She commented on the planning process and the development of the current proposal. She presented the site plan and provided an overview of the project components, including the access to the neighborhood components and trail access to the Iron Horse Trail.

Pastor Mike Barris, 7478 Highland Oaks Drive, represented the Pleasanton Presbyterian Church. Pastor Barris noted that many people will benefit from this project. He provided a presentation regarding the church demographics, activities, and facilities. He noted that a number of other organizations use the church facilities and the church is involved in numerous outreach efforts. He advised that they are trying to create a new facility that will allow them to continue their efforts. He thanked the Planning Commission for their consideration of this proposal.

Lew Dominy, Dominy and Associates Architects, presented a site plan of the proposed church facility, noting the pedestrian access from other project components and the access to the Iron Horse Trail. He provided an overview of the proposed landscaping, outdoor elements, and parking lot capacity. Mr. Dominy referred to Condition #22 and clarified that the square footage that was provided in a previous document is the net square-footage and does not include hallways, storage, and mechanical areas, which is approximately 25% more in total square-footage. Mr. Dominy commented on the language in Condition #26 and #27 referring to the possibility to revoke the church's conditional use permit. He noted that the church wants to be a good neighbor and they do not anticipate any problems. He advised that the normal procedure would be to conduct a hearing to determine how to resolve a problem, should one arise. Chairperson Mass advised that this is standard wording and clarified that there would be an opportunity to resolve any problems through the public hearing process.

In response to an inquiry from Commissioner Kameny, Mr. Dominy noted that it would be possible to widen the pathway from the cul-de-sac to the Iron Horse Trail without losing any parking spaces. In response to a question from Commissioner Arkin, Mr. Dominy noted that there is a right-turn only exit onto Busch Road that would facilitate the flow of traffic after services.

Ms. Hardy described the modifications to the proposal which were made as a result of the Planning Commission's work session. Discussion ensued regarding the lot mix in each of the neighborhoods. Ms. Hardy noted that Ponderosa would like the whole house fan and electric vehicle hook-up to be offered as options. She noted that with regard to staff's recommendation for refining the EVA's, Ponderosa agrees with staff's exhibits in concept, but would like to work with staff on this matter. She advised that for the Maple Leaf residences, Ponderosa will provide new rear yard eight-foot fences with lattice and would provide the extension of side yard fences, working with neighbors on a case-by-case basis. She further advised that Ponderosa will demolish the masonry wall on the south side of Maple Leaf, but the removal of existing rear yard fences would be the responsibility of individual property owners.

Mark Rutherford, architect, presented the floor plans, architectural details, and design elements of the estate lots.

William Hezmalhalch presented the floor plans and elevations of the proposed homes for the 9,000- and 5,000-square-foot lots, including the duplex units. Discussion ensued regarding the architectural detail on the rear elevation of the duplex. Commissioner Arkin stated that he would like to see more detail on this elevation. Commissioner Roberts advised that she would like to see the treatment of the rear entry door to the garage enhanced. Mr. Hezmalhalch offered suggestions to address the Commissioner's comments.

Michael Goldsworthy, architect for the apartment component, described the size and mix of the units. He also described the access to the community center facility, parking, and landscaping. He noted that shelving will be provided inside and outside the front door, as a result of the work session discussion. He noted that with regard to the condition requiring that the windows be recessed that this would be difficult to do and he would like to work with staff to find a suitable solution to this matter. With regard to the issue regarding the carports, he noted that the cost of the carports would impact the affordability of the units. He stated that staff's suggestion to look at the use of shade trees is a good solution. Commissioner Kameny expressed concern about the need for covered parking during the winter months. Discussion ensued regarding the potential to provide covered parking.

In response to an inquiry from Commissioner Arkin regarding whether anything extraordinary is being done to make energy costs more affordable, Mr. Goldsworthy advised that a number of Green Building elements are being implemented.

Ms. Hardy advised that a zero-net energy model will be constructed in the development.

John Casey, Superintendent of the Pleasanton Unified School District, 4665 Bernal Avenue, advised that the Board has approved the option agreement that is a part of this project. He noted that school districts need to ensure that there is available acreage for long-range planning. He stated that districts need to be prepared to provide facilities due to growth and program changes, such as class size reduction mandates. He commented that the School District is always looking at program options in terms of alternative education programs.

Susan Janjigian, 1501 Maple Leaf Drive, noted that she has been involved with the Busch property since 1997. She advised that Ponderosa has listened to the neighborhoods' concerns throughout the development of the current plan. She stated that she resides at the corner of Kamp and Maple Leaf, and that traffic is the key concern of the neighborhood. She stated that they like the cul-de-sac design of the project because it eliminates the ability of cut-through traffic. She noted that they also like the lot sizes. She advised that Ponderosa will also be improving the turn at Kamp and Maple Leaf with street striping.

Steve Brozosky, 1700 Vineyard Avenue, stated that this project is a model plan for Pleasanton. He expressed concern with the school option, noting that if the district sells the land back to Ponderosa it will cost more money for the purchase of the land and reduce the affordability of future senior housing that would be built on this site. Mr. Brozosky stated that the proposal has everything, but he would like to see a habitat for humanity site on the land that is no longer needed for the expansion of the Operation Services Center. He suggested that the City investigate how this may be financed, possibly with some in-lieu fee funds.

Carole Varela, Mohr Avenue, noted that one of the important items in the "Minority Report" was that Mohr Avenue would not be widened. She asked that the six-foot parkway, seven-foot sidewalk, plus additional planting area that abuts the wall be continued along the Jennaro property, with trees planted to match the trees along the parkway and uniform landscaping. She stated that she does not want parking on the other side of the street or the street widened. She asked that one of the digital meters to monitor traffic speed be placed in the eastbound direction between Kamp and Nursery, on the north side of the street across from the Jennaro property.

Sherry Dennis, 3768 Nichole Avenue, advised that she worked on the Housing Commission in 1992 during the development of the General Plan and worked five years ago with Ponderosa on its proposal. She stated that Ponderosa has done a 120% better job this time and she supports approval of the project.

Gevorg Nahapetian, 1423 Maple Leaf Court, voiced support for the proposed plan. He advised that he is pleased with the cul-de-sac and that there will not be through traffic. He commented that he doesn't feel the Planning Commission needs to be concerned with what the property owners will do with the existing back yard fence when the new fence is constructed.

Rob Dondero, 1747 Nursery, advised that he opposed the original plan, but feels that Ponderosa has addressed all of the issues that have been raised. He commented that Ponderosa has gone out of its way to build trust that they will be providing a good plan. He noted that he likes the court street design and feels the plan is a good extension of the existing neighborhood. He noted that he feels the use of the school site for senior housing is perfectly suitable.

Ms. Hardy addressed the draft conditions of approval, noting that the applicant is, essentially, in agreement with the conditions, but there are 15 or 16 conditions that she would like to discuss. She cited and commented on the following conditions:

Condition 4.a.2. and 4.a.3.

Agrees generally with staff's recommendation, but would like the opportunity to work with staff to refine that design.

Condition 4.a.4. and 4.b.4.

Believes the appropriate location for a pedestrian walkway to the Iron Horse Trail is at the location they have proposed, because it will provide an open feeling, additional security and safety, and will be more convenient for those who wish to access the trail from Busch and Valley. Ms. Hardy noted that in discussions with the Fire Marshal, he has indicated that he is not in support of direct EVA to the Iron Horse Trail, but prefers that the EVA traverse the parking lot of the church.

Condition 5

Suggests that no fewer than 20% of each plan type be used on the 9,000-square-foot lots, to allow Ponderosa the flexibility to provide the mix.

Condition 6.b.1.

Would like the opportunity to work with staff on a potential redesign of the "Garage 2" element.

Condition 6.b.3.

Would like the opportunity to work with staff to come up with a redesign of the bonus room that would satisfy staff.

Condition 6.c.2.

Noted that Ponderosa has agreed to provide additional detailing on side elevations that are on a corner lot or face a public space, and they have provided more articulation in terms of window treatments, masonry wraps, and continuation of siding elements. Ms. Hardy noted that some of the rear yard lower elements will not be visible from adjoining lots and they would prefer not to provide that level of detail because of the maintenance cost to the homebuyers.

Condition 6.c.3.

Noted that the Regency architectural treatment provides a combination of stucco body and lap trim and upper element.

Condition 15

Prefers a maximum of 25% of the trees be 24" box size, particularly at the entry and park, and other locations determined in consultation with staff. Ms. Hardy noted that it is not Ponderosa's intention to install 24" box size trees throughout the project. She noted that the other trees would be 15-gallon and shrubs would be a combination of one- and five-gallon depending on the species.

Condition 41 and 42

Willing to work with the City regarding a marketing campaign. Would like to extend the preference to the immediate neighbors around the project.

Condition 50.a.

Suggests that the electric vehicle hook-up be an option, rather than a standard.

Condition 50.e.

Agrees to provide the fan as an option.

Condition 87

Agrees to construction hours of 8:00 a.m. to 5:00 p.m., Monday through Friday, for site improvements, but would like to extend the hours to 8:00 a.m. to 5:00 p.m. on Saturday for interior house improvements. Ms. Hardy advised that Ponderosa posts a sign on the construction site regarding contact information and a letter is sent to surrounding residents advising of contact information in the event of a problem. She further advised that a back-up number is typically provided.

Condition 131

Agrees to construct a curb at the existing edge of pavement and reconstruct the existing asphalt sidewalk and new concrete sidewalk and install street trees in the area along the Jennaro frontage. She noted that the understanding would be that the ultimate width of the street would be 28 feet. Mr. Swift suggested that staff approach the Jennaros to determine the possibility of exploring a PUD modification that would allow Ponderosa to develop the street in accordance

with the design desired by the neighbors. He noted that the present condition allows the flexibility to accomplish this.

Condition 144

Would like to work with staff to explore the possibility of installing one of the “Your Speed” devices on Mohr Avenue.

Condition 143

In general agreement with providing the mitigation measures identified in the mitigated negative declaration, as well as the conditions of approval, that would provide project-related impacts at a mitigation level of service D; however, Ponderosa would like to work with staff regarding fee reimbursement agreements to seek financial assistance from other developers who would contribute to traffic trips through those major intersections in the future.

THE PUBLIC HEARING WAS CLOSED

The Planning Commission recessed for a break at 10:10 p.m.

Chairperson Maas reconvened the meeting at 10:20 p.m.

Commissioner Arkin noted that he would be interested in staff’s response to Ponderosa’s issues with the conditions of approval.

Mr. Swift referred to his presentation, noting the recommendation that the Development Standards Table in Condition 3.a. be modified to reflect the 32-foot height for the 9,000-square-foot lots, and requested that the Planning Commission include this change in their motion. He advised that staff would prefer to see the 5,500-square-foot portion of the project revised so that the “S” Street termination opens up into an EVA on the Iron Horse Trail. He noted that if the route across the church parking lot is selected, staff would like to see the sidewalk widened to eight feet, rather than the five feet that is shown.

The Planning Commission agreed to review the issues and state their position on the issues raised by the applicant.

- **(#3.a) 32-foot maximum height for 9,000-square-foot lots – Consensus to approve the modification.**
- **(#4.a.2. and #4.a.3) reconfiguration of courts – Consensus to allow the applicant to work with staff.**
- **(#4.a.4. and #4.b.4.) EVA to Iron Horse Trail – Consensus to support Ponderosa’s recommendation, with the modification to widen the sidewalk to eight feet.**
- **(#5) percentage of plan types to be used on the 9,000-square-foot lots – Consensus to support staff’s recommendation of 25%**
- **(#6.b.1.) eliminate the “Garage 2” Option – Consensus for the applicant to work with staff on a potential redesign.**

- (#6.b.3.) eliminate the bonus room over the garage on Plan 2 – Consensus for the applicant to work with staff to explore ways of differentiating the models.
- (#6.c.2.) consistent window and trim treatment and detailing on all four sides of the homes – Consensus to support the condition as proposed by staff.
- (#6.C.3.) Regency architectural style – Consensus for the applicant to work with staff on the architectural style.
- (#15) reduction of the number of required 24” box size trees – Consensus for the applicant to work with staff to determine the number of 24” box size trees and the location of those trees in the project and the use of 15-gallon street trees.
- (#41 & #42) marketing campaign – Consensus to allow preference for purchasing homes to be extended to the immediate neighbors.
- (#50.a.) – electric vehicle hook-up – Consensus to allow the electric vehicle hook-up as an option.
- (#50.e.) – whole house fan – Commissioners Arkin and Roberts supported the requirement that the whole house fan be a standard feature on all homes. Commissioners Kameny and Maas supported the recommendation that the fan be offered as an option. Commissioner Arkin stated that this project has a greater load on the power grid than other projects, and this is a low-cost feature.
- (#87) – Saturday hours for interior work – Consensus to allow interior work on Saturday, with direction to the applicant to provide a contact number if there are complaints on Saturday.
- (#131) – street improvements along the Jennaro property – Mr. Swift commented that he feels the condition is appropriately worded and suggested that the property owner should be contacted to determine if a modification to the PUD can be agreed upon. The Planning Commission concurred.
- (#144) – installation of “Your Speed” devices – Consensus to work with the neighbors to determine locations.
- (#143.i.j.k.) – fee reimbursement agreements for traffic mitigation measures – Mr. Swift noted staff’s support for Ponderosa’s request. – Consensus to support the applicant working with staff regarding fee reimbursement agreements.
- (#26 & #27) – church conditional use permit – Consensus with Mr. Swift’s suggestion to modify the language to better describe the process.
- Recessed windows – Concurrence with Mr. Swift’s suggestion to look at the way the trim elements are established with the rest of the wall elements to provide detailing.
- Fee waivers – Mr. Swift advised that the fee waivers would apply only to the 86 affordable units.
- Covered parking for senior apartments – Commissioners Kameny and Maas supported the addition of carports that match the architecture of the apartments. Commissioners Roberts and Arkin did not support this modification. It was noted that the Planning Commission is split on this matter because of the cost benefit.
- Growth Management – The Planning Commission indicated support for staff’s recommendation for Growth Management allocation.

Commissioner Arkin advised that he is pleased with the project and the community support for the project. He further advised that he is very pleased with the net-zero energy home.

Commissioner Roberts thanked Ponderosa for adding an additional model and for addressing the Planning Commission's concerns.

Chairperson Maas expressed concern about ensuring the safety of pedestrians using the EVA. Mr. Swift described the conceptual plan for the construction and landscaping of the EVA.

In response to an inquiry from Chairperson Maas, Mr. Swift advised that there is a condition that requires the payment of the value of the heritage trees that will be removed to the Urban Forestry Fund at the time of recordation of the Final Map.

Discussion ensued regarding the possibility of asking the applicant to provide visual simulations of various aspects of the project.

Chairperson Maas suggested that the nominal fee for the ten-feet of additional property for the Maple Leaf residents be reduced to \$1, noting that some of the residents were not certain what the fee would be. Mr. Swift advised that he is not comfortable with the Planning Commission refining this condition.

Commissioner Arkin stated that he wants to be sure that Ponderosa's commitment to work with staff to make some minor adjustments to the duplex architecture is part of the Commission's recommendation.

Commissioner Roberts advised that she would like to see consideration given to Mr. Brozosky's recommendation regarding the Habitat for Humanity. Mr. Swift noted that it was the recommendation of the City Council during previous review that no housing about the Operation Services Center.

Commissioner Roberts moved to:

- (1) find that the project would not have any significant effect on the environment and recommend approval of the Negative Declaration prepared for the project;**
 - (2) find that the proposed General Plan changes are consistent with the rest of the General Plan and recommend approval of the General Plan changes as shown in Exhibit "C";**
 - (3) find that the PUD development plan is consistent with the General Plan, as amended, and recommend approval of Case PUD-18, subject to the conditions shown in Exhibit "B," incorporating the modifications discussed and agreed upon by the Planning Commission, including staff's recommendation for fee waivers as recommended by the Housing Commission for the 86 affordable units, that the in-lieu fee for the entire project be met by the inclusionary housing, and that no credit or fee waiver be given for the park dedication fee; and**
 - (4) recommend the growth management allocation for Case PUD-18 per staff.**
- Commissioner Arkin seconded the motion.**

ROLL CALL VOTE

AYES: Commissioners Arkin, Kameny, Maas, and Roberts
NOES: None
ABSENT: Commissioner Sullivan
ABSTAIN: None

Resolution No. PC-2002-44 was entered and adopted recommending approval of the Negative Declaration prepared for Case PGPA-4/PUD-18/PGM-6.

Resolution No. PC-2002-45 was entered and adopted recommending approval of Case PGPA-4.

Resolution No. PC-2002-46 was entered and adopted recommending approval of Case PUD-18 and Case PGM-6.

b. **PAP-31 (PV-68/PADR-560)**

APPLICANT: Therese and Reid Miller

APPELLANT: B.J. Williams

Appeal of the Zoning Administrator's approval for a variance from the Municipal Code and administrative design review to allow construction of two single-story additions totaling 579-square feet on the rear and southeastern side of the existing dwelling located at 6870 Siesta Court. The addition to the southeastern side would be set back 8 feet, 9 inches from the rear property line where 15 feet is the minimum required setback. Zoning for the property is R-1-6,500 (Single-Family Residential) District.

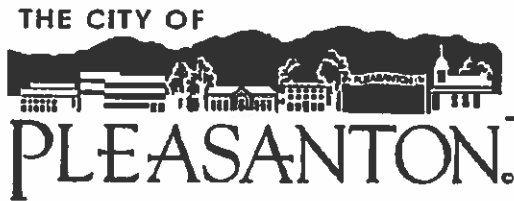
Application withdrawn by the applicant.

c. **UP-95-20, The Marque**

Consideration of possible modification of or revocation of a conditional use permit for a dance club and bar (The Marque) located at 4555 Hopyard Road, Suite C-19. Zoning for the property is PUD-I/C-O (Planned Unit Development – Industrial/Commercial-Office) District.

Senior Code Enforcement Officer Darrin Davis presented the staff report providing history of this conditional use permit and the businesses that have operated under this use permit. He provided information regarding the complaints that he received in October 2001 from the neighbors in Val Vista regarding the noise problems occurring at The Marque. He reported that The Marque's staff agreed to address these concerns by reducing the volume of the music and keeping the doors closed, as required by the conditions of approval. He noted that in April 2002 The Marque changed the format of the night club and the problems escalated. He reported on the recent complaints that have been reported to the Police Department and the Police Department's attempts to work with the management of the nightclub to address the concerns.

Sgt. Davis reviewed the correspondence that has been provided as a part of the staff report. He noted that a letter from Frank Finelli indicating that Inner Circle Entertainment V, LLC d/b/a/



**City Council
Staff Report**

August 20, 2002
Planning Department

SUBJECT: PGPA-04, PUD-18, PGM-06, Busch Property

APPLICANT: Ponderosa Homes
Mark Sweeney

PROPERTY OWNERS: Mary E. Dana and the Velma Busch Estate

OPTION HOLDERS: Ponderosa Homes, Pleasanton Unified School District (PUSD),
Pleasanton Presbyterian Church, Mark Sweeney

PURPOSE: Application for:

- (1) a general plan amendment to the Land Use Element (a) to eliminate the text reference to the Busch Property as an "area of special concern" and (b) to redesignate the land uses as necessary to correspond to its proposed development plan: creating new designations for P&I (6.1 acres) and P&I/MDR (22.6 acres), decreasing the MDR acreage by 16 acres; decreasing the LDR acreage by seven acres; leaving the HDR area the same size; and deleting the Park & Recreation area;
- (2) rezoning the site to PUD-LDR/MDR/HDR/P&I/ Mixed P&I/MDR;
- (3) approving a development plan for
 - (a) 9 lots/houses on the LDR area,
 - (b) 71 9,000-square-foot lots/houses; 97 5,500-square-foot lots/houses; 16 duet lots/houses; and a private park on the MDR area;
 - (c) a 172-unit senior apartment project on the HDR area, 50% affordable to lower-income households,
 - (d) the use component for a church/day care facility on the P&I area, and
 - (e) construction of the Iron Horse Trail from Mohr Avenue to Busch Road;
- (4) constructing associated infrastructure to serve the site both on- and off-site, including intersection and traffic signal improvements along Stanley-First-Sunol Blvd., Valley Avenue, and Stoneridge Drive and a storm drain line in the full length of Martin Avenue;
- (5) approving a growth management program development schedule allowing the senior apartment project to utilize the "Affordable Housing Sub-Allocation" and

- be constructed in 2003 and to phase the balance of the project over 2004 and 2005; and
- (6) approving an Affordable Housing Agreement which would establish affordable rents in perpetuity for 86 of the units in the senior apartments, 23 affordable to households at 50% and 63 affordable to households at 60% of the area median income.

GENERAL PLAN DESIGNATION: Low, Medium, and High Density Residential and Neighborhood Park – Area of Concern

ZONING: Not zoned; presently unincorporated

LOCATION: 92 acres northwesterly of the Operations Service Center, between Busch Road and Mohr Avenue and easterly of the former Southern Pacific Railroad Corridor

PLANNING COMMISSION RECOMMENDATION: Approval, subject to the attached conditions, with a split recommendation (2-2 vote) on whether to require carports at the senior apartment project and whether to require whole house fans as an option or required element of the single-family houses.

HOUSING COMMISSION RECOMMENDATION: Approval of the inclusionary housing aspects of the project, the affordable housing agreement, and the associated fee waivers.

STAFF RECOMMENDATION:

Make the following determinations:

- a. Whether land should be reserved for Operation Services Center expansion?
Shown in the concept plan, the 2-3 acres north of the O.S.C. are not now believed to be needed for O.S.C. purposes; staff and the Planning Commission recommend it be deleted as shown in the attached exhibits.
- b. Whether the City should negotiate a second-position option for the school option site should the P.U.S.D. not require the site?
Staff does not believe the second-position option would confer any benefit to the City, and there is no known use for this site; staff and the Planning Commission recommend it be shown as a senior, medium density residential project if not acquired by the PUSD.

- c. Whether the senior apartments should include carports?
Staff recommended approval as proposed, with no carports; the Planning Commission split over whether to require them but recommended they be architecturally compatible if included.
- d. Whether the project's orientation to the Iron Horse Trail should be strengthened by opening a street connection to it or leaving the path connection through the Church site as proposed?
Staff recommends extending "S Street" as a trail connection, eliminating Lot 152; the applicant and Planning Commission support the trail connection as proposed.
- e. Whether the project's houses should offer whole house fans as options or as standard features?
Staff recommended these be standard; the Planning Commission split on this issue. The applicant supports this as an optional feature.
- f. Whether the overall inclusionary housing/affordability component is satisfactory?
Staff, the Housing Commission, and the Planning Commission support the mix of affordable to very low- and low-income household senior apartments and other elements of the plan: market rate senior housing, duets, three other products.
- g. Whether the final components of the Affordable Housing Agreement are satisfactory, including \$699,954 in fee waivers, use of \$100,000 to "buy-down" rents in six one-bedroom units from the 60% to 50% median income level, and \$105,000 to substitute seven two-bedroom units at 60% median income level for seven one-bedroom units at the 60% median income level, with funds from the Lower-Income Housing Fund?
The Housing Commission and Planning Commission recommended approval of the draft agreement which directed staff to seek possible reductions in rent levels and inclusion of two-bedroom units in the mix. Staff recommends the final draft agreement which includes nine two-bedroom affordable units and six additional very low-income one-bedroom units.
- h. Whether the traffic pattern, traffic calming features, and off-site traffic mitigations are satisfactory?
Staff and Planning Commission support the elements/components of the project as designed and conditioned. The applicant has agreed to the mitigation measures.
- i. Whether the Growth Management allocation is satisfactory?
Staff, the Planning Commission, and the applicant support the proposed use of the affordable housing sub-allocation for the senior apartments and major project allocation in 2004 and 2005 for the balance of the project.

- j. Whether any other aspect of the project should be modified?
The Council may add or modify conditions or make other changes as it sees fit. Issues not reviewed by the Planning Commission may require referral back to the Planning Commission for its review and report.

Staff recommends approval of the project by taking the following actions:

1. Find that the project would not have any significant effect on the environment and approve the attached draft Negative Declaration.
2. Find the proposed General Plan amendments to be internally consistent with the rest of the General Plan and approve the attached draft resolution amending the General Plan as shown in Exhibit "C," or as modified by the Council.
3. Find the proposed PUD pre-zoning and development plan consistent with the General Plan, as amended, and introduce the attached draft ordinance pre-zoning the site and approving the development plan subject to the conditions attached (Exhibit "B"), or as modified by the City Council.
4. Authorize the City Manager to execute an Affordable Housing Agreement substantially as shown in the attached Exhibit "D," incorporating the fee waivers as recommended by the Housing Commission and the Planning Commission and use of lower-income housing funds as recommended by staff.
5. Approve the growth management allocation for the project as recommended by staff and authorize the City Manager to execute one (or more) growth management agreements for the project.

Honorable Mayor and Members of the City Council:

BACKGROUND

The Busch property is one of the few remaining undeveloped properties designated for development in the City's General Plan. Presently it is an unincorporated 92-acre farm with two farmhouses and several outbuildings.

Ponderosa Homes has long held an option to purchase the bulk of the property for development, leaving the farmhouses for relatives of the Busch family who still live on the property. The Busch property has had a long planning history, detailed in the attached Planning Commission staff reports, which culminated in the fall and winter of 2001 in a series of four City Council workshops. At the January 20, 2002 workshop, the City Council reached a consensus, directing Ponderosa Homes to pursue a development plan modeled after Option "F." Ponderosa Homes then prepared conceptual plans and sought neighborhood input, culminating in the detailed development plans which were reviewed extensively by the Housing Commission and Planning Commission. As the plans were reviewed by neighborhoods, Housing Commission and Planning

Commission, modifications were made to incorporate the recommendations of these groups. The plans now before the City Council represent a synthesis of all these inputs.

In an attempt to resolve as many issues as feasible at this time, the project before the City Council includes not only the typical General Plan and rezoning/development plan approvals, but also the Affordable Housing Agreement and Growth Management Program approvals. If approved, the overall project will still need to receive approval for annexation, tentative map, and final map. While portions of the project will have received the key land use approvals with this action, the church use will have received only partial approval, and the school option site use will have only basic zoning approval. These matters are discussed at greater length in the "Project Description" section.

PROJECT DESCRIPTION

The project consists of a series of related land use entitlements: general plan changes, rezoning and development plan approval, affordable housing agreement, and growth management agreement. These are summarized below and are described fully in the attached Planning Commission staff reports.

General Plan Amendments

The General Plan Land Use Element would be changed to accommodate the proposed project. Exhibit "C" details these changes, summarized below:

- The text describing the Busch Property as an "Area of Special Concern" and its special requirements would be deleted.
- The land use designations of the Busch Property would change to match the proposed uses:
 - church site as "P&I" (a new use on this site)
 - senior apartment as "HDR" (a relocation of an existing, similarly-sized designation)
 - low density area as "LDR" (a reduction in LDR area from 13 to 6 acres)
 - 9,000-square-foot lots, 5,500-square-foot lots, duet lots, and private park as "MDR" (a reduction in MDR area from 66 to 50 acres)
 - school option site as "Mixed P&I/MDR" (a new use)

The original submittal showing a new 2.5-acre "P&I" designation to accommodate an expansion of the O.S.C. is no longer included in the project description.

Rezoning and Development Plan

The Busch Property is currently unincorporated. The application includes a pre-zoning to the PUD-LDR/MDR/HDR/P&I/Mixed P&I/MDR District and approval of a development plan which would do the following:

- Establish an overall street, utility, and land use plan for the site characterized by distinct areas with separate street accesses, linked by emergency vehicle accesses (EVAs).
- Grant final development plan approval for the seven new LDR lots (including design review of houses) and establish all zoning regulations for these lots and the two lots containing the existing farm houses.
- Grant final development plan approval for the 9,000-square-foot-lot product, 5,500-square-foot-lot product, duets, and private park (including site plan, building design review, and preliminary landscape plan approval).
- Grant final development plan approval for the senior apartment project (including site plan, building design review, and preliminary landscape plan approval).
- Grant approval of zoning regulations for the church site, including conditional use permit regulations but requiring subsequent design review approval (site plan, building architecture, and landscape plan).
- Designate the zoning for the school option site for public school use or, if not used for that, for a medium-density senior housing project.
- Establish the development obligation for construction of a portion of the “Iron Horse Trail,” with subsequent design and landscape plan to be reviewed and approved by the Parks and Recreation Commission.

The individual components of the project are summarized below:

- LDR Component – Seven new lots facing Mohr Avenue plus two existing homes
 - 18,000-square-foot minimum lot size for new homes
 - two house models, three elevations each, 3,768 and 4,451 square feet in size
 - optional 640-square-foot second units/bonus rooms over detached garages
 - 1.36 and 1.26 acre lots for the two existing houses, both of which will be retained, one on each lot
- 9,000-square-foot-lot Component – 71 new lots, 31 reached off of Kamp Drive (S) and 40 reached off of Mohr Avenue
 - 9,000-square-foot minimum lot size
 - three house models, three elevations each (with multiple optional areas) of 3,443, 4,259, and 4,345 square feet in size (with optional areas)
- 5,500-square-foot-lot Component – 97 new lots, plus 16 duet lots, all reached via Busch Road
 - 5,500-square-foot minimum lot size for new homes
 - four house models, three elevations each, of 2,156, 2,738, 2,864, and 3,044-square feet in size
 - duet lots are 2,950- and 3,548-square-foot minimum lot size
 - duet homes are 1,416 and 1,774 square feet in size
- Senior Apartment Component – 172 senior, independent living units in two- and three-story buildings clustered around a central parking area
 - 150 one-bedroom units (650 square feet) and
 - 22 two-bedroom units (805 square feet)

- 50% of units are proposed to be affordable with the following mix:
 - 23 one-bedroom units affordable at 50% of median-income rates (very low-income level)
 - 54 one-bedroom and 9 two-bedroom units affordable at 60% of median-income rates (low-income level)
- complex includes community room and will provide some transportation
- Private Park Component – a 2.5 acre, owners’ association owned/maintained park centrally located with access from the northerly and southerly areas
 - contains swimming pool, barbecue, casual play grass area, and tot-lot area
 - parking available from north and south sides
 - all units (senior units, MDR, and LDR) are member-users
- Church Component – a six-acre site located adjacent to Busch Road being planned for a relocation of the Pleasanton Presbyterian Church
 - to be designed for 900 seating in sanctuary
 - planned day care for up to 200 children
 - planned for a full range of church-related uses, including worship services, weddings and memorial services, youth ministries, bible study, vacation bible school, summer programs, adult classes, fellowship gatherings, musical programs, and indoor sports activities
 - facilities planned to be used by other churches and community groups
- School Option Site – a 22-acre site northerly of the O.S.C. and subject to an option agreement between Ponderosa Homes and the P.U.S.D.
 - option provides five years for the P.U.S.D. to exercise its option on the site, another three years to begin developing it as a school
 - Ponderosa Homes retains repurchase rights if no school is constructed
 - site is capable of having access from two streets, one provided with this project (Q to P Street) and another through the Hanson lands to the east
 - site can be expanded to the east
 - current size is sufficient for a special purpose-type high school or middle school
 - development of a school would follow the P.U.S.D. process, with no direct City review; traffic and other mitigations are subject to the P.U.S.D. CEQA process
 - if not a school, a senior MDR project would be subject to subsequent PUD development plan and CEQA review

Off-Site Infrastructure

The project includes traffic and storm drainage improvements located off-site. The traffic mitigations are necessary to continue satisfactory levels of service as required by General Plan policy and have been made a part of the project pursuant to CEQA requirements. The major storm drain has been long-planned to serve this area. Street improvements include:

- modifications to the Valley-Busch intersection
- signalization of the Boulder-Valley intersection
- modification of the Stanley-Valley-Bernal intersection
- modification of the First-Ray-Vineyard intersection

- modification of the Bernal-First-Sunol intersection
- modification of the Stoneridge-Hopyard intersection
- modification of the Stoneridge-Hacienda intersection

These modifications are described in Condition 143. The project also includes traffic calming measures along Mohr Avenue and Kamp Drive (south) and “Your Speed” devices to be installed as directed by the Traffic Engineer. The storm drain would extend the length of Martin Avenue, extending the storm drain southerly from the park (Mohr School) to Mohr Avenue and into the project.

Growth Management Allocation

The applicant initially sought a growth management allocation which would not have been possible given the existing annual allocations for future years. Staff has proposed an alternative, agreed with by the applicant, which comes very close to matching the original request while respecting the existing allocations. The project is now seeking approval of the following allocation:

Senior apartments – Grant all 172 units approval for construction in 2003 under the “affordable housing sub-allocation,” using the following years’ sub-allocations:

2003	-	44 units
2004	-	50 units
2005	-	50 units
2006	-	28 units

Single-family/duet units – Grant a “major project” approval in the following years:

2004	-	110 units
2005	-	81 units

No “major project” units are available in 2003 as that year is currently fully subscribed. Ponderosa Homes, by virtue of having a major project allocation, would be eligible to trade with other developers and/or use any new allocations, if made available, in order to begin models and a small first phase in 2003 as it had initially sought.

Affordable Housing Agreement

The developer has worked with staff and the Housing Commission to make this a model inclusionary housing project. Designated lower-income units are provided in the senior housing project (50% of its total units), making 24% of the units in this overall project affordable to lower-income households. In addition, over a quarter of the affordable units are affordable to very-low income households.

The draft Affordable Housing Agreement recommended for approval by the Housing Commission and Planning Commission contained direction to staff to attempt to add some affordable two-bedroom units and increase the number of very-low income units to the mix of affordable units initially approved. With no City funding assistance, the project would now provide 17 very-low income one-bedroom units, 67 low-income one-bedroom units, and two low-income two-bedroom units. With City funding assistance staff and the developer have agreed on making six of the 67 one-bedroom low-income units affordable to very-low income

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households (increasing these from 17 to 23 units) and shifting seven of the low-income one-bedroom units to two-bedroom units. The draft agreement now provides:

23 units – one bedroom very-low income (50% of Area Median Income)

54 units – one bedroom low-income (60% of Area Median Income)

9 units – two bedroom low-income (60% of Area Median Income)

Rents are based on one-person households for one-bedroom units and two-person households for two-bedroom units. The draft agreement includes all the standard City requirements respecting term (in perpetuity), location of units (random), and City preference system. In addition, the agreement allows the City to “buy” additional affordable units or make them more affordable in the future, requires units to be constructed and/or adaptable for handicapped accessibility, and requires acceptance of Section 8 vouchers.

The agreement includes the following City fee waivers:

- low income housing fee for entire project – exempt by ordinance
- public facility fee for the 86 affordable units - \$277,522
- local traffic fee for the 86 affordable units - \$276,232
- City water connection fee for the 86 affordable units - \$103,200
- City sewer connection fee for the 86 affordable units - \$43,000

It also includes “buying down” the rents on the increased number of very-low income units (\$100,000) and substituting the two-bedroom units (\$105,000) by approving the expenditure of \$205,000 from the Low-Income Housing Fund.

DISCUSSION

The overall project is the outgrowth of significant input from immediate neighborhoods, the community at large, the City Council, and City commissions. It fulfills numerous city-wide needs. It furthers and is consistent with City policies. The individual components of the overall project have been thoughtfully designed and will make desirable neighborhoods. Taken together, the project is a model for a neighborhood-sensitive, inclusionary housing project which at once meets numerous city-wide needs: a school option site, a church site large enough for the Pleasanton Presbyterian Church and its many functions, a senior apartment project (with both affordable and market rate units), distinct residential neighborhoods providing new housing options currently not available elsewhere in the community, and trail links of community-wide benefit.

The project and its various components are discussed in detail in the attached Planning Commission staff reports. The July 24, 2002 Planning Commission Staff Report summarizes the key issues, and the reader is directed to that report for a comprehensive discussion of all phases of the project. This report highlights only those issues still not totally resolved or deserving highlighting.

City Interest in the Busch Property

The Option "F" conceptual plan had a three-acre reserve for possible expansion of the Operations Service Center which was translated into a 2.5 acre reserve in the original PUD submittal. Staff does not believe this additional area is warranted at this time, and staff has directed Ponderosa Homes to develop its plan without this reservation. The Council should note, however, that the potential for expansion to the north remains so long as the P.U.S.D. option remains and the site is undeveloped.

Likewise, staff has determined that taking a second position behind the P.U.S.D. for purchasing the 22-acre school option site is not warranted. It is likely the cost would be at near-market value (120% of the P.U.S.D.'s price of 80% market value at date of exercise is about full market value), and staff does not believe it is an attractive site for City uses such as park or substantial affordable housing. Other sites are likely to be more economical and better located for their intended uses.

Senior Apartment Carports

This issue relates directly to the convenience of the project to its residents, the attractiveness of the complex, and the affordability of its units. Designed as an affordable project, the apartments have no covered parking spaces. The central parking area functions both as a landscaped building separator and as a "courtyard," given the light usage of its parking lot. Eliminating carports makes the project cheaper to build, and, thus, allows the attractive affordability levels proposed. Nonetheless, seniors appreciate having covered parking during both the rainy season and the hot, summer season. The Planning Commission could not reach a decision on whether to require carports; however, it felt that, if provided, they should be the more expensive, architecturally compatible type.

Staff continues to support the project without carports on both aesthetic and economic grounds. Staff does believe, however, that it is feasible to extend covered walkways from the buildings to designated drop-off spots for the project's van or guests. Such a feature could be more satisfactory to more of the project's tenants than carports. Also, carports can be added in the future if found to be necessary; such projects in affordable complexes can be done by volunteer groups, HCD projects, or by the developer/owner as financing warrants. Reliance on private vehicles by seniors in independent living facilities tends to decrease over time as the average age of residents increases. Providing sufficient carports to meet "demand" at initial leasing is likely to overstate the long-term need even if carports were felt to be desirable.

Should the Council wish to require either covered walkways or carports, it should add a condition to accomplish this. Staff suggests the final design/number/location of either covered walkways or carports be subject to staff review and approval.

Iron Horse Trail Orientation

The single significant issue not resolved between staff and Ponderosa Homes has to do with the design orientation of the 5,500-square-foot-lot product and the Iron Horse Trail. Staff suggested the project be designed to open it up to trail users. However, both the site constraints and

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Ponderosa Homes' aversion to marketing homes with an openness to the trail led Ponderosa Homes to design its project with a rear yard/masonry wall relationship to the trail. The trail connection provided – via a pathway through the church site – accomplishes the physical linkage, but it does not truly integrate the trail into the community.

To fully integrate the trail with the project would require wholesale revision of the site plan, introducing inefficiencies and inevitably lot loss to a project already strong on its appropriation of land to community facilities and possibly losing the balance between neighborhoods insisted upon by its nearby neighbors. Staff, therefore, suggested two options which it felt were improvements over the trail connection proposed, although not a fully integrated solution. One would not lose any lots but would create awkward house siting for several lots. The other would eliminate one lot and create a simple, straight-forward connection. Staff recommends the latter as a preferable means to connect the project to the trail. Both the applicant and the Planning Commission feel the proposed connection is satisfactory.

Green Building – Whole House Fan

An issue not resolved by the Planning Commission was whether to require whole house fans as required or optional features in these houses. Staff fully supports whole house fans as, given Pleasanton's climate, they can drastically reduce or eliminate air conditioner use. While staff initially recommended these as mandatory, offering them as an option (supported by Ponderosa Homes) is likely to accomplish the same end since the cost is very low in relation to potential future savings. Buyers at this price level who are given proper information should have little difficulty making this choice. Leaving this an optional feature is in accord with the current green building policy of seeking developer/buyer concurrence with inclusion of these measures.

Inclusionary Housing Solution – Fee Waivers and Use of Lower Income Housing Fund

In response to the City's Inclusionary Housing Ordinance and unanimous direction from the Council, Ponderosa Homes has developed a program of housing which exceeds the requirements of the ordinance in both numbers of units and level of affordability. The senior apartment component also meets the special housing needs of seniors, lower-income and otherwise, disabled and not. While the balance of the housing in the project is above-moderate income in affordability, it nonetheless offers a variety of housing in different housing types (second units; relatively small duct units; and small, medium, and large lots with homes from 2,156 to 4,451 square feet).

The affordable housing component of the project is summarized in the attached Affordable Housing Agreement. Following past precedent, staff and the Housing Commission recommend fee waivers for the 86 affordable units (local traffic fees, public facilities fee, and local component of water and sewer fees). The Housing Commission directed staff to seek additional units affordable to very low-income seniors and to include some two-bedroom units in the affordable mix. Staff has negotiated these changes as described earlier and is seeking Council concurrence in the expenditure of \$100,000 for the six additional very low-income units and \$105,000 for substituting seven of the nine two-bedroom low-income units. If the Council should choose not to expend these funds in this manner, the agreement would revert back to the

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current, no City funding proposal, with two two-bedroom affordable units and 13 more one-bedroom units affordable at the 60% median level. (In each case, the total affordable units remains at 86 units, half the total apartments.)

The proposed “buy-down” of rents is an allowable use of the Lower Income Housing Fund, and in this instance it produces an excellent return. It is anticipated to produce an aggregate \$21,780 reduction in annual rent (relative to the original proposal), more than the potential investment yield of the expenditure. It also yields some valued variety in the senior affordable housing stock by adding additional two-bedroom units. Staff did not seek to increase the total number of affordable units since the community felt it was desirable to include significant numbers of market rate units for seniors.

Traffic Solutions

Using the new City traffic model, a number of improvements were identified as necessary for the church-housing portion of the project to meet City General Plan levels of service standards. Ponderosa Homes has agreed to make these improvements. The City is still fine-tuning the model and will be looking at its Circulation Element policies in a comprehensive manner over the next one to two years. Should any of the improvements be deleted/modified as a result of that process, the Ponderosa mitigations would be adjusted accordingly.

The traffic mitigations do not include any mitigations which may be needed by a school or alternative use on the school option site. While the in-tract streets (Q and P Streets) and Valley-Busch have been designed to work satisfactorily with a school use, other local access streets (another access to Busch Road) and possible off-site mitigations may be necessary. These would be evaluated in the P.U.S.D.’s environmental document. The alternative use (medium density senior housing) would not be expected to generate significant traffic; it, however, would be subject to future City review of its traffic impacts.

The project incorporates traffic-calming features at the Kamp Drive (S) – Maple Leaf Drive intersection and on Mohr Avenue across its frontage. A condition requires Mohr Avenue to be “finished” across the Jennaro property as well. The width of Mohr Avenue at this location will be reviewed with the Jennaros and the neighborhood, as the street width approved in the Jennaro PUD (never developed) may be narrowed in keeping with both traffic-calming policies and the termination of this street with little additional traffic.

The final alignment/design of Busch Road from Valley to Q Street is conditioned to be resolved as final maps are developed. The General Plan currently calls for Busch Road to be a four-lane, divided roadway. This project can be accommodated with a single through lane and a dual east-bound left turn lane at Q Street. Attractive landscaping in the median and on both sides of the street are desirable in the short-term as well as the long-term; staff will establish the center median and fix the right-of-way on the project (north) side from that point, assuring sufficient room for the General Plan-designated lane configuration, but only building one through lane at this time. Should the East Pleasanton Circulation Study and/or upcoming Land Use and Circulation Element review identify the potential to keep this street at a single lane, the full

improvements will have been completed and the landscaping matured. The ultimate land uses within the Hanson and Kie-Wit properties, the possible extension of Boulder Street, and the configuration of El Charro Road will all play major roles in determining the ultimate design of Busch Road. Until these issues are resolved, staff will follow the current General Plan designation for Busch Road, while maximizing the landscaping and future flexibility to adjust the road to accommodate potentially different traffic patterns/volumes.

Growth Management

Staff has been asked whether the use of the affordable housing sub-allocation will preclude another affordable project from being approved by the City in the near-term. Following the ordinance, unless the affordable housing sub-allocation is increased, no new project can use this sub-allocation until 2006. This does not mean that no other affordable project can be built before then, however. First, given the City's inclusionary housing ordinance and new draft Housing Element policies, every project of any size is likely to be an "affordable project." Second, such projects may seek growth management approval from either the major project category (units available in 2004 and later years) or the first-come, first-served category (units available in 2002 and later years). Third, the City Council annually reviews its annual allocations and can adjust these allocations to address its determination of housing need. Staff supports the use of the affordable housing sub-allocation for this project as the senior apartment project meets and exceeds every criteria for its use and allows this very desirable project to be built as soon as infrastructure can be brought to it – hopefully as early as 2003.

HOUSING COMMISSION REVIEW

The Housing Commission reviewed the project on several occasions and recommended approval of the overall project, the draft Affordable Housing Agreement, and the fee waivers described above. Its direction to seek additional affordability/affordable two-bedroom units has been incorporated into the final draft agreement attached. Please see the attached minutes for a full description of its action.

PARK AND RECREATION COMMISSION REVIEW

No formal review of this project was held since the project does not propose a public park nor any waiver of or credit against its full park dedication fees. The commission received notice of the project together with staff's determination that its review of the General Plan change deleting the neighborhood park was not necessary given its conformity to the General Plan policy concerning proximity to neighborhood parks. Staff notes that this planned neighborhood park was a focal point feature of the neo-traditional design contemplated under the "Area of Special Concern" direction in the 1996 General Plan; it was not necessary to achieve other traditional park policies (acres/population, proximity). This project will be served by its private park, by two nearby neighborhood parks, and by a planned future community park on the Hanson property a short distance away. The project also includes portions of two trail segments,

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including landscape improvements for three acres alongside the Iron Horse Trail. These improvements will be reviewed by the Park and Recreation Commission, prior to approval of the final map for the project.

PLANNING COMMISSION REVIEW

The Planning Commission reviewed this project at a workshop and formal hearing. The minutes of these two meetings fully describe the Planning Commission's deliberations. The Planning Commission unanimously recommended approval of the project essentially as described in the "Project Description" and conditions of approval. It, however, could not reach consensus on two items: the senior apartment carports and the mandatory/option treatment of whole house fans. The Planning Commission split 2-2 on these two issues and recommended that the City Council consider both of these issues in light of its discussion.

ENVIRONMENTAL REVIEW

A negative declaration has been prepared for the proposed project. Staff believes that the project-related impacts are mitigated, with the mitigation measures incorporated in the project's design or referenced with conditions of approval, and that there would be no significant environmental impacts. Staff, therefore, believes that the Negative Declaration can be issued in conformance with the standards of the California Environmental Quality Act (CEQA). If the City Council concurs with this environmental assessment, it must make the finding that the Negative Declaration is appropriate prior to approving the project.

FISCAL IMPACT

As mid- to high-value housing, the project would be expected to generate revenues to cover its costs of service. The senior housing project is conditioned to meet its transportation needs without impacting the City's dial-a-ride service. The church use would generate a low demand on services. A school, especially a high school, would generate service costs in the emergency response area, but providing police/fire services to schools is a part of the City's fiscal program. Neither the church nor a future school would generate significant City revenues to offset costs. The park and parkway strips/street trees are maintained by an owners' association. The City would be responsible for maintenance of the Iron Horse Trail segment and related landscaping, maintenance of a new traffic signal, and maintenance of streets and sewer, water, and storm drain lines. The project also includes the one-time expenditure of the above-listed funds from the Affordable Housing Fund to enhance the project's long-term affordability.

COUNCIL OPTIONS

This overall project presents the Council with very broad discretion to address such issues as it may choose with respect to the General Plan, pre-zoning, development plan, and conditions of approval. The only true constraint is maintaining conformity and internal consistency with the General Plan. With respect to the growth management approval, the Council is constrained by the ordinance and procedures set forth therein. As for fee waivers and use of the Lower Income Housing Fund, these are totally within the Council's discretion.

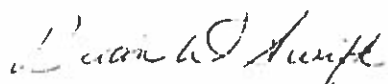
The "determinations" included at the beginning of this report under "Staff Recommendation" are meant to focus the Council on those items which have been considered issues by staff, commissioners, or the public. The nine substantive issues noted are a distillation of many, many issues which were raised and, to date, resolved to the satisfaction of reviewing bodies and the applicant. The initial Planning Commission workshop staff report enumerates many of these, covering a wide range of subjects, and the Housing Commission deliberations raised others related to the housing aspects of the project. While almost all issues have been resolved through the review process, the City Council is free to raise anew any issue in order to explore alternative solutions. Issues not heretofore reviewed are also capable of being raised. Procedurally, the Council may address and modify any aspect of the project. Should the Council address an issue not addressed by the Planning Commission, it may either postpone action and seek a Planning Commission recommendation or it may take action and then refer the matter for Planning Commission review and report. Staff believes the former process, with clear direction from the City Council, is the preferable procedure.

The Council should address the "determinations" listed in the "Summary" section before taking action, including the last, catch-all query relating to other Council issues. All of the substantive issues listed were reviewed by the Planning Commission, and the City Council is generally free to act on those issues at this meeting. Staff can advise the Council as to appropriate procedure should a new issue arise.

STAFF RECOMMENDATION

Staff recommends approval of the project as described herein and recommends the Council take the steps listed in the "Summary" section to approve the project.

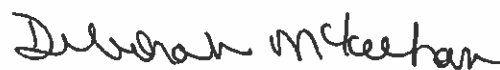
Respectfully Submitted,



Brian W. Swift
Director, Planning
and Community Development



Steven Bocian
Deputy City Manager



Deborah Acosta McKeegan
City Manager

Attachments:

Attachments:

1. Exhibit "A," Planned unit Development – Busch/Ponderosa Property Submittal, dated "Received July 15, 2002," including:
 - Site Development Plan
 - Preliminary Grading & Utility Plan
 - Tree Plan/Busch Road Plan
 - Overall Conceptual Landscape Plans/Details (pp. L-1 through L-5)
 - Estate Lots – Building Architecture
 - Busch 9,000s – Building Architecture
 - Busch 5,500s – Building Architecture
 - Duplexes – Building Architecture
 - Senior Apartments – Site Plan and Architecture
2. Draft Ordinance Pre-zoning the Busch Property and Approving the Development Plan, with Exhibit "B," Conditions of Approval
3. Negative Declaration
4. Draft Resolution Amending the General Plan, with Exhibit "C," PGPA-4, General Plan Amendments for the Busch Property
5. Busch/Ponderosa Property Planned Unit Development Proposal by Ponderosa Homes, Revised July 17, 2002
6. Letter from the Pleasanton Presbyterian Church, dated May 8, 2002
7. Conceptual Road Design
8. Memorandum from Ponderosa Homes, dated July 12, 2002
9. Location Map
10. Option Agreement
11. Minutes from the Planning Commission Work Study Session (June 26, 2002)
12. Staff Report from the June 26, 2002 Planning Commission Work Study Session
13. Affordable Housing Agreement
14. Minutes from the Housing Commission meeting of May 16, 2002
15. Draft Minutes from the Planning Commission meeting of July 24, 2002
16. Staff Report from the July 24, 2002 Planning Commission Meeting
17. Letter from Kiewit Construction Company, dated July 12, 2002
18. Traffic Analysis, dated June 21, 2002
19. Exhibit "E," Staff's proposed EVA connection to the Iron Horse Trail
20. Exhibit "F," Reconfiguration for I & J Courts
21. Exhibit "G," Reconfiguration for F & O Courts
22. Exhibit "H," Alternative connection to Iron Horse Trail from S Street via L Court

6. PUBLIC HEARINGS AND OTHER MATTERS

Item 6a

PGPA-04, PUD-18, PGM-06, Ponderosa Homes (Busch Property)

Application for:

- (1) a general plan amendment to the Land Use Element (a) to eliminate the text reference to the Busch Property as an area of "special concern" and (b) to redesignate the land uses as necessary to correspond to its proposed development plan: creating new designations for P&I (6.1 acres) and P&I/MDR (22.6 acres), increasing the MDR area, decreasing the LDR area, leaving the HDR area the same area, and deleting the Park & Recreation area;
- (2) rezoning the site to PUD-LDR/MDR/HDR/P&I/and P&I or MDR;
- (3) approving a development plan for (i) 9 lots/houses on the LDR area, (ii) 71 9,000-sq.ft. lots/houses; 97 5,500-sq.ft. lots/houses; 16 duet lots/houses; and a private park on the MDR area; (iii) a 172-unit senior apartment project on the HDR area, 50% affordable to low-income households; (iv) the use component for a church/daycare facility on the P&I area, and (v) construction of the Iron Horse Trail from Mohr Avenue to Busch Road;
- (4) construction of associated infrastructure to serve the site both on- and off-site, including intersection and traffic signal improvements along Stanley-First-Sunol Blvd., and Stoneridge Drive and a storm drain line in the full length of Martin Avenue;
- (5) approving a growth management program development schedule allowing the senior apartment project to utilize the "Affordable Housing Sub-Allocation" and be constructed in 2003 and to phase the balance of the project over 2004 and 2005; and
- (6) approving an Affordable Housing Agreement incorporating the fee waivers.
- The subject site is located northwesterly of the Operations Service Center, between Busch Road and Mohr Avenue and easterly of the former Southern Pacific Railroad Corridor.

Also consider the negative declaration prepared for this project. (SR 02:191)

Brian Swift presented the staff report.

Ms. Michelotti referred to the growth management allocation for senior housing from 2003-2006 and asked if that meant Ponderosa was borrowing units from the future allocations so its project could be built all at one time?

Mr. Swift said yes.

Mr. Campbell asked if there had been any conversation with the art community about some kind of public art in the park?

Mr. Swift did not think so.

Mr. Campbell inquired about the whole-house fan?

Mr. Swift indicated that new projects, in an effort to meet the new green building standards, have proposed to use whole-house fans, which takes air out of the house into the attic

and allows fresh, cool air in through the windows to cool the house. Ponderosa proposed to offer this as an option to homebuyers rather than a standard feature. The Planning Commission split two/two on whether to require Ponderosa to offer it as standard. Staff believes that it is acceptable to offer the fans as an option. If the homeowners know the benefits of the fan compared to the cost, it is believed they will want to include it.

Ms. Ayala commented that the Greenbriar application also mentioned the "Night Breeze" fan and indicated this is a fairly new product in the United States.

Mr. Swift said the Planning Commission voted to have the fan as an option on that project. He acknowledged this product is new to Pleasanton.

Mr. Campbell asked if there had been some resolution regarding access to the Iron Trail.

Mr. Swift said staff and Ponderosa have agreed to disagree.

Mayor Pico was concerned that this project would take away affordable housing capacity in the future from other potential projects. He asked if Council could increase the number of affordable units to be allocated in 2003 and leave affordable units available in future years.

Mr. Swift said according to the ordinance, Council could do that at the September review. During the year, it is assumed Council would follow the allocations set in September. When Council reviews Growth Management in September it could increase the affordable housing allocation by 200 units in 2003 and Ponderosa would then use those units rather than borrowing from 2004-2006.

Mayor Pico wanted to make certain there was flexibility and no barriers to future affordable housing issues.

Mr. Swift indicated staff wanted to provide a growth management allocation that would work for this project and allow the Council to review the rest of the program at its comprehensive evaluation.

Mark Swcney, representing Ponderosa Homes, related all the meetings and hearings that had been held to arrive at the proposal being presented to Council. He complimented staff and the citizens who participated in this process. He noted this project provides an unprecedented amount of affordable housing from a private development. He briefly reviewed the major aspects of the projects.

Ms. Ayala asked about the financial feasibility of the state mandates for affordable housing.

Mr. Swcney indicated the for-sale housing subsidizes the affordable senior housing. The cost of infrastructure for the affordable housing is being absorbed by the for-sale units. The affordable units will sell for less than it cost to build them.

Pam Hardy, representing Ponderosa Homes, also thanked all those who participated in the planning process for this project. She reviewed the project site, building designs, park and trail.

Pastor Mike Barris, 7478 Highland Oaks Drive, representing the Pleasanton Presbyterian Church, commended Ponderosa for this project. He related the history of his church and the activities of the congregation, which benefit many varied groups in the community. He looked forward to working with the senior citizens near the new church. He then related the activities and programs of the church, which serve all ages. He also noted the church facilities are available for use by other groups as well. Pastor Barris then described the various local and international outreach programs.

Lew Dominy, Dominy and Associates Architects, presented a site plan for the proposed church facility and noted the pedestrian access and desired connection to the Iron Horse Trail.

Pam Hardy responded to previous questions. She referred to the carport issue and indicated that Ponderosa concurs with staff that it would be desirable to have a covered walkway from the building to a designated drop off and pick up area. She said they did not propose the carports for aesthetic reasons. Instead more trees and landscape would be provided. She asked for approval of the covered walkways.

Mr. Campbell asked if Ponderosa could work with the Civic Art Commission to provide some kind of art in the park.

Ms. Hardy indicated they would be happy to talk to the Commission. Public art had not been considered because the park area is a privately owned and maintained pool/cabana facility and is not located on a major arterial road. She believed there were different ways to provide public art in a passive or informal manner.

Ms. Michelotti asked where the carport covers would have been located if they had been required. Were they for all parking spaces or in specific areas?

Ms. Hardy said the covered walkways would be provided from the buildings to the parking lots and pointed to the site plan to give an idea of the locations. She said a specific number of carports had not been discussed. They had considered providing them for a certain number of the market rate units. It was thought they would be in a central location and any demands for additional carports would be evaluated in the future.

Ms. Ayala suggested installing an art piece at the Iron Horse trailhead near the church.

Ms. Michelotti asked how visible that area would be from Valley Avenue?

Ms. Hardy felt there was some visibility and indicated the path would be designed so it is clearly a public access way. She expressed concerns for maintenance and security for the artwork so it would not be vandalized.

Ms. Michelotti felt that with the park being only 2.5 acres and considering it would include a pool, cabana and tot lot, perhaps the tot lot play apparatus could be the art object.

John Casey, Superintendent of the Pleasanton Unified School District, 4665 Bernal Avenue, indicated the needs of the School District have been met through their work with Ponderosa homes on this project. As the City considers growth, school districts must consider impacts on the schools and plan for a number of scenarios. He could not definitely say what kind of school would be located on this property, but it is helpful to be able to have the property available. He reviewed all the factors that affect the need for facilities. He acknowledged that when the District defines the project the District is obligated to work with the City on traffic mitigations. A letter was sent to the City recognizing the District's obligation.

Ms. Ayala expressed concern about the trails leading to the school site and visibility of the school from some of the surrounding residences. She asked that the District be sensitive to that when planning the school site.

Dr. Casey said the District will certainly work with the City on boundaries, berming, landscaping, etc.

Mayor Pico declared the public hearing open.

Pat Kernan, 1885 Tanglewood Way, speaking as a resident, felt this project was a phenomenal effort in planning a neighborhood. He felt staff should be very proud of its efforts and he totally supported the project.

Christine Steiner, 596 Hamilton Way, Chair of the Housing Commission, expressed her thanks to Ponderosa for the way it worked with the citizens, commissions, and staff. She felt this was an incredible opportunity to provide housing for seniors who have incomes greater than what qualifies for previous low income senior housing. The architect for Ponderosa was very receptive to suggestions made by the Housing Commission. As more senior housing is built in Pleasanton, she felt it would be useful to have a comprehensive plan for case management to developers as a guideline to provide services to the residents who will live and age in these facilities. She was very happy with this project and felt it will be a great asset for Pleasanton. She also commented that she has a whole house fan and it is fabulous. She said her utility bill never exceeds \$40 in the summer and she encouraged other residents to install one.

Bruce Fiedler indicated that in the past he had expressed concern that the senior housing was too far from shopping, the library, the senior center and downtown. He noted that without through streets to Mohr Avenue, a Wheels route to this neighborhood would be highly unlikely. He also had noted that a site next to the transfer station and the City's corporation yard was not ideal. However, the project has moved ahead and received support from many sectors of the community. He was pleased with the design of the project, but cautioned that it was necessary to have conscientious management for an appropriate elder environment. He noted the van transportation for the complex and felt this was essential. He liked the discussion about providing carports and a community meeting room. He also liked the proposed rents and he urged Council to approve this development. He did note however, that this project is only for

seniors who have a higher income. The only way to have a really affordable project is to use land already owned and would be operated by an owner who does not need to make a profit. No one should claim that the Ponderosa units meet the significant need for affordable housing still faced by many elders in the community.

Pat Belding, 7703 Highland Oaks Drive, said she was happy to see the cooperation of Ponderosa and the fact that it has revised its project more than once in response to concerns of the community. She agreed with the remarks of Mr. Fiedler and noted there are many seniors who will not be able to get into this project. That is a matter for the long term planning of our community. The City's Housing Element requires the City to count the various ages of the residents and to project appropriate housing for the different income levels of the community. The Ponderosa project is a good solution to the needs of some people, but she hoped the City would not forget those below the income levels for market rate units. She believed this development was very good, but would like to have a larger recreation room for the seniors to provide adequate social activity.

Jack Dove said his group has been relatively quiet on the details of this project because it wanted to be certain the project would be approved. He felt that in the future, the City needed to pay close attention to the additional services, such as Dial-a-Ride, that will be required by senior citizens. He supported carports for safety reasons and indicated that when leaves fall and it rains, then it could be slippery for residents. He wanted to make certain that in the Ponderosa project that there is no visible distinction between market rate and below market rate units for the seniors. He objected to having carports only for the market rate units. He referred to the Pleasanton Gardens project, which has 2,400 sq. ft. in the community building for forty residents. The new plan has 172 units, which equals about two hundred residents, and has a 2,400 sq. ft. community building. Ridge View Commons has a 6,000 sq.ft. community building for its 200 plus residents. He felt the Ponderosa project needed a much larger building. He said seniors do not go out at night and their social activities are usually centered in the community building. He suggested allowing Ponderosa to have 60% of the units as market rate to help pay for the larger community center and services. He said a question had been raised that the City was building too many senior units, but he felt within the next ten to fifteen years, there will be many more seniors in need of housing.

Carole Varela, 3858 Mohr Avenue, said she was basically happy about this project. She felt Pam Hardy had done a wonderful job of communication. She had no problem with the church or senior apartments. She was still concerned about traffic and speeding although she was happy that Busch Avenue is not connected to Mohr or Kamp. She wanted to make certain that Mohr Avenue between Kamp and Nursery is not widened. She wanted to retain the curb, no parking on the north side of the street, the landscaping and the pathway. She wanted the Genero property to have an extension of the same landscaping and pathway as exist and no parking on the north side of the street. She felt widening the street would increase the speed of the vehicles. She wanted the City to install a speed monitoring device on the light poles to remind people how fast they are driving. She also expressed concerns about the six day work week. She was worried about the safety of children on Saturdays.

Jennifer Hosterman, 2922 Chardonnay Drive, said that since the community has an urban growth boundary and housing cap, it is important to focus on smart in-fill and smart growth and she felt this project truly is a smart growth project. She supported affordable senior housing and the green building features as well as the amenities of this project and the trails connections. She was happy about the church site. She liked the fact that the project was targeting people who work in Pleasanton as future purchasers. She liked the zero net energy house. She referred to the Centex house in Livermore and highly recommended the Night Breeze fan. She asked that the green building standards be the same for all the units. She asked Council if there was an opportunity to review green building policies for the entire City and if Ponderosa would be receptive to looking at those. Finally, with all the amenities of this project, it takes pressure off the Bernal property and may give an opportunity to do things on the Bernal property that will serve the community.

Michael Janjigian, 1501 Maple Leaf Drive, indicated his property backed up to the Ponderosa property and he felt Ponderosa had done a great job addressing the concerns of the neighborhood. He felt he was speaking for all the neighbors on the northeast side and for Frank Gordet (who had to leave) in saying that they all approve of this project. He referred to some people who try to cut through his neighborhood to get to Livermore and realize they can't get through. He is happy that connection is still not there. He was happy about the size of lots behind his neighborhood. He wanted to control speed and referred to the Ponderosa proposal to narrow the street entrance and strip the streets as well as other mitigations for Kamp Drive. He was happy about receiving an addition ten feet of property and fence improvements. Comparing this project to the one five years ago, it has been a very good experience this time and he supported the project.

Steve Brozosky, 1700 Vineyard Avenue, said he participated in some of the workshops and public hearings regarding the Ponderosa project and he felt Ponderosa had done an extremely good job. The process it used worked very well. Ponderosa was not satisfied until the community was satisfied with the project. Every part of the plan brings something to the community and he noted the affordable housing and senior housing. He noted there was an opportunity for the City to buy down the cost of some of the affordable units to make them more affordable for low income families. Trying to lower the price of existing units is much cheaper than trying to build new units. There are always trade-offs for space for community events. He felt if more space was given to the community room, it could result in fewer units in the projects. He believed having the church facility nearby would be a great benefit and the seniors could use that space for bigger events. He said the Presbyterian Church has served this community for 125 years and this new facility will help them to expand their services. He related many of their programs and the ability to use their facilities by other organizations. He approved giving the School District the option for 22 acres for a long period of time to allow it to evaluate its future needs. The single-family homes have been designed around a street network that does not allow cut through traffic and does not put traffic into existing neighborhoods. He liked the duet units, which are affordable by design. This is great for those who do not qualify for affordable units, but cannot afford the larger market rate single-family units. In addition, the development will construct a trail and a park for the residents. That pool will be available to the senior residents as well and that is unique to the City. He enthusiastically supports this development. This is a model for future developments.

Cindy McGovern, 9206 Longview Drive, said many people look at a glass as half-full and noted that this project is a glass that is full to the top. She noted that the KinderKirk Preschool provides the child care that is needed according to the Youth Master plan. It will also provide valuable intergenerational involvement between children and seniors. She strongly supported this project.

Peter Cohen, 1602 Martin Avenue, said he followed this process since 1996 and saluted Ponderosa and Pam Hardy for the current process. Ponderosa staff has gone out of its way to make certain all concerns were addressed. Creative ways were found to address traffic and he noted church traffic is only during off peak hours and seniors don't drive much. He urged Council not to make any drastic changes to the proposed project. He heartily endorsed the plan as presented and urged Council approval.

Albert Wiemken, P. O. Box 969, wanted to make it clear that he supported a separation of high, medium, and low density for traffic flow purposes and to prevent cut through traffic. He was happy the storm drains had been addressed. He had questions about the width of the road on the easterly side. Trencry is only twenty feet wide. A 28-foot road is the road, plus a fire lane and parking. He felt the easterly street needed to be a minimum of 28 feet wide as stated in the staff report. He praised Ponderosa for the process it followed and the fact that everyone was given an opportunity to give input. He supported the project.

There were no further speakers and the public hearing was closed.

Pam Hardy responded to some of the comments made. The recreation room is 2,400 sq. ft. and noted the building will accommodate 130 people, which their architect feels will accommodate an independent living senior apartment complex. The building provides movable partitions that would accommodate concurrent activities and there is an office facility that could provide private meeting room space. There will be a full-time manager on the premises for the recreation building and maintenance of the project site. Regarding comments about carpools, she indicated Ponderosa is also concerned about people slipping on leaves and noted there is an on-site manager. She felt the more effective solution was the covered walkways from the buildings. Regarding the Mohr Avenue improvements, Ponderosa will provide the improvements to the Genero frontage and some transitioning to the existing path and curb and gutter. Construction hours are Monday through Friday, 8:00 a.m. to 5:00 p.m. The Saturday operations will be limited only to interior house construction such as painting, carpet laying, etc. She said they will continue to work with staff regarding the California Green Building Standards and are excited about providing the zero energy model home, which is the first in Pleasanton. She said she had toured the Centex model home. As this project continues with construction drawings, it will have the benefit of the six to eight month evaluation of the Centex home and will be able to make better decisions about the components of the Green Building Program.

Ms. Ayala asked about the speed monitors and whether Ponderosa was providing them on Mohr Avenue.

Ms. Hardy said Ponderosa is required to fund four locations for "Your Speed" sign monitors. They will work closely with staff to determine the most appropriate locations for those signs.

Ms. Ayala believed the concern about construction hours was more a concern about construction traffic that may use Mohr. She asked if most of the larger construction vehicles would be using Valley Avenue?

Mr. Hardy said that was correct. There would be very limited construction traffic on Mohr or Kamp.

Ms. Ayala referred to the 24-hour hotline for neighbors to call if there were concerns and wanted to make certain notice of the number was given.

Ms. Hardy said that was correct. The hotline will be a recording, but it will be monitored constantly. She noted the Ponderosa offices are in Pleasanton and they will be very involved with this process and will respond to concerns immediately.

She asked the proposed price for the duet homes.

Ms. Hardy said it is difficult to set that price now. It is market-sensitive at the time the homes are actually released for purchase. They expect the price to be in the mid \$400,000s. That will be evaluated later. The estate homes will be about \$1 million.

Ms. Michelotti asked about the square footage.

Ms. Hardy said the smallest duet was 1,400 sq. ft. and the other is about 1,800 sq. ft. The smallest single-family house will be 2,100 to 2,200 sq. ft.

Ms. Michelotti noted that the current price for homes of 1,400 to 1,800 sq. ft. is \$400,000 and above.

Mayor Pico asked for discussion of the questions raised by staff in the staff report and straw votes were taken with the following results: a) reserve land for OSC expansion – No; b) second-position option for school option site – No; c) carports for senior apartments – yes, include a reasonable number of carports mixed among affordable and market rate units; d) connection to Iron Horse trail – support as proposed (not through Lot 152); e) whole house fans – optional; f) inclusionary housing/affordability component is satisfactory; g) Affordable Housing Agreement – satisfactory; h) traffic pattern, calming features and off-site traffic mitigations are satisfactory; i.) Growth Management allocation – satisfactory; j) whether any other aspect of the project should be modified – Council had no recommendations.

Mayor Pico indicated the only issue that had caused some discussion was the carports. He referred to a comment that as the project and the tenants age, there may be a lesser need for carports than what might be considered today. He suggested that staff review the project and determine the lesser number of carports that would be required for the project in ten years and

add those carport requirements to this project using the higher standard of architecturally designed carports.

Ms. Michelotti also wanted a determination of where the most appropriate placement aesthetically would be for the carports and to use that information in conjunction with determining the number of carports.

Mayor Pico agreed that should be part of the direction to staff.

It was moved by Mayor Pico, seconded by Ms. Ayala, to adopt Resolution No. 02-091, approving the negative declaration prepared for the project; to adopt Resolution No. 02-092, approving a general plan amendment to the Land Use Element (a) to eliminate the text reference to the Busch Property as an "area of special concern" and (b) to redesignate the land uses as necessary to correspond to its proposed development plan: creating new designations for P&I (6.1 acres) and P&I/MDR (22.6 acres), decreasing the MDR acreage by 16 acres; decreasing the LDR acreage by seven acres; leaving the HDR area the same size; and deleting the Park & Recreation area; and to introduce Ordinance No. 1866, to be read by title only and waiving further reading thereof, approving the rezoning and development plan as filed under Case PUD-18, including the changes from the straw votes above.

The roll call vote was as follows:

AYES: Councilmembers – Ayala, Campbell, Michelotti, and Mayor Pico
NOES: None
ABSENT: Councilmember Dennis
ABSTAIN: None

Ms. Ayala said Ponderosa has done a great job on this project and she thanked them for their hard work.

Ms. Michelotti felt this was a well-planned process although not an easy one. Ponderosa continued to make changes and work with all the community members and she commended them. She also commended the community participation.

Mr. Campbell thanked Ponderosa for truly listening to the needs of the community. He felt Ponderosa has set a standard for this and other communities in the Valley. He acknowledged all those who had participated in the process and thanked everyone.

Mayor Pico also congratulated everyone involved. He thanked those who participated in the referendum five years ago, because he felt the current project was a much better project. The process works. He looked forward to having trails, a church site, senior housing, a school site, a cabana club, solving most of the traffic problems for the existing neighborhood and mitigating future traffic impacts. He believed this was a model process that could be used in the future.

There was a break at 10:04 p.m.

The meeting reconvened at 10:15 p.m.

Item 6b

Consider construction of a replica dairy silo at Alviso Adobe Community Park and possible adoption of a resolution approving a Supplemental Negative Declaration.

(SR 02:195)

James Wolfe presented the staff report.

Ms. Michelotti asked if staff had considered moving the silo behind the barn so it is screened by the barn.

Mr. Wolfe said that should Council determine that it wants the silo on the site, it could be moved to another location. The task force concept for the silo was either to construct it in its original location as part of the dairy recreation or simply eliminate the silo from the plan.

Ms. Ayala pointed out the silo does not have to be in its original location because it is not an historical site. So it would be all right if it is moved back into the oak trees behind the barn. She felt that if staff had put up story poles for the barn, there would be a lot of people at the meeting objecting to the barn.

Mr. Wolfe indicated the milking barn will be a little to the west of where the silo was located.

Mayor Pico asked if the barn would be painted white?

Mr. Wolfe said that was the plan.

Mr. Campbell asked how long the silo was operational and why was it no longer used? He also asked why silos are not seen very often on the west coast.

Mr. Wolfe believed the silo was constructed between 1919-23. It is believed that the silo was demolished after 1950. The dairy operation was closed and moved to Tracy in approximately 1959, so there was no need for the silo and other structures on the site. Most dairy operations are very large today, so they don't have a single silo. Some have silage on site, but that may be located in a building.

Mayor Pico declared the public hearing open.

Denise Bryson, 8286 Regency Drive, said she lived right across the road from the park and indicated she was totally against the silo. She objected to a statement in the staff report that said the nearest home was 180-190 ft. from the silo and a slope bank hinders direct line of sight to the silo. She said her residence is nearest to the silo and she showed pictures that clearly showed the silo from her backyard. The aesthetic impact of the silo is very significant.

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AFFORDABLE HOUSING AGREEMENT

This **AGREEMENT** is made this 6th day of May, 2003, by the **CITY OF PLEASANTON**, a Municipal Corporation ("City"), and **Ponderosa Homes II, Inc.**, a California Corporation ("Owners").

Recitals

- A. Owners are the record owners of certain real property (the "Property"), more particularly described in Exhibit I and, as to the Property, have obtained all necessary entitlements to develop a mixed use and residential housing project consisting of 172 apartment units, 191 single-family residential units, and sites for a school and church (collectively the "Project").
- B. Owners and the City wish to make a certain number of the apartment units within the Project available to households with incomes at or below sixty percent (60%) and fifty percent (50%) of the Area Median Income.
- C. Area Median Income shall mean the area median income for the Oakland Primary Metropolitan Statistical Area adjusted for family size in accordance with adjustment factors adopted and amended from time to time by the United States Department of Housing and Urban Development (HUD) pursuant to Section 8 of the United States Housing Act of 1937 or any successor statute.

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

- I. Of the 172 apartment units, 138 shall be "Affordable" units. Owners shall make available for rent 69 Affordable units for households with income at or below 50% of the Area Median Income (50% Units) and shall make available for rent 69 Affordable units for households with income at or below 60% of the Area Median Income (60% Units). The Affordable units shall be consistent with the following:
 - A. The maximum allowable income for tenants occupying the 50% Units shall be 50% of the Area Median Income adjusted for household size. The maximum allowable income for tenants occupying the 60% Units shall be 60% of the Area Median Income adjusted by household size.


- B. The monthly rent for 23 of the 50% Units shall not exceed one-twelfth of 50% of the Area Median Income for a single-person household multiplied by 30%. The monthly rent for 46 of the 50% Units shall not exceed the rent for a one-bedroom unit with allowable utility allowances at 50% of the Median Income Level for Alameda County as published annually by the California Tax Credit Allocation Committee.
- C. The monthly rent for 55 of the 60% Units shall not exceed one-twelfth of 50% of the Area Median Income for a single-person household multiplied by 30%. The monthly rent for 5 of the 60% Units shall not exceed the rent for a one bedroom unit with allowable utility allowances at 60% of the Median Income Level for Alameda County as published annually by the California Tax Credit Allocation Committee. The monthly rent for the 9 two bedroom units shall not exceed one-twelfth of 60% of the Area Median Income for a two-person household multiplied by 30%.
- D. If HUD fails to issue revised median household income statistics for the Oakland Primary Metropolitan Statistical Area within 15 months of the previous revision, rents for units referred to in this Section 1 may be adjusted based on the annual percentage increase in the San Francisco-Oakland Consumer Price Index for urban wage earners and clerical workers.
- E. The rents described herein shall exclude utilities in the broadest sense, including, but not limited to gas, electricity, water, garbage, television cable, telephone, and internet service; provided, however, that if such utilities are offered at no cost to tenants who rent market rate units they shall also be offered at no cost to the tenants who rent Affordable units.
- F. The Affordable units shall be located randomly throughout the apartment building as reasonably determined by the Owners so as not to cluster such units. The units described in this section shall not be fixed in the building and may change depending on vacancies.
- G. The Affordable units shall have the same interior standards of quality (e.g., appliances, interior features/amenities, services, etc.) as the market rate units.
- H. The unit mix for the Affordable units shall be:
 - One bedroom units at 50% of Area Median Income – 69 units
 - One bedroom units at 60% of Area Median Income – 60 units
 - Two bedroom units at 60% of Area Median Income – 9 units
- I. All Affordable units shall be rented in accordance with the City's Preference System, as may be amended, with the most current version attached as Exhibit 2.

- J. Once each year, the Owners shall provide the City a report detailing the project budget showing project expenditures and revenues, the average annual income of tenants occupying the Affordable units, the number of one, two and three person households occupying the Affordable units, the number of vacancies and new rentals during the year for the Affordable units and the current rent structure for all 172 units.
 - K. Owners shall provide to the City for its approval the new rents for the Affordable units at least thirty days prior to implementing the new rents.
 - L. All Affordable units shall be subject to this Agreement in perpetuity.
2. City shall waive its Lower Income Housing Fee for all 362 units and shall waive its Public Facilities Fee, Local Traffic Impact Fee, City Water Connection Fee and City Sewer Connection Fee for the 138 Affordable units.
 3. To assist with the funding of six (6) Affordable unit at 50% of the Area Median Income and seven (7) two bedroom units at 60% of the Area Median Income, the City shall provide to the Owners at the time the apartment project is ready for occupancy a loan in the amount of \$205,000, which loan shall accrue no interest and be due and payable in full in or within 15 years from the date of the loan.
 4. Owners, with City's cooperation, shall assume all responsibility to market the Affordable units. Marketing shall be in accordance with City eligibility and income guidelines and shall include conducting a public lottery to allocate units in conformance with the City Preference System, as that system exists at the time the lottery is conducted.
 5. City may elect to utilize its Lower Income Housing Fund (or other funding sources) to make available additional Affordable units or to make the units more affordable than those provided in this Agreement. Owners shall cooperate with City in these efforts.
 6. Owners shall construct two 1-bedroom Affordable units and one 2-bedroom Affordable unit located on the first floor of the Project to be fully assessable for wheelchair use. This shall include wider doorways, accessibility to bathroom facilities in excess of the other Affordable units, lowered countertops and light switches, easy access light fixtures and other amenities required to address this matter.
 7. Owners shall design and construct the Project to comply with the "adaptable" requirements as set forth in State Title 24 Accessibility Standards. Items include grab bars, use of leveling hardware, using dimensions that accommodate disabled residents and outlets and electrical outlets and light switches at accessible heights.
 8. Occupancy in the apartment project shall be restricted to households where all members are at least sixty-two (62) years of age.
 9. Owners shall accept Section 8 vouchers as a means of assisting qualified residents.

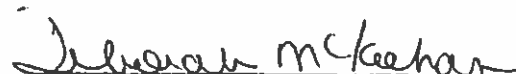
10. This Agreement shall be recorded, shall run with the land, and shall bind the parties and their successors in interest.

THIS AGREEMENT executed the date and year first above written.

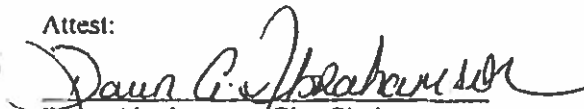
PONDEROSA HOMES
a California Corporation

By: 
Richard Baker
President

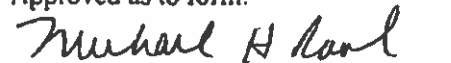
CITY OF PLEASANTON
a Municipal Corporation


Deborah Acosta McKeehan
City Manager

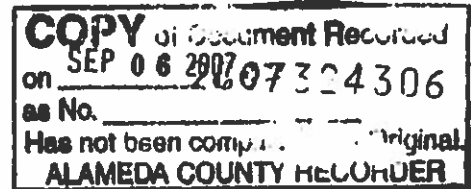
Attest:


Dawn Abrahamson, City Clerk

Approved as to form:


Michael H. Roush, City Attorney

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City of Pleasanton
P.O. Box 520
Pleasanton, CA 94566



PURSUANT TO
G.C. 27383 &
G.C. 8103

**FIRST AMENDMENT TO THE
AFFORDABLE HOUSING AGREEMENT WITH PONDEROSA HOMES II, Inc.**

This is Amendment #1 ("Amendment #1") to that certain Affordable Housing Agreement ("Agreement") dated May 6, 2003, and recorded November 10, 2003, Series #2003-666042, and is made and entered into on November 2, 2004 by and between the City of Pleasanton, a municipal corporation ("City") and Ponderosa Homes II, Inc., a California corporation ("Owner"). The terms of the Agreement, including the definitions, are incorporated herein by reference.

WITNESSTH:

A. Owner and City desire to execute this Amendment #1 in order to allow for the application of affordable housing credits in accordance with the City's Inclusionary Zoning Ordinance ("IZO").

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

Section 1. The Agreement is hereby amended to add thereto a Section 11 as follows:

Section 11. "Eighty-seven (87) of the 138 Affordable units shall be deemed to meet the full requirement of the IZO for the 363 units approved for the Project. If the Owner develops additional residential units on that certain 23 acre site (the "Option Site") as shown in the attached Exhibit A, up to 51 units (or the number of units necessary to satisfy the requirements of IZO) of the 138 Affordable Units may be applied as Inclusionary Unit Credits ("IUC's) to the development of the Option Site. The Option Site is currently the subject of an Option to Purchase ("PUSD Option") by the Pleasanton Unified School District ("PUSD").


The use of IUC's is subject to the following:

- a. The IUC's shall have a term beginning on the date of this Amendment and ending five (5) years from and after the date that the option to purchase the Option Site held by PUSD either expires, is terminated by PUSD prior to the expiration of the Option, or is exercised by PUSD, whichever occurs first.
- b. IUC's shall be applied in accordance with the following ratios:
 - If used on a multi-family development: 1 IUC for each affordable unit required.

- If used for a condominium/townhome development: 1.5 IUC's for each affordable unit required.
 - Senior housing single-family unit: 1.5 IUC's for each affordable unit required.
 - Single-family housing: 2 IUC's for each affordable units required.
- c. If Owner utilizes the IUC's on the Option Site, then (1) any project proposed on the Option site must be consistent with the IZO and (2) the percentage of affordable dwelling units on the entire Busch Property must be at least 24% of the total number of dwelling units on the Property. For example, if Owner develops a 125 dwelling unit multi-family project on the Option Site, then owner will utilize 19 IUC's to satisfy its affordable housing obligation under IZO (125 dwelling units x 15% Affordable = 19 units). In that example, the percentage of affordable dwelling units on the entire Busch Property (138 + 19 = 157) is more than 24% of the total number of dwelling units on the Busch Property (363 + 125 = 488).
- d. Owner intends to use the IUC's on the Option Site. Should the PUSD Option expire or be terminated by PUSD prior to the expiration of the Option, Owner may use the IUC's on the Option Site as provided in paragraph (a) above. Owner may use the IUC's on property other than the Option Site, subject to paragraph (a) above and subject to City's discretionary approval.

Section 2. In all other respects, the terms and provisions of the Agreement are unmodified and continue in full force and effect.



 Richard D. Baker, President


 Linda F. Morasch, Vice President


 Nelson Fiallo, City Manager

ATTEST:

 Karen Diaz, City Clerk

APPROVED AS TO FORM:

 Michael Roush, City Attorney

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**SECOND AMENDMENT TO THE
AFFORDABLE HOUSING AGREEMENT WITH PONDEROSA HOMES II, INC.**

This Amendment #2 ("Amendment #2") amends the Affordable Housing Agreement ("Agreement") dated May 6, 2003, and recorded November 10, 2003, Series #2003-666042, as first amended on November 2, 2004, and recorded September 6, 2007, Series 2007-324306, and is made and entered on April 18, 2007, between the City of Pleasanton, a municipal corporation ("City"), and Busch Gardens Investors, LP, a California partnership ("Owner"), and successor in interest to Ponderosa Homes II, Inc., a California corporation.

WITNESSTH:

- A. This Agreement relates to the real property more particularly described in Exhibit 1.
- B. Owner and City desire to execute Amendment #2 for the purpose of establishing a rent reduction grant program.
- C. Section 5 of the Agreement requires Owner to cooperate with City to make units more affordable than those provided in the Agreement.

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

Section 1. The Agreement is hereby further amended to include a Section 12 as follows:

Section 12. City will provide Owner an annual financial grant that shall be used to establish a rent reduction grant program to annually reduce the monthly rent payment for five (5) tenant/households to an amount as set in subsection c. below. The annual financial grant shall be in conformance with the following:

- a. The annual financial grant amount shall be equal to the difference between the monthly rent (times 12) for the five (5) one bedroom units at the Post 1989 - 60% Income Level for Alameda County as published annually by the Tax Credit Allocation Committee ("the TCAC") and as set forth in Section 1 (C) of the Agreement (the "60% TCAC Rent") and the monthly rent (times 12) for five (5) units at the Post 1989 - 40% Income Level for Alameda County (AMI) level as published annually by the TCAC (the "40% TCAC Rent.") In the event the TCAC does not publish the rent amounts, the rents shall be based on one-twelfth of 60% and 40% respectively of the Area Median Income ("the AMI") effective May 1st for a single-person household multiplied by 30% (the "Financial Grant Formula"). The initial financial grant and Financial Grant Formula are set forth in Exhibit 2.

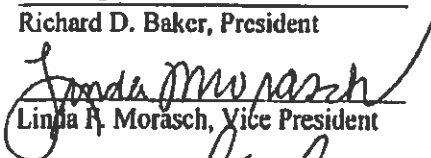
- b. Owner shall invoice City in June of each year for the annual financial grant amount or an amount developed by applying the Financial Grant Formula. The invoice shall cover the period of July 1 to June 30 of each year. The annual financial grant amount or the Financial Grant Formula may not increase more than four percent (4%) annually as set forth in Exhibit 2. In the event the annual financial grant amount or the Financial Grant Formula results in an increase in excess of four percent (4%), Owner may include any increase above four percent (4%) to the subsequent year or years provided that in no event shall the annual increase be more than four percent (4%). If over the term of this amendment, the cumulative amount of rent increases exceeds the annual financial grant, City shall pay Owner the difference between the rent increases and annual financial grant payment provided the total payments shall not exceed the cumulative Maximum Annual Financial Grant Payment for the entire fifteen (15) year period as detailed on Exhibit 2.
- c. Owner shall use the City annual financial grant to reduce the monthly rent payment of five (5) tenants to the 40% TCAC Rent. The selection of tenants for 40% TCAC Rent shall be based on financial need as determined by City and Owner provided each tenant shall have an annual income less than 40% of the AMI. Owner shall also make the rent reduction program available to applicants seeking tenancy who would not otherwise qualify financially for occupancy provided the applicant has an annual income less than 40% of the AMI and provided the applicant selection is based on the City Preference System as set forth in Section 4 of the Agreement. Households benefiting from the rent reduction program shall be informed in writing annually that the rent reduction grant is temporary, applied annually and may be terminated.
- d. The rent reduction grant program shall have a term of 15 years commencing July 1, 2007. Owner agrees to extend the rent reduction grant program for three five (5) year terms if requested in writing by the City and provided the City agrees to provide an annual financial grant as set forth in the Amendment. The City shall notify Owner in writing, at a minimum of (15) months prior to the expiration of any term if it intends to extend the rent reduction program.

Section 2. In all other respects, the terms and provisions of the Agreement, as amended, are to continue in full force and effect. This Amendment #2 is executed the date and year as shown above.

Busch Gardens Investors, LP



Richard D. Baker, President



Linda R. Morasch, Vice President



Nelson Fialho, City Manager

City of Pleasanton

Exhibit 2

Maximum Annual Financial Grant Payments

Year	Maximum Annual Financial Grant
1	\$18,840
2	\$19,594
3	\$20,377
4	\$21,191
5	\$22,143
6	\$23,028
7	\$23,948
8	\$24,906
9	\$25,901
10	\$26,937
11	\$28,014
12	\$29,135
13	\$30,300
14	\$31,512
15	\$32,772

Financial Grant Formula Example for 2007/2008:

1. 60% TCAC Rent as of May 1, 2007 = \$942
2. 40% TCAC Rent as of May 1, 2007 = \$628
3. Difference - \$314
4. Times 12 - \$3768
5. Times 5 Units - \$18,840

(It mydocs\agreements\07\ponderosa\homes\1)

SECOND AMENDMENT TO THE AFFORDABLE HOUSING AGREEMENT WITH BUSCH GARDENS INVESTORS

ATTACHMENT 2



CITY COUNCIL OF THE CITY OF PLEASANTON

ALAMEDA COUNTY, ALAMEDA

RESOLUTION NO. 04-073

GUIDELINES FOR INCLUSIONARY UNIT CREDITS (IUC'S) AS SET FORTH IN CITY ORDINANCE 1818 (Chapter 17.44 of the Pleasanton Municipal Code)

WHEREAS, the City Council adopted in November 2000 an Inclusionary Zoning Ordinance, Ordinance No. 1818, codified in Chapter 17.44 of the Pleasanton Municipal Code; and

WHEREAS, Section 17.44.080 (C), Credit Transfers, provides for the application of Inclusionary Unit Credits (IUC's) in accordance with the following language:

In the event a project exceeds the total number of Inclusionary Units required in this Chapter, the Project Owner may request Inclusionary Unit IUC's, which may be used to meet the affordable housing requirements of another project. Inclusionary Unit IUC's are issued to and become the possession of the Project Owner and may not be transferred to another Project Owner without approval by the City Council. The number of Inclusionary Unit IUC's awarded for any project is subject to approval by the City Council.

WHEREAS, at its meeting of June 29, 2004, the City Council reviewed the Inclusionary Zoning Ordinance and determined the need to develop guidelines for the application of IUC's as detailed above.

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

Section 1: The City Council hereby adopts the following Guidelines for Inclusionary Unit Credits:

- A. The City Council shall make the final determination regarding granting or denying IUC's. The Council may approve or deny the application of credits based on its review of a development application.

- B. The number of affordable units provided in a development must exceed the minimum number of units required by the Inclusionary Zoning Ordinance (IZO) after the granting of any IUC's. Developments with affordable units significantly exceeding the minimum amount required in the IZO are more likely to be granted IUC's. As an example, if a development is required to include 50 affordable units to be consistent with the IZO, it, or any combination of developments involved with the IUC's, must have at least 51 affordable units.
- C. The amount of financial assistance provided by the City, including fee waivers, loans, grants, participation with tax-exempt bond financing, or land dedications to support the affordable units may be considered when evaluating requests for IUC's. Developments that minimize financial assistance from the City are more likely to be granted IUC's.
- D. The amount of funding by the Project Owner including private bank financing, loans, land dedications etc., may be considered when evaluating requests for IUC's. Developments providing significant project funding are more likely to be granted IUC's.
- E. It is more likely IUC's will be granted when applied to a development with similar unit types. As an example, if the affordable units are for multi-family rental housing, greater weight will be given if the IUC's will be used to offset affordability requirements for similar multi-family rental housing. If a request is made to apply IUC's from an affordable rental multi-family unit to a single family or ownership unit, the Council may establish a ratio, such as two rental units to one single family unit or two rental units to one non-rental unit. The Council's determination of ratios will be based on its review of the development and these Guidelines.
- F. Requests for IUC's should be made during the development application review process. The Council will generally not consider requests for IUC's after approval of the development's PUD and project financing.
- G. IUC's will expire five years from the date of approval or from the date that it is possible to use the credits unless further extended by the City Council.
- H. If the Project Owner requests IUC's be transferred to another project owner, the request must be made within 180 days of approval of the IUC's. If approved, the conveyance must be made within 90 days of the approval date. The Council will consider any monetary considerations received from transferring the IUC's as part of its review.

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


I HEREBY CERTIFY THAT THE FOREGOING WAS DULY AND REGULARLY ADOPTED BY THE CITY SEPTEMBER 21, 2004 BY THE FOLLOWING VOTE:

AYES:	Councilmembers- Ayala, Brozosky, Campbell, and Hosterman
NOES:	None
ABSENT:	Mayor Pico
ABSTAIN:	None

ATTEST:


Dawn G. Abrahamson, City Clerk

APPROVED AS TO FORM:


Michael H. Roush, City Attorney

INITIAL STUDY AND NEGATIVE DECLARATION FOR

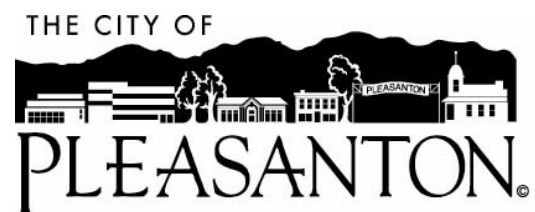
**P15-0248, P15-0249, PUD-111, P15-0390, AND P15-0250,
PONDEROSA HOMES II, INC.
3410-3450 CORNERSTONE COURT**

**GENERAL PLAN AMENDMENT, PLANNED UNIT
DEVELOPMENT REZONING AND DEVELOPMENT PLAN,
MODIFICATIONS 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**

JULY 24, 2015

REPAIRED BY:

City of Pleasanton
Planning Division
200 Old Bernal Avenue
P.O. Box 520
Pleasanton, California 94566-0802



An Initial Study has been prepared by the City of Pleasanton Planning Division evaluating the potential environmental effects of the following applications for an approximately 6.22-acre site located at 3410-3450 Cornerstone Court submitted by Ponderosa Homes II, Inc. 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 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; 3) modification of 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. Zoning for the project site is Planned Unit Development – Public & Institutional (PUD-P&I) District.

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

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1. BACKGROUND

- 1. Project Title:** Ponderosa Homes at Centerpointe
- 2. Lead Agency:** City of Pleasanton
Planning Division
Community Development Department
200 Old Bernal Avenue
Pleasanton, California 94566
- 3. Contact Person:** Jenny Soo
Phone: (925) 931-5615
Fax: (925) 931-5483
Email: jsoo@cityofpleasantonca.gov
- 4. Project Location:** 3410-3450 Cornerstone Court
Pleasanton, CA
- 5. Project Sponsor Names(s) and Addresses:** Pamela Hardy
Ponderosa Homes II, Inc.
6130 Stoneridge Mall Road, Suite 185
Pleasanton, CA 94588
- 6. General Plan Designation :** Community Facilities – Other Public and Institutional
- 7. Zoning:** Planned Unit Development – Public & Institutional (PUD-P&I) District
- 8. Description of Project:** See the “Project Description” section of the Initial Study
- 9. Surrounding Land Uses and Settings:** See the “Project Description” section of the Initial Study
- 10. Other public agencies whose approval is required:** No approvals are needed from other public agencies

2. PROJECT DESCRIPTION

2.1 INTRODUCTION

An Initial Study has been prepared by the City of Pleasanton Planning Division evaluating the potential environmental effects of following applications for an approximately 6.22-acre site located at 3410-3450 Cornerstone Court submitted by Ponderosa Homes II, Inc., 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 to rezone a 4.28-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; 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.

2.2 BACKGROUND

In July 2002, the City Council approved a General Plan Amendment and Planned Unit Development (PUD) rezoning and development plan for PUD-18 (Ordinance 1866) for the 92-acre Busch Property. The development plan for the project included 193 single-family homes, a 172-unit senior apartment complex, a 23-acre public school option/Medium Density Residential senior house site, a 2.5-acre private park, and a 6-acre church site for Centerpointe (formerly Pleasanton) Presbyterian Church (CPC). At the time of PUD-18 development plan review for the project, the church had not completed its full design plans for its facility. However, a description of its planned uses on the 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.

On October 27, 2004, the Planning Commission approved CPC's Design Review application (PDR-377) 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.

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 would 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 for the construction of the sprung structure, with a condition that the sprung structure be removed at the time a permanent fellowship hall/gym/youth center/administration building is constructed or after ten years from the time the sprung structure is constructed, whichever comes 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 their buildings and, therefore, in March 2012, CPC received Planning Commission approval to modify their 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. To date, a preschool is occupying the building with a license of 120 children.

2.3 ENVIRONMENTAL ANALYSIS

This Initial Study/Negative Declaration (IS/ND) consists of an environmental checklist and a brief explanation of topics addressed in the checklist for the proposed development.

In accordance with CEQA Guidelines Section 15070, this initial study may identify potentially significant effects, but: 1) revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and 2) there is no substantial evidence, in light of the whole record before the agency that the project as revised may have a significant effect on the environment.

2.3 PROJECT LOCATION

The approximately 6.22-acre site is located at the northeast quadrant of Busch Road and Valley Avenue within the Ironwood Development. Figure 1 on the following page shows the project location.

Figure 1: Project Location



2.3.1 Surrounding Land Uses, Area, and Setting

The approximately 6.22-acre project site is located near the entrance to the Ironwood Development at the northeast quadrant of Valley Avenue and Busch Road. It is bordered on the south by Busch Road and the Kiewit property, on the southwest by Oldcastle Precast, on the east by Ironwood Drive and the City's Operation Services Center, on the north by Cornerstone Court and the Gardens at Ironwood senior apartment complex, on the northwest by single-family homes in the Ironwood Classics subdivision on Nolan and Madsen Courts, and on the west by the Iron Horse Trail. The subject property is relatively flat with ingress/egress to the site currently being provided from driveways off Busch Road and Cornerstone Court. There is an existing gated Emergency Vehicle Access (EVA) located at the western end of the existing church parking lot connecting to the Madsen Court cul-de-sac.

2.4 PLEASANTON GENERAL PLAN

The project site has a General Plan Land Use designation of "Community Facilities – Other Public and Institutional." The proposed development includes the retention of the existing school facility on an approximately 1.94-acre portion of the project site. The retention of the school is consistent with the current General Plan land use designation; thus, no General Plan Land Use change would apply to the proposed 1.94-acre school parcel.

The remaining approximately 4.28-acre portion of the project would be developed with single-family residential homes. Residential land uses are not allowed under the existing General Plan Land Use designation. Therefore, an amendment to the 2005-2025 General Plan Land Use designation would need to be processed to change the land use designation of the 4.28-acre portion of the project site from "Community Facilities – Other Public and Institutional" to "Medium Density Residential."

2.5 Zoning

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 was zoned Planned Unit Development – Public & Institutional (PUD-P&I) District. Similar to the General Plan Land Use changes, no rezoning would be needed for the retention of the school use on the proposed approximately 1.94-acre parcel of the project site. However, the PUD-P&I District does not allow residential uses. Thus, a PUD rezoning would be needed to change the existing PUD-P&I District to a Planned Unit Development – Medium Density Residential (PUD-MDR) District.

2.6 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, curb/gutter, landscaping, stormwater treatment areas, etc.). The proposed residential homes would be located in the northwest quadrant and the northeastern portion of the project site; the school building would remain in its current location, and would bifurcate the residential components of the project. Please see Figure 2 on the following page for the proposed site plan. In addition to the General Plan Land Use Amendment and Rezoning, the proposed project consists of the following:

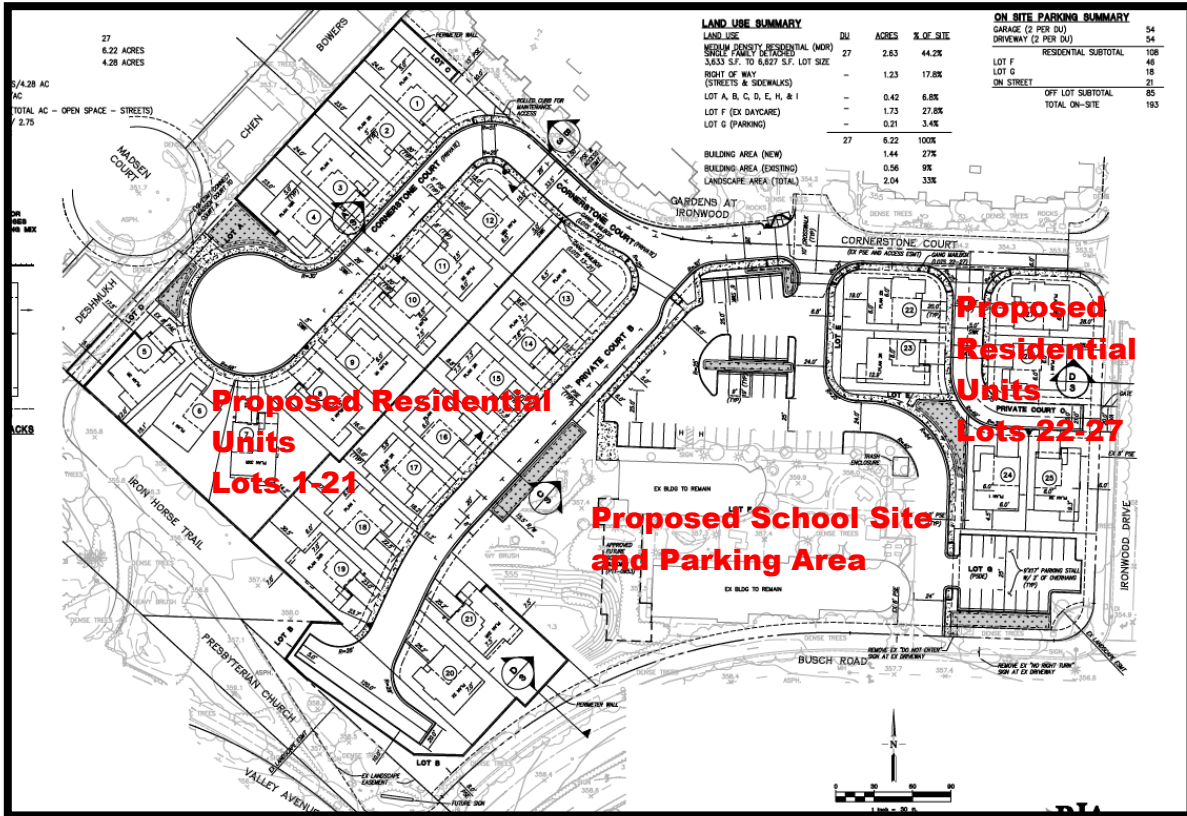
1. Residential lot sizes would range from a minimum of 3,658 square feet to approximately 6,627 square feet in area.
2. Three house models would range in size from approximately 2,226 square feet to 2,624 square feet (not including the garage area ranging from 443 square feet to 465 square feet). All homes would be two-stories, approximately 31 feet in height. There would be three different architectural styles (craftsman, cottage, and Spanish).

3. Busch Road and Ironwood Drive would provide access to the development. The existing right-turn only driveway on Busch Road would be changed to a two-way driveway, limited to right turns in/out.
4. Three private streets are proposed within the development. The existing Cornerstone Court would be extended into two roadways. The proposed "Cornerstone Court" would provide access for Lots 1-12. It would be 28-foot 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.
5. "Private Court C" would be connected to Cornerstone Court in the existing Ironwood Development and to Ironwood Drive via a new gated 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 limited width, which ranges from 22 and 24 feet.
6. The existing EVA between the project site and Madsen Court in the existing Ironwood Development would remain and be connected to the cul-de-sac bulb at the Cornerstone Court extension.
7. The project would remove 54 of the 67 existing on-site trees. None are heritage-sized trees.
8. Modifications to the approved site plan and school operations including the following:
 - Montessori West, a private school, proposed to operate a school with total of 294 preschool and K-5th grade students and 28 staff.
 - A total of 66 parking spaces would be provided on the school site with the following parking allocation:
 - allotting 47 of the 66 parking spaces for the school;
 - allotting 13 of the 66 parking spaces to the existing senior apartments;
and
 - allotting 6 of the 66 parking spaces to the proposed residential lots 22-27.
 - A new trash enclosure is proposed for the school.
 - A new school monument sign would be installed near the driveway on Busch Road.
 - The previously approved but unbuilt three-story, 13,968 square-foot portion of preschool building would remain at its approved location. No construction timeframe is provided at this time.

- No addition recreational area is proposed. The existing school facility has two play areas with play structures which would be used by the proposed school

Please see Figure 2, Project Site Plan, below.

Figure 2: Project Site Plan



3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |

Population / Housing

Public Services

Recreation

Transportation / Traffic

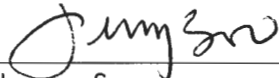
Utilities / Service Systems

Mandatory Findings of Significance

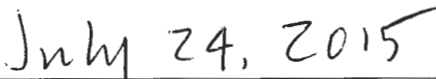
4. DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Jenny Soo



Date

5. ENVIRONMENTAL CHECKLIST

The following section contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist.

For this project, the following designations are used:

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

5.1. AESTHETICS

ENVIRONMENTAL SETTING

The project site is occupied by a church (in a temporary building) and a church-operated school facility. Current views onto the site are partially screened by the existing buildings around the project site.

STANDARDS OF SIGNIFICANCE

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

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

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

Aesthetics

Would the project:

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

DISCUSSION

a)-b) The proposed project is not located in an area designated as a scenic resource, scenic vista, or scenic highway. Therefore, this would be **no-impact**.

All homes within the development would be two-story homes, approximately 31 feet in height. As the proposed development includes the construction of a six-foot tall masonry wall along the project's western and southern boundaries, the proposed homes located in the south-western portion of the site, such as homes on Lots 5-8 and 18-21, would be only partially visible from Valley Avenue and Busch Road, while the homes located in the northeastern portion of the site, such as homes on Lots 25-27 would be only partially visible from Ironwood Drive. The proposed homes, especially homes on Lots 1, 12, 13, 22 and 27, would be visible from the senior apartments to the north. Additionally, homes on Lots 1-5 would be visible from the existing homes in the Classics series of the Ironwood Development and Iron Horse Trail. The design and heights of the proposed homes would be similar to that of the existing residences in the adjacent Ironwood neighborhood and the design of the wall would match that of the existing wall in the Ironwood Development at the Classic series. Therefore, the existing visual character and quality of the site and its surroundings would not be substantially degraded and this would be **less-than-significant-impact**.

d) The project would include standard down lighting for roadways, and lights in the parking lots, as well as typical lighting for residential lots. Residences do not typically create substantial amounts of glare because the types of fixtures and the height of the structures tend to focus lighting where needed

for security/safety reasons and reduce spillover glare. Parking lot lights would be required to be shielded to prevent light spill. Therefore, this would be a **less-than-significant-impact**.

5.2. AGRICULTURAL AND FORESTRY RESOURCES

ENVIRONMENTAL SETTING

The project site is located in an urbanized area. The site is currently occupied by a church and a church-operated school. It is not currently being used for farmland, agricultural production, or forestry. The California State Department of Conservation designates the subject property as "Urban and Built-Up Land," which is defined as land that is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel¹.

STANDARDS OF SIGNIFICANCE

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

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

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

Agricultural and Forest Resources

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existina zonina for. or cause rezonina	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	—	—	—	—
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a)-e) No agricultural or forestry land is located on the site. The proposed project will not result in the conversion of any farmland and the subject property is not zoned for agricultural use and does not have a Williamson contract in place. No loss or conversion of forest land will occur as a result of the proposed project. Therefore, these would be **no-impact**.

5.3. AIR QUALITY

ENVIRONMENTAL SETTING

The Bay Area has remained one of the cleanest of the five major urban California air basins in recent years; however, there are still several days annually when air pollution exceeds the federal and state air quality standards. These standards, set at different concentrations for each of the major air pollutants, have been developed to protect public health.

The Bay Area Air Quality Management District (BAAQMD)^{2,3} regulates air quality in the Bay Area Region through its permit authority over most stationary emission sources and through its planning and review activities. The BAAQMD is the main permitting agency for air pollutant sources.

STANDARDS OF SIGNIFICANCE

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

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in pollution emission levels above those established by BAAQMD in either the short term (construction related) or long term (traffic);
- Expose sensitive receptors to substantial pollutant concentrations; or

- Create objectionable odors affecting a substantial number of people.

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

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

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

DISCUSSION

a-c) The proposed project is expected to generate short-term impacts related to construction activities (e.g., demolition, clearing/grubbing, site grading, etc.). Construction activity on the site is required to implement dust control measures (e.g., periodic watering of the site, covering of all trucks hauling soil, sand, and other loose material, etc.) to control airborne particulate matter. Construction equipment is required to meet all current exhaust standards for emissions. These requirements will be conditions of project approval and would reduce construction period emissions to a less-than-significant level.

Long-term operational emissions would be generated by both stationary and mobile sources as a result of normal day-to-day activities on the site

subsequent to construction completion. Stationary area source emissions would be generated by space (HVAC) and water heating devices and operation of landscape maintenance equipment. Mobile source emissions would be generated by motor vehicles traveling to and from the project site. Based on the 9th Generation of the Institute of Transportation Engineers Trip Generation Handbook, the proposed 27 single-family lot development would generate approximately 257 daily trips with 20 AM peak hour trips and 27 PM peak hour trips. These new trips would not exceed the BAAQMD significance standards for mobile source emissions. Overall, the proposed project will result in small, incremental, and insignificant increases in emissions. Therefore, this would be a **less-than-significant-impact**.

- d) Land uses such as residences are considered to be sensitive receptors to poor air quality because people in residential areas are often at home and, therefore, exposed to pollutants for extended periods of time. There are no sources of significant air pollution nearby.

A Health Risk Assessment Memorandum was prepared by Dudek⁴, evaluating the anticipated health impacts resulting from roadways and stationary sources in the vicinity of the proposed development. Using the BAAQMD health risk guidance³, the memo evaluates exposure of project residents to toxic air contaminants (TAC) from major roadways and stationary sources, such as gasoline dispensing facilities, manufacturing facilities, and emergency generators. Quantitative health-based thresholds identified in the BAAQMD Guidelines are listed in Table 1 below. Project-related air quality impacts would be considered significant if any of the applicable significance thresholds listed in Table 1 is exceeded.

Table 1
Bay Area Air Quality Management District Air Quality Significance
Thresholds
Risk and Hazards

Additional BAAQMD Requirements	
<i>Pollutant</i>	<i>Operational-Related</i>
Risk and Hazards for new sources and receptors (Individual Project)	Compliance with Qualified Community Risk Reduction Plan OR Increased cancer risk of > 10.0 in 1 million* Increased non-cancer risk of > 1.0 Hazard Index (Chronic or Acute)* Ambient PM_{2.5} increase: > 0.3 µg/m³ annual average* <u>Zone of Influence:</u> 1,000-foot radius from property line of source or receptor
Risk and Hazards for new sources and receptors (Cumulative Threshold)	Compliance with Qualified Community Risk Reduction Plan OR Cancer: > 100 in 1 million (from all local sources)* Non-cancer: > 10.0 Hazard Index (from all local sources) (Chronic)* PM_{2.5}: > 0.8 µg/m³ annual average (from all local sources)* <u>Zone of Influence:</u> 1,000-foot radius from property line of source or receptor

Source: BAAQMD 2011.

* Emphasis added.

Based on the BAAQMD guidance, major roadways with more than 10,000 annual average daily trips (AADT) were identified in the memo. Valley Avenue was identified as the only roadway in the project vicinity with more than 10,000 AADT. Busch Road was identified with an AADT of 3,900, thus was not included in the analysis.

The City traffic count data show AADT at two locations on Valley Avenue: Valley Avenue at Kolln Street, and Valley Avenue between Boulder Street and Stanley Boulevard. Because the Valley Avenue at Kolln Street location had a higher AADT (28,700) than the Valley Avenue segment between Boulder Street and Stanley Boulevard (25,800), the memo used the higher AADT for its analysis to provide a more protective estimate of the potential health risk.

The recently revised *Air Toxics Hot Spot Program Risk Assessment Guidelines – Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2015) prepared by the Office of Environmental Health Assessment (OEHHA) suggests an adjustment of cancer risk to reflect the fact that people are not home at all time. It estimates that people from the third trimester to age two or younger spend 85% of the time at home; ages two through 16 spend 72%

of the time at home; and ages 16 years and older spend 73% of time at home. Using this value to calculate the estimated cancer risk, Table 2 below shows the adjusted cancer risk of the proposed development, taking into account the project's proximity to Valley Avenue.

Table 2
Screening Data for Existing Major Roadways
(within 1,000 feet of the proposed project)

Roadway Segment	Annual Average Daily Traffic	Distance to Project Site (feet)	City	Cancer Risk in 1 million	PM _{2.5} Concentration (µg/m ³)
Valley Avenue	28,700	125	Pleasanton	13.3	0.26
Fraction of Time at Home				0.73	9.7
BAAQMD Individual Screening Threshold				10	0.3
Threshold Exceeded?				No	No

Sources: City of Pleasanton 2015; BAAQMD 2015.

As shown in Table 2 above, the major roadway would not result in individual impacts that would be above the thresholds. Therefore, the project would not expose residents to substantial pollutant concentrations and these would be a **less-than-significant-impact**.

- c) Based on the BAAQMD guidance, one existing permitted stationary source was identified within 1,000 feet of the project vicinity: a gasoline dispensing facility located at the adjacent City's Operation Services Center. Because the fuel dispensing facility services city vehicles only and is not a commercial dispensing facility with a high gasoline output, the BAAQMD Stationary Source Screening Analysis Tool reported a "N/A" for cancer risk, hazard, and small particulate matter (PM_{2.5}) for this source. Therefore, the project would not expose residents or students to substantial pollutant concentrations associated with stationary pollutant sources and this would be a **less-than-significant-impact**.
- d) The proposed project is not anticipated to create objectionable odors affecting a substantial number of people. Therefore, this would be a **less-than-significant-impact**.

5.4. BIOLOGICAL RESOURCES

ENVIRONMENTAL SETTING

In 2002 the City Council approved a Planned Unit Development plan that consisted of construction of single family homes, a senior apartment complex, and a church/daycare facility. The site is characterized by landscaping vegetation

that is expected to be used by animal species commonly found in urban and suburban environments. No riparian areas or wetlands are found on the site.

STANDARDS OF SIGNIFICANCE

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

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

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

Biological Resources

Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

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

DISCUSSION

- a-d. There are no rare, endangered, or threatened species of flora or fauna known to inhabit the subject property. In addition, there is no existing stream, river, lake, drainage channel, or other water body/course on the subject property. The project site is developed and is surrounded by urban development. However, geese and other migratory bird species might use the existing field or trees for a rest stop. The applicant will be required to conduct a pre-construction survey for raptor and passerine bird nests. Therefore, these would be **no-impacts or a less than significant impact**.
- e. The proposed development would result in the removal of 54 of the 67 existing on-site trees. Among the trees that would be removed, none are considered heritage trees as defined by the Pleasanton Municipal Code (i.e., a tree which measures 35 feet or greater in height or which measures 55 inches or greater in circumference). New landscaping would be planted. Therefore, the proposed project would not substantially conflict with local policies or

ordinances related to biological resources. Therefore, this would be **a less than significant impact**.

- f. No Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans apply to the project site and, thus, this issue is not applicable to this project. Therefore, this would be **no-impact**.

5.5. CULTURAL RESOURCES

ENVIRONMENTAL SETTING

The project site is not located in an area identified as having site-specific archeological, paleontological, or geologic features or resources. No buildings on the site are older than 50 years of age. It is possible (although unlikely) that archaeological resources could be identified on the site during ground disturbance activities.

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

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

Geology and Soils

Would the project:

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

DISCUSSION

- a. The project site not located within an Alquist-Priolo Earthquake Fault Zone as identified by the California Geological Survey⁵. Also, the project will be required to meet the requirements of the California Building Code and conditions of approval for the project will require that the project meet or

exceed seismic requirements. The site has generally flat terrain and there are no known landslides on the property. Therefore, these would be **less-than-significant impacts or no-impact**.

- b. Natural erosion is frequently accelerated by human activities such as site preparation for construction and alteration of topographic features. Grading, vegetation removal, as well as excavation and trenching for utility lines, will disturb soils that could increase the rate of erosion if controls or best management practices are not in place. The City requires that all projects meet the requirements for stormwater control measures during design, construction and implementation phases of the project. These requirements will be made as conditions of the project approval. Therefore, these issues would be a **less-than-significant-impact**.

- c,d. There are no known geologic hazards on the site. The State of California provides minimum standards for building design through the California Building Code. The California Uniform Building Code is based on the Uniform Building Code (UBC) and has been modified for California conditions with more detailed and/or stringent regulations. Specific seismic safety requirements are set forth in the California Building Code. The State earthquake protection law requires that buildings be designed to resist stresses produced by lateral forces caused by earthquakes. The City implements the requirements of the California Building Code through its building permit process. The proposed project will be required to comply with the applicable codes and standards to provide earthquake resistant design to meet or exceed current seismic requirements. A site specific soils analysis would be conducted in conjunction with the building permit review. Grading conducted on the site will be subject to engineering and building standards prior to any development. These requirements will be made as conditions of project approval.

Therefore, these issues would be categorized as a **less-than-significant-impact**.

- e. The project will provide new infrastructure related to storm water discharge, sewer, and water service. There will not be septic systems or alternative wastewater disposal systems within the project. Therefore, this would be categorized as **no-impact**.

5.7. GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL SETTING

The BAAQMD encourages local jurisdictions to adopt a qualified Greenhouse Gas (GHG) Reduction Strategy that is consistent with Assembly Bill (AB) 32 goals. AB 32 mandated local governments to adopt strategies to reduce GHG emissions. Consistent with the objectives of AB 32, the City has adopted a Climate Action Plan (CAP) to outline strategies to reduce GHG emissions to 1990 levels by the year 2020. The CAP was reviewed by the Bay Area Quality Management District and was deemed a “Qualified Greenhouse Gas Reduction Strategy” in accordance with the District’s CEQA guidelines.

Standards of Significance

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

- Be inconsistent with a qualified GHG Reduction Strategy.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Greenhouse Gas Emissions

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a-b. The proposed project is designed to meet the City’s Climate Action Plan (CAP). Specifically, the project will be required to incorporate a landscape plan that would meet the State of California’s Model Water Efficient Landscape Ordinance and Bay Friendly Basics requirements for water-saving and drought-resistant planting and to meet green building and energy efficiency measures through the City’s Green Building Ordinance and the State’s Green Building Standards Code (CALGreen). In addition, the proposed development is generally consistent with Land Use Goal 1 of the CAP (to reduce vehicle miles traveled (VMT) through infill and higher density

development) primarily because it the project would be located in close proximity to bike and pedestrian facilities (the Iron Horse) trail that would facilitate reduced reliance on motor vehicles. Further, several Strategies and Supporting Actions related to water and energy conservation from the CAP are implemented in the proposed project or will be required in conditions of approval. These project features would be expected to reduce GHG emissions and assist the City in meeting the goals of AB 32.

Therefore, these would be ***less-than-significant impacts***.

5.8. HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL SETTING

The project site is currently occupied by a church and a church-operated preschool. Large quantities of hazardous materials are not currently used on the site.

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

— — — —

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

DISCUSSION

- a,b) During construction, potentially hazardous liquid materials such as oil, diesel fuel, gasoline, and hydraulic fluid would be used at the site. If spilled, these substances could pose a risk to the environment and to human health. In the event of a spill, the Livermore-Pleasanton Fire Department is responsible for responding to non-emergency hazardous materials reports. The use, handling, and storage of hazardous materials are highly regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). The City has in place an Emergency Response Plan should a spill or a hazardous event take place. Routine transport, use and disposal of hazardous materials are already regulated by federal, state and local regulations. Therefore, this would be a **less-than-significant-impact**.
- c) Uses allowed on this site are not associated with substantial use, storage, or transportation of hazardous substances. The school facility is an existing use and new residential uses that would be developed in the vicinity would not

introduce new uses of hazardous materials. Therefore, the proposed project would not pose a hazardous emission risk to any existing or proposed schools proximate to this project, including the school on the site. Therefore, this would be categorized as **no-impact**.

- d) The site is not included on the list of hazardous materials sites compiled pursuant to Government Code 65962.5 (Cortese List). Therefore, this would be categorized as **no-impact**.
- e) The project site is located approximately two miles from the closest runway at the Livermore Municipal Airport. A Livermore Municipal Airport Protection Area Boundary has been established around the airport and residential development is prohibited in this area. The subject site is not located within the Livermore Municipal Airport Protection Area Boundary and would not result in the construction of buildings over two stories in height. Therefore, the project is not likely to result in a safety hazard for future residents. The project will be conditioned to provide disclosure to buyers of the proximity to the airport and overflights. Therefore, this would be a **less-than-significant-impact**.
- f) The project site is not within the vicinity of a private airstrip. Therefore, this would be categorized as **no-impact**.
- g) The proposed project will not result in interference with an emergency plan or evacuation plan. Therefore, this would be categorized as **no-impact**.
- h) Wildlands do not exist within or adjacent to the subject site. Therefore, this would be categorized as **no-impact**.

5.9. HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL SETTING

The National Pollutant Discharge Elimination System (NPDES) was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the U.S. Non-point sources originate and diffuse over a wide area rather than from a definable point. Two types of non-point source discharges are controlled by the NPDES program: discharges caused by general construction activities, and discharges to the municipal storm water system. The project site does not contain creeks, wetlands, or other water bodies, and is almost completely covered with impervious surfaces. The project site is not located in the 100-year flood zone.

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	—	—	—	—
exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a,e,f) The project will be required through the building permit and construction process to incorporate best management practices (BMP's) for discharges resulting from this development. The City has adopted the most recent Regional Water Quality Control Board stormwater discharge requirements related to design, construction, and operation of the project. At a minimum, the project would incorporate the following treatment measures: a treatment system which conveys lot runoff to the landscaping between the houses and streets/sidewalks; and bioretention and self-treatment areas in the common open space areas. These measures would filter contaminants from the stormwater before entering local arroyos and, ultimately, San Francisco Bay. The project would also incorporate hydromodification management measures (i.e., stormwater detention) in order to match pre-project runoff from the site. Therefore, this would be a **less-than-significant-impact**.

b) The project will not use a well to pump ground water for this project. Any existing wells will be required to be abandoned pursuant to the Alameda County Department of Environmental Health. The bioretention and other landscaped portions of the project site would allow for the groundwater aquifer to be recharged after implementation of the project. Therefore, this would be categorized as **no-impact**.

- c,d) There is no existing stream, river, lake, drainage channel, or other water body/course on the subject property. Site development will slightly alter the existing drainage pattern from its existing condition, but would not affect the course of water bodies in the area. Therefore, this would be categorized as **no-impact**.
- g-i) Housing will not be placed within a 100-year flood hazard area⁶. The development will not expose people or structures to a significant risk of loss, injury or death involving flooding. Therefore, this would be categorized as **no-impact**.
- j) The City of Pleasanton is not at risk from seiche, tsunami, or mudflow. Therefore, this would be categorized as **no-impact**.

5.10. LAND USE PLANNING

ENVIRONMENTAL SETTING

The 6.22-acre site is occupied by a church and a church-operated preschool. It is bordered on the south by Busch Road and the Kiewit property, on the east by Ironwood Drive and the City's Operation Services Center, on the north by Cornerstone Court and the Gardens at Ironwood senior apartment complex, on the northwest by single-family homes in the Ironwood Classics subdivision on Nolan and Madsen Courts, and on the west by the Iron Horse Trail. The subject property is relatively flat with ingress/egress to the site provided off of Busch Road and Cornerstone Court. There is an existing Emergency Vehicle Access (EVA) located at the western end of the existing church parking lot connecting to the Madsen Court cul-de-sac.

Standards of Significance

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

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

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

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

- a) The subject site is surrounded by streets, a regional trail, and residential and industrial uses. Staff considers the proposed project to be an infill development that would not physically divide an established community. No streets or trails surrounding the site would be obstructed as part of the project. Therefore, this would be categorized as **no-impact**.
- b) The site's "Community Facilities – Other Public and Institutional" General Plan Land Use Designation and "Mixed Public & Institution" zoning do not allow residential land uses. The proposed development includes an amendment to the General Plan and a rezoning in order to allow for the proposed residential uses. The General Plan Medium Density Residential Land Use Designation allows 2 to 8 dwelling units per acre (DUA) and the proposed density of the project (6.3 DUA) would be within this range.

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 is adjacent to existing residential development.

Housing Element

Goal 1: Attain a variety of housing sizes, types, densities, designs, and prices which meet the existing and projected needs of all economic segments of the community.

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

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

- c. There is no habitat conservation plan or natural community conservation plan applicable to the project area. Therefore, this would be categorized as *no-impact*.

5.11. MINERAL RESOURCES

ENVIRONMENTAL SETTING

The project site is urbanized and mineral extraction would be infeasible.

STANDARDS OF SIGNIFICANCE

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

- Result in the depletion of a mineral resource.

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Mineral Resources</u>				
<i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

- a-b. The project site is urbanized and is not known to contain any known mineral resources and thus the proposed project would not result in loss of the availability of locally important mineral resources. Therefore, these would be **no-impact**.

5.12. NOISE

ENVIRONMENTAL SETTING

External noise sources that could affect the site include noise from the City's Operation Services Center (OSC) and sand and gravel operations to the east, Livermore Municipal Airport, traffic on adjacent City streets, the Pleasanton Garbage Service transfer station, Kiewit Construction and Oldcastle Precast facilities, and other nearby land uses. A six-foot tall precast concrete soundwall 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.

Standards of Significance

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

- Result in construction noise levels that do not meet the City of Pleasanton Noise Ordinance;
- Generate exterior noise levels above 60 dBA at the property plane (excluding construction noise); or
- Result in interior noise levels generally exceeding 45 dBA L_{dn}. And exterior noise levels exceed 55 dB L_{dn}.

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

Would the project:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

DISCUSSION

- a,e) For single-family housing projects, the City's General Plan generally requires that backyard areas not exceed 60 decibels on the day-night equivalent level (dB L_{dn}) and that indoor noise levels not exceed 45 dB L_{dn}. In addition, where aircraft comprises a major source of noise, the General Plan states that residential developments should be strongly discouraged where exterior noise levels exceed 60 dB L_{dn} due to aircraft. The Livermore Municipal Airport is located approximately two miles from the project site and does not make a substantial contribution to ambient noise levels in the vicinity of the project site.

The project site is located on the northeast side 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. The applicant proposes to construct a six-foot tall masonry wall along the project's western and southern boundaries. To ensure the proposed development conforms to the General Plan, a noise assessment study was prepared by Edward L. Pack Associates⁷, Inc. to analyze on-site noise created primarily by the traffic sources on Valley Avenue and Busch Road, and from City's Operation Services Center. The noise study indicates that the most impacted lot, Lot 20, would have an exterior noise exposure of 65 dBA L_{dn} due to roadway noise, not taking into account the proposed masonry wall. Lots 5-7 and Lot 19 would have roadway noise exposure of 60-63 dBA. Lot 27 would have an intermittent noise exposure of 48-54 dBA from activities at the City's Operation Services Center. The noise study recommends that to achieve compliance with the 60 dBA L_{dn} noise level for exterior living areas affected by roadway noise, a six-foot tall acoustically-effective barrier should be constructed along the southwesterly property lines of Lots 5-7 and 19. To control flanking noise, the barrier would need to turn along Lot 19 to connect to the side of the house. The noise study also recommends that a six-foot tall acoustically-effective barrier be constructed along the southeastern property lines of Lots 20-21, contiguous with Busch

Road. The barrier would also need to be continued along the southwesterly property line of Lot 20 and connect to the side of the house. 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 all of the time. The interior noise exposure in living spaces of the home on Lot 20 will be up to 39 and 40 dBA L_{dn} under existing and future conditions, respectively. Thus, the project would meet interior noise requirements. Other homes would meet the interior noise requirements as they would be located further away from Valley Avenue. Conditions of approval will require the project comply with the recommendations listed in the noise study. Therefore, this would be a **less-than-significant-impact**.

- b-d) The development of residential uses on the property and increases in student enrollment on the site will generate added urban noise, such as traffic, landscape maintenance activities, etc. However, the activity levels in the proposed residential area and school area would be modest, and it will not substantially changes noise levels from those currently experienced in the area.

Short-term construction noise would be generated during any new construction on this site. The hours of construction will be limited to minimize any impact to surrounding land uses, particularly the adjacent residences. Construction equipment would be required to meet Department of Motor Vehicles (DMV) noise standards and be equipped with muffling devices. These requirements will be made as conditions of the project approval.

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

- f) The project site is not within the vicinity of a private airstrip. Therefore, this would be categorized as **no-impact**.

5.13. POPULATION AND HOUSING

ENVIRONMENTAL SETTING

The subject property concurrently contains a temporary church structure and a preschool facility.

STANDARDS OF SIGNIFICANCE

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

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

Population and Housing

Would the project:

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

a) The project site is surrounded by residential homes, the City’s Operation Services Center, and the Kiewit property. The project site is part of the Ironwood Development. With the proposed General Plan Land Use change, the proposed development would add an additional 27 single family homes to the City’s housing stock, which would contribute to the local population. However, population growth would not be substantial. In addition, public streets and other infrastructure have been installed or extended to the boundaries of the project site in conjunction with other, nearby development, and are readily available to the proposed development. Therefore, the project would not constitute direct or indirect growth inducing impacts for the City of Pleasanton. Therefore, this would be a **less-than-significant-impact**.

b-c) The project site is currently occupied by a church and church-operated preschool, and therefore would not displace any existing housing or residents. Therefore, these issues would be categorized as **no-impact**.

5.14. PUBLIC SERVICES

ENVIRONMENTAL SETTING

The City of Pleasanton has public services and infrastructure to meet the demand associated with build out of the General Plan. Public streets and infrastructure have been installed and extended to the boundaries of the project site, and are readily available to the proposed development.

STANDARDS OF SIGNIFICANCE

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

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

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

Public Services

Would the project:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- | | | | | |
|------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| i) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

DISCUSSION

- a) Police, Fire, Park and related service capacities exist to adequately serve the project through the design phase of the project to meet current City development standards. The developer would contribute funds to the Pleasanton Unified School District to offset this project's impacts to school facilities, and the funds would be used towards the construction and/or procurement of classrooms. These items will be included as conditions of project approval. Therefore, these issues would be categorized as a **less-than-significant-impact**.

5.15. RECREATION

ENVIRONMENTAL SETTING

The project site currently does not contain any neighborhood, community, or regional parks. Trail connections are proposed to link the development to the existing Iron Horse Trail.

STANDARDS OF SIGNIFICANCE

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

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

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

Would the project:

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

DISCUSSION

a-b. The project includes connections linking to the Iron Horse trail, and may include an open space amenity that would be incorporated into the site development plan. In addition, the project site is approximately ½ mile to Orloff Park and the Iron Horse Trail is at the end of “Private Court B” which the residents could use. The proposed development will not accelerate the substantial deterioration of existing park or recreation facilities near the subject site nor require the construction or expansion of recreational facilities that would result in environmental impacts beyond those already identified in this initial study (i.e., impacts typical of construction activities). Therefore, these items would be a ***less-than-significant-impact***.

5.16. TRANSPORTATION AND TRAFFIC

ENVIRONMENTAL SETTING

Vehicular access to the development would be provided from Ironwood Drive and Busch Road. All streets within the development would be private streets. The existing Cornerstone Court would provide primary access to the proposed development. It would be extended into two streets. The proposed “Cornerstone Court” would provide access for Lots 1-12. It would be 28-foot wide with parking on one side of the street. The proposed “Private Court B” would provide access to Lots 13-21. Similar to “Cornerstone Court,” it would provide parking on one-side of the street. The proposed “Private Court C” would provide access to the remaining lots, Lots 22-27. No street parking is provided along “Private Court C” due to its relatively narrow width, which would range from 22 to 24 feet. 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 a new gated EVA. The existing EVA between the project site and Madsen Court in the existing Ironwood Development would remain and be connected to the cul-de-sac bulb at the Cornerstone Court extension.

Two garage parking spaces would be provided per unit. In addition, residential driveways would be at least 20-feet long to accommodate parked vehicles with the garage door in a closed position. On-street parking would also be allowed in front of Lots 1-21. In addition, a total of 66 parking spaces would be provided on the school site with the following parking allocation:

- 47 parking spaces for the school;
- 13 parking spaces for existing senior apartments; and
- 6 parking spaces for the proposed residential lots 22- 27.

STANDARDS OF SIGNIFICANCE

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

- Result in reducing the Level of Service (LOS) at a major intersection to LOS E or F, except in the Downtown and gateway intersections*.

*Gateway intersections are intersections located at the edges of the City and are specifically identified on Table 3-4 of the Circulation Element of the 2005-2025 General Plan. Per the General Plan, consideration may be given to traffic improvements at gateway intersections when it is determined that such improvements are necessary and are consistent with maintaining visual character, landscaping, and pedestrian amenities.

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

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location those results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

DISCUSSION

- a) Program 2.2 of the Circulation Element of the Pleasanton General Plan states, "Require site-specific traffic studies for all major developments which have the potential to exceed LOS [Level of Service] "D," and require developers to implement the mitigation measures identified in these studies."

The proposed 27 single family homes would replace the approved church facility which 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 facility was expected to generate approximately 598 daily trips with 25 AM peak hour trips and 45 PM peak hour trips, occurring a typical weekday. The City Traffic Engineer has reviewed the proposed residential development. Based on the 9th Generation of the Institute of Transportation Engineers Trip Generation Handbook, the proposed 27 single-family lot development would generate approximately 257 daily trips with 20 AM peak hour trips and 27 PM peak hour trips. The residential components of the project would not result in a significant increase in trips during the peak hours nor would it significantly impact the existing LOS.

Changes in school capacity would also contribute to traffic. The private school was approved for 207 students but currently is licensed for 120 children/students, and under the project enrollment could increase to 294 students, with 28 staff. In order to collect empirical data on traffic and parking demand while school is in session, and to ensure avoidance of traffic and parking impacts, the project would include a condition of approval that would allow enrollment to increase beyond currently-licensed levels only after completion of a traffic and parking study that shows the proposed increase in enrollment would not substantially increase traffic or result in a shortage of parking. Therefore, changes in school capacity would not adversely affect LOS, and this would be a **less-than-significant-impact**.

- b) With conditions of approval, the proposed project would not create 100 or more new peak hour trips, and the project would not exceed, either individually or cumulatively, a level of service standard established by the Alameda County Congestion Management Agency for designated roads or highways and the Alameda County Congestion Management Agency's Congestion Management Program (CMP) analysis is not required. Therefore, this would be **no-impact**.
- c) The proposed buildings would measure a maximum of 31-feet tall and would not interfere with air traffic. Furthermore, the proposed residences would not increase air traffic levels. Therefore, this would be **no-impact**.
- d) The project streets and emergency vehicle access roads have been designed to City standards and would provide adequate sight distances to

accommodate the safe turning radius of emergency vehicles. Therefore, these issues would be a **less-than-significant-impact**.

- f) All residential lots would include a two-car garage and two on-site parking spaces in the driveway apron. In addition, on-street parking would be available in front of the residences on Lots 1-21 and in Lot G for residences on Lots 22-27. Therefore, this would be **no-impact**.

Bicycle racks are not required with single-family developments and the project would not conflict with adopted City policies supporting alternative transportation. Therefore, this would be **no-impact**.

5.17. UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL SETTING

The City of Pleasanton has public services and infrastructure planned to meet the buildout of the General Plan. Existing public utility systems, i.e. sewer, water, and stormwater, are readily available at the project site.

STANDARDS OF SIGNIFICANCE

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

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

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Utilities and Service Systems

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Require or result in the construction of new water or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	—	—	—	—
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

a-g. The proposed development would include the construction of a bioswale system within the project site to treat stormwater runoff from impervious surfaces. This system will manage and treat stormwater runoff from the proposed development and is designed to filter pollutants, regulate flows, and increase infiltration, causing the impact to be less than significant. The project would also incorporate hydromodification management measures (i.e., stormwater detention) in order to match pre-project runoff from the site. The project will not require the construction of off-site stormwater drainage facilities. Construction of the proposed project would generate construction waste; however, at least 75 percent of the total job site construction waste (measured by weight or volume) would be required to be recycled. The remaining construction waste would not result in a substantial reduction in the capacity of a landfill.

Based on existing water use data, the project site currently generates a demand for approximately 7,708 gallons per day. With implementation of the project, the land use composition of the site would change. 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 unit, 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. Therefore, these issues would be categorized as **no-impact** or a **less-than-significant-impact**.

5.18. MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mandatory Findings of Significance

Would the project:

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

DISCUSSION

- a) The project is located on a site currently occupied by a church and a preschool/private school. The site currently has a total of 67 non-heritage sized trees⁸. Among the 67 surveyed trees, 54 trees would be removed due to the proposed development. The proposed development would also include installation of a variety of trees/shrubbery at the project site perimeter and throughout the development. There are no known archaeological or paleontological sites on the subject site. There are no existing streams, lakes, or other water body/course on the subject property.

No rare, endangered, or threatened species of flora or fauna are known to inhabit the subject property. Therefore, the project will have a **less-than-significant-impact** on biological and cultural resources.

- b) Constructing this project will incrementally increase impacts to certain environmental factors, but the increases would not be cumulatively considerable. Therefore, this would be a **less-than-significant-impact**.
- c) The project will not include any activities or uses causing substantial adverse effects on human beings either directly or indirectly or on the environment. The project has been designed to meet the general development standards required by the City of Pleasanton and will incorporate conditions of approval to meet local codes and regulations. The project design and conditions of approval reduces potential impacts to a **less-than-significant-impact**.

6. ENDNOTES

¹ California Department of Conservation, Map titled, Alameda County Important Farmland 2010; and pages 7-26 through 7-28 of the City of Pleasanton General Plan 2005-2025

² Bay Area Air Quality Standards and Attainment Status, BAAQMD Website: <http://www.baaqmd.gov>

³ Bay Area Air Quality Management District, CEQA Air Quality Guidelines, Updated May 2011

⁴ Health Risk Assessment memo by Dudek, dated June 23, 2015

⁵ Figure 5-5 of the City of Pleasanton General Plan 2005-2025

⁶ Figure 5-7 of the City of Pleasanton General Plan 2005-2025

⁷ Noise assessment Study by Edward L. Pack Associates, Inc., dated June 25, 2015

⁸ Arborist Report by HortScience, dated March 2015



CITY COUNCIL OF THE CITY OF PLEASANTON

EXHIBIT F

ALAMEDA COUNTY, CALIFORNIA

ORDINANCE NO. 1866

**AN ORDINANCE APPROVING THE APPLICATION OF
PONDEROSA HOMES FOR PREZONING AND
DEVELOPMENT PLAN APPROVAL, AS FILED UNDER
CASE PUD-18**

WHEREAS, Ponderosa Homes has applied for prezoning to PUD-LDR/MDR/HDR/P&I and 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) and development plan approval for 175 new single-family homes, plus two existing homes; 16 duets; a 172-unit senior apartment project; and a church/day care facility on approximately 92 acres located northwesterly of the Operations Service Center, between Busch Road and Mohr Avenue and easterly of the former Southern Pacific Railroad Corridor; and

WHEREAS, the property is currently unincorporated and not prezoned; and

WHEREAS, based on the Initial Environmental Study, a negative declaration was adopted by Council on August 20, 2002; and

WHEREAS, a duly noticed public hearing was held on August 20, 2002; and

WHEREAS, the City Council finds that the proposed prezoning and development plan are consistent with the General Plan policies of the City of Pleasanton.

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

Section 1: Approves the prezoning of the site to PUD-LDR/MDR/HDR/P&I and 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.

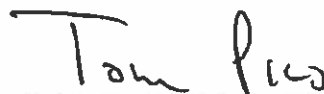
Section 2: The Zoning Map of the City of Pleasanton dated April 18, 1960, on file with the City Clerk, designating and dividing the City into zoning districts is hereby amended by Zoning Unit Map #457, attached hereto as Exhibit "A", dated August 20, 2002, and incorporated herein by this reference.

- Section 3:** Approves the development plan for 175 new single-family homes, plus two existing homes; 16 duets; a 172-unit senior apartment project; and a church/day care facility on approximately 92 acres, located northwesterly of the Operations Service Center, between Busch Road and Mohr Avenue and easterly of the former Southern Pacific Railroad Corridor, subject to the conditions shown on Exhibit "B", attached hereto and incorporated herein by this reference.
- Section 4:** The City staff is directed to cause a Notice of Determination to be filed pursuant to Section 5.4(g) of Resolution No. 77-66.
- Section 5:** 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 6:** This ordinance shall be effective thirty (30) days after the date of its final passage and adoption.

INTRODUCED at a regular meeting of the City Council of the City of Pleasanton on August 20, 2002.

ADOPTED at a regular meeting of the City Council of the City of Pleasanton on September 3, 2002 by the following vote:

AYES: Councilmembers - Ayala, Campbell, Dennis, Michelotti, and Mayor Pico
NOES: None
ABSENT: None
ABSTAIN: None



TOM PICO, MAYOR

ATTEST:


Peggy L. Ezidro, City Clerk

APPROVED AS TO FORM



Michael H. Roush, City Attorney

Description: prezone an approximately 92 acre site to PUD-LDR/MDR/HDR/P&I and 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)



**CITY OF PLEASANTON
PLANNING DEPARTMENT**

**Ordinance No. 1866
Zoning Unit Map No. 457**

Drawn by: K. Ferreira	Approved by: <i>Brian W. Swift</i> Planning Director	Date: 8/20/02
Scale: 1" = 500'	Planning Director	Sec. No.: PUD-18

EXHIBIT A

Exhibit B
PUD-18, Ponderosa Homes/ Busch Property
City Council
Conditions of Approval
August 20, 2002

Development Plan Approval

1. The development plan shall be as shown on the following exhibits, collectively described as Exhibit "A," except as modified by the following conditions. Minor changes to the plans may be allowed subject to the approval of the Planning Director if found to be in substantial conformance to this development plan.
 - a. Planned Unit Development –Busch/ Ponderosa Property Submittal, dated "Received July 15, 2002", containing:
 - (1) Site Development Plan
 - (2) Preliminary Grading & Utility Plan
 - (3) Tree Plan/ Busch Road Plan
 - (4) Mohr Avenue Exhibit
 - (5) Fencing Exhibit
 - (6) Lots 144-146 Exhibit
 - (7) Overall Conceptual Landscape Plans/Details (pp. L-1 through L-5)
 - (8) Estate Lots – Building Architecture (sheets 1-11)
 - (9) Busch 9,000's – Building Architecture (21 unnumbered sheets, Plans 1-3)
 - (10) Busch 5,500-square-foot Lots – Building Architecture (sheets 5.0-5.3)
 - (11) Duplexes – Building Architecture (sheets 5.0 – 5.3)
 - (12) Senior Apartments – Site Plan and Architecture (sheets A1.1 – A4.3)
 - b. Busch/ Ponderosa Project Preliminary Green Building Checklist, dated July 2, 2002
 - c. Busch/ Ponderosa Property, Planned Unit Development Proposal By Ponderosa Homes, dated Revised July 17, 2002
 - d. Memorandum from Pam Hardy to Heidi Kline, dated July 12, 2002

Uses

2. The uses of the various parcels within the project shall be as follows:
 - a. The LDR- and MDR-designated portions of the project (Lots 1-193 and Parcel E-private park) shall be subject to the following uses:
 - (1) Permitted Uses:
 - (a) single-family attached and detached housing
 - (b) household pets
 - (c) accessory structures and uses
 - (d) small family day care home
 - (e) private recreational facility

- (2) Conditional Uses:
 - (a) home occupation
 - (b) large-family day care home
 - (c) second unit
 - (3) The above-listed uses shall have the meaning as defined and/or interpreted for uses in the R-1 districts of the Pleasanton Municipal Code. Other uses listed in the R-1 districts of the Pleasanton Municipal Code shall be either permitted or conditionally permitted as listed therein.
- b. The HDR- designated portion of the project (Parcel C- Senior Housing) shall be subject to the following uses:
- (1) Permitted Uses:
 - (a) multi-family dwellings for seniors
 - (b) household pets
 - (c) accessory structures and uses
 - (d) small family day care home
 - (2) Conditional Uses:
 - (a) home occupation
 - (b) large-family day care home
 - (3) The above-listed uses shall have the meaning as defined and/or interpreted for uses in the RM districts of the Pleasanton Municipal Code. Other uses listed in the RM districts of the Pleasanton Municipal Code shall be either permitted or conditionally permitted as listed therein.
- c. The school district facility designated portion of the project (Parcel A) shall be subject to the following P&I and MDR uses:
- (1) Permitted Uses – P&I:
 - (a) Pleasanton Unified School District educational facility
 - (b) accessory structures and uses
 - (2) Permitted Uses – MDR Senior Housing:
 - (a) single-family attached and detached senior housing
 - (b) accessory uses and structures
 - (3) Conditional Use:
 - (a) home occupation
- d. The church site-designated portion of the project (Parcel D) shall be subject to the following P&I uses:
- (1) Conditional Uses:
 - (a) church facility
 - (b) accessory structures and uses

(2) The above-listed uses shall have the meaning as defined and/or interpreted for uses in the P&I districts of the Pleasanton Municipal Code. Other uses listed in the P&I districts of the Pleasanton Municipal Code shall be conditionally permitted as listed herein.

e. In the event that the Maple Leaf Drive/ Court homeowners accept the offer to add the 10 ft. strip of the project site to their rear yards, this area shall be zoned R-1-6500 district; lot line adjustments shall be processed to add this strip to each lot resulting in a single parcel. Zoning regulations following the lot line adjustment shall be solely those of the R-1-6500 District.

Development Standards

3. Development standards for the LDR and MDR lots shall be as follows:

a. Specific regulations governing the single-family residential uses in this PUD are as follows:

Development Standard	1-acre Lots for Busch Residences (LDR) <i>*See 3.g.</i>	Estate Lots - 18,200 SF Lot Size (LDR)	9,000 SF Lot Size (MDR)	5,500 SF Lot Size (MDR)	Duet Lots
<i>Minimum Setbacks to Principal Structure(Ft.) *See Special Setbacks for Lots abutting lots along Maple Leaf Drive)</i>					
Front Yard (to House)	30	30	20	20	20
Front Yard (to Porch))	22	22	12	12	12
Side Yard	20	10	9	5	6
Street Side Yard	N/A	N/A	14	10	15
Rear Yard	30	20	20	20 ft.; although 15 ft. to one-story portions less than 15 ft. in height as long as 880 sq. ft. of usable open space remains with a minimum 15 ft. dimension	As-Built
<i>Minimum Setbacks for Accessory Structures- Class I *See Special Setbacks for Lots abutting lots along Maple Leaf Drive)</i>					
Side Property Line	5	5	3	3	3
Rear Property Line	5	5	5	5	3

Maximum Height	35 ft (Principal Structure); 15 Ft (Class I accessory structure)	35 ft (Principal Structure); 15 Ft (Class I accessory structure)	32 ft (Principal Structure); 15 Ft (Class I accessory structure)	30 ft (Principal Structure); 15 Ft (Class I accessory structure); No more than 50% of the rear yard may be covered with Class I accessory structures.	30 ft (Principal Structure); 15 Ft (Class I accessory structure)
Maximum FAR	25%	30%	48%	56%	52%
<i>*Special Setbacks for Lots 1,2,3,4,5,6,28,29,30,31,144, and 145</i>					
<p>Lots 1-6 and 28-31 have a minimum rear yard setback of 25 ft. to all one-story portions and 35 ft. to all two-story portions of the principal structure. (See note 3.h.) All Class I and II accessory structure on this lot must be set back a minimum of 5 ft. from the rear lot lines of the residences along Maple Leaf Court.</p> <p>Lot 144 has a minimum 25 ft. western side yard setback to the principal structure. All Class I and II accessory structures on these lots must be set back a minimum of 5 ft. from common rear lot lines shared with residences along Maple Leaf Drive and Court. (See note 3.h.)</p> <p>Lot 145 has a minimum 20 ft. northern side yard setback to the principal structure. All Class I and II accessory structures on this lot must be set back a minimum of 5 ft. from the rear lot lines of the residences along Maple Leaf Court. (See note 3.h.)</p>					

- b. Unless otherwise specified in subsection (a) above, all site development standards shall be those of the R-1-20,000 District for the LDR lots and R-1-6,500 District for the MDR lots.
- c. Except for the "Special Setback Lots" listed above, class II accessory structures may be located in a required side or rear yard up to the property line, but not attached to the fence. Swimming pools and spas shall be set back a minimum of 5 ft. (as measured to the waterline) and shall comply with all other applicable requirements of Chapter 20.40 of the PMC. Pool and spa equipment shall be set back a minimum of 3 ft. from the side and rear property lines.
- d. Building height shall be measured from the lowest elevation of the structure to the highest elevation of the structure. Exceptions for chimneys and similar roof features shall be those listed in Chapter 18.84.150 of the PMC.
- e. Trellis-covered arbors and/or porches up to a height of fifteen feet (15' 0") supporting photovoltaic panels shall be exempt from the City's Administrative Design Review procedures. Design review at the Planning staff level and building/electrical permits shall be required.
- f. No building additions may be added to the duet units with the exception of a floor being added into the second-floor loft area. The addition of this 238 sq. ft. loft fill-in shall be permitted, subject to the City's Administrative Design Review process, as long as no additional exterior windows are added and the existing roofline and building walls remain unchanged. The resultant square foot area of Plan A shall not exceed 1675 sq. ft., and the square foot area of Plan B shall not exceed 2025 sq. ft.

- g. The two existing heritage homes on Mohr Avenue shall be retained. In the event that a future owner desires to demolish or significantly alter either of these two dwellings, the proposed demolition and proposed replacement structure or substantial alteration plans shall be submitted for the review and approval of the Planning Director in accordance with the City's Design Review procedure.
- h. In the event that the Maple Leaf Drive and Court homeowners do not have the additional 10 ft. of the project site added to their lots, the above referenced setbacks for new project lots abutting these homes shall be increased 10 ft. to the common lot line (in some case a rear lot line and in other cases, a side lot line) shared by these existing residences and the new homes for both principal and accessory structure setbacks.

Specific Development Plan Modifications

- 4. The development plan shall be modified as follows:
 - a. Lot Layout
 - (1) Lot 59,60,and 61 shall be merged with ½ of the vacated Mohr Avenue right-of-way.
 - (2) Lots 27, 131, 132, and 133 shall be configured as shown conceptually on the alternative site plan "Reconfigured I and J Courts," dated 7-22-02.
 - (3) Lots 11, 12, 42, and 43 shall be configured as shown conceptually on the alternative site plan "Reconfigured F and O Courts," dated 7-22-02.
 - (4) All private easements such as that necessary at Lots 145-146 shall be delineated on the tentative map; said easements shall clearly delineate the nature of the easement and the proposed respective rights and obligations of individual lot owners, including maintenance.
 - b. Street Configurations
 - (1) The intersection of P and Q Streets shall be reconfigured to include a compact urban roundabout.
 - (2) The traffic circles shown at the end of Mohr Avenue and at the intersection of Q and R Street shall be removed. These intersections shall be redesigned.
 - (3) Courts J, K, L, and M shall be modified to include separated planter strips between the sidewalk and street, similar to the other cul-de-sacs in the development. Relaxed yard setbacks shall be considered for these adjoining lots in order to accomplish this.
 - (4) The EVA from L Court to the Iron Horse Trail shall be revised to be an eight-foot wide, multi-purpose trail, retaining the proposed landscape width between the trail and wall.
 - (5) Mohr Avenue easterly of Martin Avenue shall be constructed as a 28-foot wide street with no parking allowed on the northerly side.
 - (6) P Street shall be modified to be 66 feet curb-to-curb to accommodate future school lane/parking requirements. P Street from Q Street to the westerly edge of the school option site shall be designed and constructed with this section, modified to conform to the roundabout design, and the full width shall be offered

for dedication across the southerly border of the school option site. In the event Parcel A is used as a MDR-senior project, this street width may be narrowed and the right-of-way added to Parcel A; final approval of the P Street width shall be made at the time of the review of the MDR-senior project PUD development plan.

- (7) Q Street shall be modified as described in the "Traffic Mitigation" requirements.
- (8) The transition of the eastbound lane of Mohr Avenue from the westerly boundary of the project shall either (a) gradually shift across the frontages of Lots 32-34, or (2) retain the existing curb location/street width until the bulb-out at Lot 34.

These changes shall be submitted for review and approval with the tentative map.

Architecture for Single-family Homes and Duets

5. No less than 40% of each plan type shall be used on the estate lots. No fewer than 25% of each plan type shall be used on the 9,000 sq. ft. lots, but no plan type shall be used on more than 40% of these lots. No fewer than 15% of each plan type shall be used on the 5,500 sq. ft. lots, but no plan type shall be used on more than 40% of these lots. The final house plotting plan shall strive to avoid placing two of the same models adjacent to each other, facing the same street. In the 5,500 sq. ft. areas, no two Plan 3A models (gable roofs parallel to street) shall be placed next to each other. In the event adjoining lots have the same model, they shall have different elevations. Single-story models shall be placed on corner lots wherever possible.
6. The final building elevations for the single-family homes shall be revised to include the following changes, subject to the review and approval of the Planning Director prior to issuance of a building permit:
 - a. Estate Lots:
 - (1) The window and trim details shall be revised to include consistent treatment and detailing on all four sides of the homes. Consistent architectural detailing shall include similar window styles, such as window grid patterns, sills, headers, side trim, etc.
 - (2) The stone wainscoting shall be continued around to the side elevations and stopped at either the side fence return or a logical architectural stopping point on side elevations with the garages.
 - (3) The final colors and materials shall be submitted for the review and approval by the Planning Director prior to issuance of a building permit.
 - (4) The plot plan for the house on Lot 35 shall be oriented so that the garage is opposite the southbound lane of Courtney Avenue in order to minimize headlight intrusion into that home.

b. 9,000 Sq. Ft. Lots:

- (1) The applicant shall work with staff to redesign the front yard, driveway access, and front elevation for the Plan 1 "Garage 2" Option with the intent to eliminate the driveway blocking the main entrance. Final design shall be subject to the review and approval of the Planning Director prior to the issuance of the building permit for this option. The "Opt. Bedroom 5" and "Opt. Bedroom 5 Suite" shall be allowed. For this Plan 1 without the "Opt. Bedroom 5" area, modifications shall be made to the remaining footprint to provide more pronounced undulation of the front building wall. Plan 1 shall also be revised to provide more detailed window surrounds, particularly the sills.
- (2) The right building elevations on Plans 2B and 2C shall be revised to eliminate the large expanse of blank building walls by adding architectural detailing to this wall, such as windows, trim, etc.
- (3) The applicant shall work with staff to investigate alternatives which would allow the optional bonus room over the garage on Plan 2 without having this elevation closely mimic the Plan 3 elevation. Final design shall be subject to the review and approval of the Planning Director prior to the issuance of the building permit for this option.
- (4) The final colors and materials shall be submitted for review and approval by the Planning Director prior to issuance of a building permit.

c. 5,500 Sq. Ft. Lots, including Duets:

- (1) The roof styles and their end treatment shall be revised to be consistent on all four sides of the homes.
- (2) The window and trim details shall be revised to include consistent treatment and detailing on all four sides of the homes. Consistent architectural detailing shall include similar window styles, such as window grid patterns, sills, headers, side trim, potshelves, etc., and on all lots.
- (3) The applicant shall work with staff to incorporate strong transitions from the stucco siding to the lap siding on all Regency architectural styles for the four plan types and the duets. Final design shall be subject to the review and approval of the Planning Director prior to the issuance of the building permit for this option.
- (4) The final colors and materials shall be submitted for the review and approval of the Planning Director prior to issuance of a building permit.

7. The garages shall all have automatic opening sectional roll-up garage doors throughout the project. The driveway widths for three-car garages shall have the same driveway opening width as those homes with two-car garages.

Landscaping and Trails

8. The project developer shall submit detailed landscape and irrigation plans, subject to the review and approval of the Planning Director and City Landscape Architect, as part of the improvement plans. These plans shall include a street tree planting plan and landscape plans for all street rights-of-way, landscape trails, common areas, and typical front and street side yards for all homes. The irrigation plan shall provide for automatic controls. Said landscape plan shall be consistent with the approved landscape plan plus any conditions of approval, and shall be detailed in terms of species, location, size, quantities, and spacing. The final selection of plant species for the project shall be subject to the review and approval of the City Landscape Architect and Planning Director and shall consist of species which are native to this region of California or are otherwise drought-tolerant, with the exception of turf/sod. The developer shall be responsible for installing the front and street side yard landscaping prior to the occupancy of the respective homes.
9. The final design of all off-site landscaping, entry monumentation, and trail improvements shall be submitted for the review and approval of the City Engineer and Planning Director prior to the approval of the final map. The developer shall be responsible for demonstrating to the City that it has acquired the necessary authorization and/or easements to install said improvements from the owners of those properties. In the event that the necessary easements and/or authorization can not be obtained prior to approval of the final map to construct the off-site trail along the north side of Mohr Avenue, the developer shall revise its site plan to show the trail on the south side of Mohr Avenue with a crosswalk at Martin Avenue and a connection to the existing trail along the east side of Martin Avenue. All required off-site infrastructure improvements necessary for the development of the project site shall be designed and included in an approved improvement agreement prior to approval of the in-tract final map.
10. A final planting and irrigation design for the street tree planter strip areas and bioswales shall be submitted for the review and approval of the City Landscape Architect and Planning Director. These planter strip areas and bioswales shall be designed with separate irrigation systems to allow them to be maintained by the project homeowners association.
11. The conceptual design plans for the Iron Horse Trail and landscaping improvements shall be submitted for review with the tentative map. Three acres of landscaping improvements shall be completed to the Iron Horse Trail right-of-way adjacent to the project site. The trail surface itself shall be completed from Mohr Avenue to Busch Road in its entirety. The final design for this trail and Iron Horse Trail right-of-way landscaping shall be done in accordance with EBRPD master plan/ City Master Trail Plan for the trail and shall be submitted for review and approval by the Parks and Recreation Commission prior to recordation of the final map. The maintenance of this area shall be the responsibility of the City. In the event a portion of the Iron Horse Trail can serve as an EVA, the improved trail width shall be no less than 20 feet wide.

12. The final design of the in-tract trail and its connection to the off-site Martin Avenue trail shall be submitted for review and approval by the Planning Director prior to approval of the final map. The trail through the project site shall be a minimum of 8 ft. in width unless otherwise approved by the Planning Director.
13. 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 Planning Director at the time of review of the final landscape plans.
14. The project developer shall adjust the sprinkler heads to redirect the water away from monument signs and/or entry features while ensuring complete irrigation coverage of the landscaping around the signs/features.

The applicant shall work with staff to determine the mix of 24" box size trees and 15 gallon size trees and the location of those trees in the project. The final landscape plan shall be submitted prior to approval of the final map.

16. A final fencing plan conforming to the conceptual fencing plan shall be submitted for review and approval by the Planning Director with the subdivision improvement plans. The proposed project masonry wall shall have an effective 8 ft. panel height as measured from the finished grades of the rear yards, except along the property lines of the two existing Busch homes, and shall include a decorative accent material, such as stone, brick, tile, etc., on the pilasters when visible from a public street or trail. The final design of this masonry wall shall be submitted for the review and approval of the Planning Director with the subdivision improvement plans.
17. Side yard fencing for the Plan 3 model of the Estate Lots shall be set back at the rear corner of the recessed garage on the side of the lot with the garage. No fencing shall be constructed between the garage and the front of the lot.
18. No front yard fencing except that allowed in the R-1-6500 District shall be allowed for Lots 32-38, the Estate Lots.
19. A detail of the landscaping and setback of the masonry wall proposed at the end of D Court shall be provided for review and approval of the Planning Director prior to recordation of the final map.

Cabana Club

20. The final design of the cabana club improvements shall be submitted for the review and approval of the Planning Director and City Landscape Architect prior to the approval of the final map. A tot lot with play structure shall be incorporated in this cabana club area. The trail link shall be designed to retain as large an "open field" area as possible for casual play. The barbecue area/swimming pool enclosure shall incorporate some grass area for users of the facilities.
21. Use of this cabana club facility shall be open to all the residents in the single-family residential units, duets, second units, and senior apartment units in this project.

Church Facility

22. The church use and size of the facility shall be substantially as shown in the attached letter from the Pleasanton Presbyterian Church to Director of Planning and Community Development, dated May 8, 2002. This approval shall constitute the conditional use permit for those uses set forth in the letter. A site plan, architectural building design, landscape plan, grading plan, and phasing plan shall be submitted for the review and approval of the Planning Commission prior to issuance of a building permit. The church shall provide a detailed weekly schedule and special event/outside parties event schedule to the Planning Director for final review and approval to ensure adequate on-site circulation and of on-site parking spaces for these events. In the event that the church desires to modify the approved use or operation of the facility from that shown on the attached narrative, said changes shall be modified in accordance with Chapter 18.124 of the Pleasanton Municipal Code (Conditional Uses).
23. The grading plan for the church site shall incorporate all possible measures for pretreatment of all stormwater runoff on-site, including bioswales, permeable pavement, micro-detention areas, etc.
24. The proposed EVA shown on the PUD development plan shall be incorporated in the site plan for the church facility, unless otherwise approved by the Fire Marshal.
25. The church shall enter into an agreement with the developer of the senior housing site for the future use and maintenance of the private cul-de-sac shown on the site plan to serve as an access for both properties. This agreement shall include the maintenance of the roadway, street landscaping, and any related improvements. This agreement shall be submitted for the review and approval of the City Attorney and Planning Director prior to the recordation of a final map for this project.

26. In the event that nuisances are created through the operation of the church, either within the church itself or by its patrons in the vicinity of the church, the Planning Director shall seek voluntary compliance by the church to eliminate the nuisance and, if that fails to resolve the issue, may refer the conditional use permit to the Planning Commission for review at a public hearing. If necessary, the Planning Commission may add additional conditions of approval. If these steps fail to satisfactorily resolve the matter, the Planning Commission may, following review at a public hearing, revoke the conditional use permit.
27. If operation of this use results in conflicts pertaining to parking, noise, traffic, or other impacts, the Planning Director shall seek voluntary compliance by the church to eliminate the conflict and, if that fails to resolve the issue, may refer the conditional use permit to the Planning Commission for review. If necessary, the Commission may, following review at a public hearing, modify or add conditions of approval to mitigate such impacts, or may revoke said conditional use permit.

Senior Apartments

28. The northern vehicular entrance to the senior apartments shall be adjusted to align directly across from P Street or at a location on the roundabout satisfactory to the City Engineer. This revised location shall be submitted for review with the tentative map.
29. A transportation van service, either free or nominal charge, shall be provided by the management for the residents of the senior apartments for daily trips to routine destinations, such as the grocery store, senior center, pharmacy, etc. Details of this van service shall be provided for the review and approval of the Planning Director and Director of Parks and Community Services prior to the issuance of a building permit for the senior apartments. This van service shall be designed so as to minimize any impact on the current level of service of the City's Dial-A-Ride program. If the City's senior transport service is negatively impacted by the needs of this development, the City may call upon the management of this facility to modify its van service to better serve the needs of its residents.
30. The current or prospective tenants of the senior apartment project may request at any time that the management convert their units to a handicap-equipped unit to accommodate their physical needs. The management of the senior housing facility shall make such modifications, such as grab bars, elevated toilet facilities, lowered counters, etc., for the tenant in a timely manner and at no cost to the tenant.
31. The management of the senior apartment facility shall make space available in the common areas of the community building for printed materials/ information to be provided to the residents of the senior apartments by the City or other social services agencies. The management shall meet with the City's Park and Community Services representative prior to final occupancy of the project to discuss means by which this can be accomplished.

32. A detailed landscaping and fencing plan shall be submitted for the review and approval of the Planning Director prior to the issuance of a building permit for the senior apartments. Said landscape plan shall be detailed in terms of species, location, size, quantities, and spacing. Attractive and detailed landscaping shall be provided in the central courtyard areas of each building. A perimeter sidewalk around the site should be provided, if feasible, with benches located where not directly adjacent to a private courtyard.
33. The site plan shall be revised to include carports for the senior apartment complex. The number of carports shall be determined by the Planning Director based on the projection for future need of the resident population. The architecture shall be of a higher standard, in keeping with the design of the senior apartment unit complex. The design and location of the carports shall be submitted for review and approval by the Planning Director prior to issuance of a building permit. In addition, the site plan shall include additional tree planters in the parking lot area in order to provide more shading for cars. A minor reduction in parking spaces shall be permitted for the sole purpose of providing the carports and additional shade trees.
34. A final grading plan for the senior apartments shall be provided for the review and approval of the City Engineer and Planning Director prior to the issuance of a building permit for the project. This grading plan shall incorporate all possible measures for pretreatment of storm-water runoff on-site, including bioswales, permeable pavement, micro-detention areas, etc.
35. The final colors and materials of the apartments shall be submitted for the review and approval of the Planning Director prior to the issuance of a building permit.
36. The final building elevations, showing all window and trim detailing, shall be reviewed and approved by the Planning Director prior to issuance of a building permit. The developer shall recess the windows or introduce window treatment elements in order to provide more pronounced articulation of the building fenestration.
37. The final floor plans submitted for the issuance of a building permit shall show a shelf immediately inside and outside the front doorway of the apartments for use by the seniors. This detail shall be provided for the review and approval of the Planning Director.
38. The project shall be subject to the terms of the Affordable Housing Agreement approved by the Housing Commission at its June 20, 2002 hearing, and any subsequent changes to the program approved by the City Council.

Maple Leaf Drive and Court Interface

39. The developer shall offer the owners of Maple Leaf Drive and Maple Leaf Court which directly abut the project site the right to purchase a 10 ft. wide strip of land adjacent to their common lot line for a nominal fee per the attached letters from Ponderosa Homes to the Maple Leaf Court property owners, dated June 20, 2002. The developer shall also be responsible for constructing side yard fences up to the existing side yard fences on these property owners' existing fences. However, the developer shall not be responsible for removing the homeowners' existing rear yard fences, except for those lots which have masonry walls on their rear lot line. The developer shall be responsible for removing masonry walls on the rear lot lines of the existing homes and shall be responsible for coordinating their removal with these residents.

40. In order for the 10 ft. strip of land to be added to the lots along Maple Leaf Drive and Court, the developer shall provide authorization from those property owners indicating their approval and file the necessary lot line adjustment applications for approvals. The developer shall be required to demonstrate that all of the lot owners abutting the project site north of Kamp Drive are in accordance with the proposed lot line adjustment in order for them to receive the additional 10 ft. Accordingly, all of the lot owners on the south side of Kamp Drive must be in agreement for the lot line to be adjusted behind their lots. The intent of this requirement is to have a straight, uniform rear lot line behind these lots.

House Marketing

41. When the project developer is ready to sell the first phase of residential units, the project developer shall undertake a marketing campaign targeted at persons who work within the City of Pleasanton and the immediate neighbors of this project. This campaign may include, but is not limited to:
 - a. working in conjunction with the Pleasanton Chamber of Commerce, Downtown Association, and other business group(s) to disseminate information regarding the availability of residential units;
 - b. contacting large employers (100+ employees) located within the City and working with their Human Resources Departments to provide information about the availability of the residential units; and
 - c. holding for persons who work in the City of Pleasanton and immediate neighbors of this project pre-sale open houses.

42. During the course of selling the residential units in each phase of the subject project, the project developer may become aware that there a more qualified, potential buyers than residential units available for sale. The surplus of buyers may be manifested in that the number of persons who have signed interest cards, placed deposits on future units, or have written names on waiting lists exceeds the number of units to be released for sale. When such a “surplus of buyers” situation occurs, the developer shall grant preferences, to the extent legally permitted, to those qualified, potential buyers who are employed within the City of Pleasanton and immediate neighbors of this project. Such preferences may include, but are not limited to:
- a. higher priority on waiting lists; and
 - b. pre-release open houses.

Second Units

43. This PUD Development Plan approval shall function as a conditional use permit for the second units which may be constructed at the time of initial construction, as shown on the originally approved building permit plans. The following requirements shall apply:
- a. Only one (1) residential unit on the subject property may be rented. The other unit shall be owner-occupied. The dwelling’s owner shall be signatory to any lease for the second unit. The second unit shall be occupied by no more than two (2) adults, although there shall be no limit on the number of children. The project developer shall prepare a deed restriction to this effect for these lots and shall submit it to the City Attorney for review and approval prior to issuance of the first building permit containing a second unit.
 - b. In no case shall the second unit be sold, subdivided, or held under different legal ownership from the primary residence.
 - c. One (1) off-street parking space shall be made continuously available to the occupant(s) of the second unit for parking. In the event that the occupant(s) of the second unit own and operate more than one (1) auto, all vehicles shall be accommodated on-site.
44. The project developer shall install address signs that are visible from the street, clearly indicating that two (2) separate units exist on the parcel. The project developer shall obtain the new street address for the second unit from the Planning Department.
45. The second units included in the initial construction shall constitute the only second units approved with this PUD Development Plan. Any future second unit located on another lot covered by this PUD Development Plan approval shall be required to secure a Conditional Use Permit following the applicable review/approval procedures specified in the Pleasanton Municipal Code.

Project Phasing

46. Any proposed phasing of this development shall be depicted on the tentative map and shall include narrative explaining any proposed phasing. Unless a phasing plan for improvements is approved by the Planning Director, the applicant shall complete all of the on-site improvements at one time.

Disclosures

47. A statement disclosing the proximate industrial operations, including but not limited to the Pleasanton Garbage Service transfer station, gravel truck haul route, Pleasanton Police shooting range, City's Operation Service Center, and the Livermore Airport shall be prominently displayed on a minimum 24" by 36" sign in the tract sales office for this development.
48. The recorded deed of sale for all lots covered by this PUD Development Plan approval shall include the following:
- a. 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.
 - b. A clause indicating the close proximity of the Livermore Municipal Airport and of possible impacts to homes due to aircraft overflights.
 - c. A clause indicating the close proximity of the Pleasanton Garbage Service transfer station, Pleasanton Police shooting range, Pleasanton Operations Center, and industrial operations at the Kiewit Construction and Utility Vault facilities and possible noise, dust, and related impacts from said operations and activities.

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.

Green Building Measures

49. The project developer shall implement the "green building measures" listed under the "Busch/Ponderosa Project - Preliminary Green Building Checklist," dated 7-2-02, except that whole house fans shall be provided as an option. The design and construction of all of the single-family homes, including the duets, shall be covered by this approval. The project developer may modify the green building measures, e.g., add new measures, or change existing measures if there are other, more effective measures, which can feasibly be done. Prior to building permit issuance, the green building provisions that are proposed to be included in the development shall be submitted to the Planning Director for review and comment. City staff shall arrange a meeting with the project developer to discuss the proposed measures and to determine if other feasible, mutually agreeable green building measures can be incorporated into the project.

50. The developer shall incorporate the following additional green building measures into the design of the single-family homes in this project:
- a. A garage hook-up for a future Electric Vehicle (EV-1) recharging station shall be offered as an option in each home. If installed, the location of this hook-up shall be shown on the building permit plan set. For houses with this option, the outlet housing the EV-1 hook-up shall be clearly labeled, prior to issuance of an occupancy permit.
 - b. If dishwashers are provided in the homes, they shall have an energy-saving cycle or qualify for ENERGY STAR.
 - c. A gas rough-in shall be provided for the clothes dryer, range, cooktop and/or oven when these appliances are not included in the home. The location of the gas line shall be shown on the building permit plan set.
 - d. The developer shall provide all buyers with a list of energy efficient appliances including, but not limited to, refrigerators, dishwashers, washing machines, and dryers. This list shall be submitted to the Planning Department for review and approval prior to issuance of a final building permit for the first home of the project.
51. For the Senior apartment project, the project developer shall use its best efforts to implement the measures identified in the U.S. Green Building Council's (USGBC), "Leadership in Energy and Environmental Design (LEED™)" 2.0 rating system and the Alameda County Waste Management Authority's New Home Construction Green Building Guidelines in the design, construction, and operation of all aspects of the project. These measures shall be shown on the building permit plan set submitted for review and approval before issuance of a building permit. In conjunction with the building permit application, the project developer shall determine the building's "LEED™ Green Building Rating", using the USGBC evaluating methodology, and shall report the rating to the Planning Director. Prior to building permit issuance, the green building provisions that are proposed to be included in the development and the LEED™ scorecard shall be submitted to the Planning Director for review and comment. City staff shall arrange a meeting with the project developer to discuss the proposed measures and to determine if other feasible, mutually agreeable green building measures can be incorporated into the project.
52. The developer shall construct a "zero net energy" house as one of its model single-family homes and shall offer this package and its individual components as options available for purchase on other homes in the project.
53. The project developer shall work with City staff to prepare a summary report of the effectiveness of implementing the selected Green Building components, including, as feasible, the costs and benefits of each component. This report shall be prepared following construction of seventy-five percent (75%) of the single-family residential project units, with actual energy use data from occupied units, if possible, which shall be forwarded to the Planning Commission for its review.

54. The project developer shall provide to the buyers of the houses covered by this approval photovoltaic systems as an option. With the building permit plan set, the project developer shall show the installations for each of the buildings covered by this approval to the satisfaction of the Planning Developer before issuance of a building permit. The project developer shall provide to the future homebuyers the necessary information delineating the means by which photovoltaic panels can be applied to the roofs of the structures covered by this approval. This information shall be submitted to the Director of Planning for review and approval prior to occupancy of the first unit.
55. All green building measures shall be shown on the building permit plan set submitted to the Planning Director for review and approval before issuance of the first building permit.
56. The project developer shall submit a waste management plan to the Building Department prior to issuance of a building permit. The plan shall include the estimated composition and quantities of waste to be generated and how the project developer intends to recycle at least 50% (fifty percent) of the total job site construction and demolition waste measured by weight or volume. Proof of compliance shall be provided to the Chief Building Official prior to 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 "recyclable materials only". Prior to submittal of the waste management plan, the project developer shall contact Pleasanton Garbage Service to create a comprehensive plan for removal of all waste and recycling from the site.

Building and Site Design Requirements

57. The project developer shall post address numerals on the building so as to be plainly visible from all adjoining streets or driveways during both daylight and night time hours.
58. Approved building materials and colors shall be stated on the plans submitted for issuance of building permits.
59. The homes covered by this approval shall be constructed to encourage telecommuting by providing as an option telecommunications infrastructure consistent with state-of-the-art methods, e.g., cabling for DSL service, wiring for total room access, etc. The project developer shall submit with the first building permit application those measures included in the home construction for review and approval by the Planning Director before issuance of the first building permit.
60. Only natural gas burning fireplaces or USEPA-approved wood/pellet burning stoves shall be permitted in the proposed houses.

Existing Trees

61. No trees shall be removed other than those specifically designated for removal in the "Update of Tree Report – Busch Property" prepared by Hortscience and dated May 27, 2002. All recommendations of the "Tree Report- Busch Property." prepared by Hortscience and dated April 1996 shall be followed. The developer shall arrange for the horticultural consultant to conduct a field inspection prior to issuance of a grading permit to ensure that all recommendations have been properly implemented. The consultant shall certify in writing to City staff that such recommendations have been properly implemented prior to issuance of a grading permit.
62. The project developer shall post cash, letter of credit, or other security satisfactory to the Planning Director in the amount of five thousand dollars (\$5,000) for each tree required to be preserved, up to a maximum of twenty-five thousand dollars (\$25,000). This cash bond or security shall be retained for one (1) 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.
63. Construction of the proposed project could result in the disturbance of active raptor nests, which are protected under California State Fish and Game (CSFG) Code Section Code Section 3503.5. If grading is to begin 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 fourteen (14) days, and no more than thirty (30) days, prior to the beginning of grading and/or tree removal. If nesting raptors are found during the focused survey, no grading or tree removal shall occur within five hundred feet (500' 0") of an active nest until the young have fledged – as determined by a qualified biologist – or until the project developer receives written permission from CSFG personnel to proceed. The written findings of the biologist shall be provided to the Planning Director within thirty (30) days of the start of grading.
64. The project developer shall submit the improvement plans, tract grading plans, and building permit construction plans to Hortscience for review in order to determine whether any of the on-site trees are satisfactory for transplantation to other areas of the project site. The consultant's comments shall be submitted to the Planning Director and to the City's Landscape Architect and shall be incorporated onto the final site plans, grading plans, improvement plans, etc., prior to issuance of a grading, on-site, and/or building permits.
65. No tree-trimming and/or pruning shall occur unless supervised by a horticultural consultant. The project developer shall arrange for the consultant to conduct a field inspection of the construction site(s) prior to issuance of grading permits to ensure that all recommendations have been properly implemented. The consultant shall then certify in writing to the Planning Director that the recommendations have been followed.

66. The applicant shall provide an appraisal of the replacement value of all trees included in the tree report which are required to be retained. The appraisal shall be performed in accordance with the current edition of the "Guide for Plant Appraisal" under the auspices of the International Society of Arboriculture. This appraisal shall be provided for review with the tentative map submittal. The project shall be subject to all of the provisions of Chapter 17.16 Tree Preservation.
67. The value of the heritage trees to be removed shall be appraised and shall be paid to the City's Urban Forestry Fund at the time of recordation of the Final Subdivision Map.

Project-Related Fees

68. The developer shall pay any and all fees to which the property may be subject prior to issuance of building permits. The type and amount of the fees shall be those in effect at the time the building permit is issued. The developer shall be responsible for paying the regional Traffic fee in effect at the time of issuance of permits.
69. Prior to issuance of a building permit, the project developer shall pay the applicable Zone 7 and City connection fees and water meter cost for any water meters, including irrigation meters. Additionally, the project developer shall pay any applicable Dublin San Ramon Services District (DSRSD) sewer permit fee.
70. The project developer shall work with the Pleasanton Unified School District and the City Planning Director to develop a program, in addition to the school impact fees required by Strata law and local ordinance, to off-set this project's long-term effect on school facility needs in Pleasanton. This program shall be designed to fund school facilities necessary to offset this project's reasonably related effect on the long-term need for expanded school facilities to serve new development in Pleasanton. The method and manner for the provision of these funds and/or facilities shall be approved by the City and in place prior to approval of the final map. In no event shall construction commence unless the above method and manner for the provision of these funds and/ or facilities has been approved by the City.

Miscellaneous Environmental Requirements

71. Prior to the demolition of any existing structure located on the subject properties, the project developer shall have the structures examined for the presence of bats; if found, the developer shall prepare an appropriate mitigation plan for review and approval by the Planning Director prior to any demolition work.
72. 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.

73. This approval does not guarantee the availability of sufficient water to serve the project. The City shall withhold building permits for the project if at the time building permits are applied for, mandatory water rationing is in effect, unless the City has adopted a water offset program and unless the project developer is participating in the program. Notwithstanding the project developer's participation in such a program, the City may withhold building permits if the City determines that sufficient water is not available at the time of application of building permits.
74. The developer shall adhere to the recommendations of the Noise Study for the project. Additional analysis shall be completed for the homes on D Court with the final building layouts, pad elevations, and lot layout to determine the specific STC window ratings and wall construction for these homes to meet the General Plan acceptable indoor noise standards. Additional analysis shall be provided to determine what specific window ratings and wall design, if any, are needed to achieve noise levels within the maximum level permitted for indoor noise in the senior apartment complex.
75. The project developer shall adhere to the recommendations of the "Archaeological Field Inspection and Archival Research for the Busch Property," prepared by Holman & Associates and dated September 1, 1994. Prior to approval of the final map for the project, if it is determined that underground utilities would be buried deeper than 5 ft., a program of mechanical subsurface testing for buried archaeological materials shall be developed. If any prehistoric or historic artifacts, or other indications 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 ground-breaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of Appendix K of the 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.

Private Improvements and Maintenance

76. The project developer shall provide a bond to the City guaranteeing the installation of all common open space and recreational improvements, private access roads, street trees, and all infrastructure and landscaping improvements on private property shown on the approved development plan or otherwise required as part of this development. The project developer shall provide an itemized cost estimate of said improvements, to be submitted with the bond, for the review and approval the Planning Director prior to approval of the final map. The bond shall be returned to the project developer upon acceptance of said improvements by the Planning Director.
77. The project developer shall submit project CC&Rs for review with the improvement plans that create a homeowners association/ property owners association for the single-family and senior housing portions of this project to provide maintenance of owner-maintained facilities within the project. This association shall be responsible for the maintenance of the cabana and private park area, the on-site trail system extending in its entirety from Busch Road to Mohr Avenue, the street planter strips (including street trees and lawn area), the on-site stormwater treatment facilities (including bioswales, stormceptors. etc.), all soundwalls and landscaping extending to face of curb, project entrance landscaping and decorative elements (signage, decorative pilasters, enhanced paving, landscaped areas, etc.), and median/ traffic circles/ roundabouts. The association shall also be responsible for the maintenance of any on-site private utilities. A plan clearly showing these areas of association-maintained facilities shall be submitted for review by the Planning Director 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.

Building Permit Review

78. All dwelling units in the development shall be constructed to meet Title 24 state energy conservation requirements.
79. All building and/or structural plans must comply with all codes and ordinances in effect at the time of submitting plans before the Building Department will issue permits.
80. All retaining walls higher than four feet (4' 0") from the top of the wall to the bottom of the footway shall be constructed of reinforced concrete or shall be an approved crib wall type. Calculations signed by a registered civil engineer shall accompany the wall plans.

81. The project developer shall submit plot plans for each of the residential lots showing building setbacks and a topographic plan showing grading and drainage. Pad elevations, finish floor elevations, retaining walls, easements, maximum height of the highest structure, and the front, rear, and side yards are to be indicated on the plan. Plans for custom lots are to be signed by a registered civil engineer. All residential plot plans shall show compliance with Sections 2907(d) and 70012(d) of the Uniform Building Code.
82. The project developer shall submit two (2) copies of the site soils report to the Director of Building Inspection for third party peer review and shall pay for such review at the time specified by the Director, but in all cases before the issuance of a grading permit.
83. The project developer shall submit record tract grading plans showing the elevation of all four (4) corners of the lot as well as the center of the lot, all top and toe of slope elevations, and the top and toe of all retaining wall elevations.
84. The record grading plan is to be submitted to the Director of Building Inspection before the first house final.
85. The soils engineer shall certify the pad compactions of all lots containing fill to the satisfaction of the Director of Building Inspection prior to the issuance of building permits.
86. Building and situs plans are to be submitted to the Building Department on computer disk in a format approved by the Director. Digitized information shall be submitted before requesting a final inspection and should reflect as-built situs and architectural information as approved by the Director.
87. All initial site improvements and house construction activities shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. Work within the interior of the homes may occur on Saturday from 8:00 a.m. to 5:00 p.m. The applicant shall provide a telephone contact number for a person who can be reached on Saturdays to address possible violations of this condition. All construction equipment must meet Department of Motor Vehicles (DMV) noise standards and shall be equipped with muffling devices.
88. At no time shall campers, trailers, motor homes, or any other vehicle be used as living or sleeping quarters on the construction site. All such vehicles shall be removed from the site at the end of each work day.
89. 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.

Fire Department Requirements

90. The project developer shall meet all requirements of the Pleasanton Fire Code (Pleasanton Municipal Code, Chapter 20.24).
91. The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.
92. Prior to any construction framing, the project developer shall provide adequate fire protection facilities, including, but not limited to, surface roads, fire hydrants, and a water supply and water flow in conformance to the City's Fire Department Standards able to suppress a major fire. When alternate methods of fire protection are approved by the Fire Chief, this requirement may be waived or modified. Proposed alternative methods of fire protection shall be submitted in writing to the Fire Chief prior to any framing construction. Work on the alternative fire protection methods shall not begin until approved by the Fire Chief.
93. The Fire Chief and the City Engineer shall approve the number, type, and location of all public fire hydrants.
94. All curbs located within a seven foot, six inch (7' 6") 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.
95. All public and private driveways 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.
96. The final design of all emergency vehicle accesses (EVAs) within the project shall be subject to the review and approval of the Fire Marshal. Any gates provided in these EVAs shall be constructed with Opticon opening devices, unless otherwise approved by the Fire Marshal.
97. The senior apartment buildings shall be constructed with automatic fire sprinkler systems. The developer shall also provide a final site plan with street configurations (widths, traffic calming devices, etc.) to the Fire Department for a final simulation run to determine whether all units within the project are within the City's five-minute response time, prior to the issuance of a building permit for any of the single-family units. In the event that any of the units are not within a five-minute response time, the respective units shall be required to be constructed with automatic fire sprinkler systems.

Engineering Requirements

98. Construction vehicles shall be provided with an all-weather access from Busch Road and shall not use Mohr Avenue as an access to the site.
99. The water and gravity sanitary sewer mains shall be public and maintained by the City. There shall be individual sanitary sewer and water laterals to each dwelling unit including the existing houses along Mohr Avenue. There shall be a two-way clean-out on the gravity sanitary sewer lateral located at the back of the Public Service Easement.
100. All streets designed to have no parking on one or more sides shall be posted in accordance with State law to advise of the "no parking" restrictions.
101. The existing septic tank and leach field to the houses located on the property shall be abandoned per Alameda County Health Department regulations and connected to the City's sanitary sewer system.
102. Unless used for landscape irrigation, the existing wells located on the property shall be abandoned per Zone 7 standards. If wells are to remain, the property on which the well is located shall have a backflow device on the domestic water line.
103. All subdrains shall have a clean-out installed at the beginning of the pipe. The bottom of the pipe shall terminate in a storm drain or other storm drain outfall, subject the approval of the City Engineer. The project developer's engineer shall submit a final subdrain location map to the City Engineer prior to the City's acceptance of the Public Improvements. It shall be the responsibility of the homeowner to relocate the subdrains if, during the excavation of a pool or other subsurface structure, the subdrains are encountered. All lots covered by this PUD Development Plan shall have disclosures identifying the locations of the subdrains to the future homeowners. The disclosure shall be recorded over the lots by separate instrument with recordation of the final subdivision maps. The disclosure shall be reviewed by the City Attorney before recordation.
104. The project soils engineer shall review a lot drainage plan prepared for the project lots to ensure that proper drainage measures are included and forward his/her analysis and compliance with the recommendations in the project geotechnical studies to the Planning Director prior to the issuance of a building permit for the lots. The toe of cut slopes shall be designed with subdrains. Said drains shall be connected to the street gutter or other means determined to be acceptable to the City Engineer.
105. The project developer shall obtain all necessary State and Federal agency environmental permits before approval of the final subdivision map or, at the discretion of the City Engineer and Planning Director, the issuance of a grading permit.

106. The storm drainage from each lot shall be directed to the street or to an approved storm drain system in accordance with Sections 2907(b)(5) and 7012(d) of the 1988 Uniform Building Code.
107. Unless otherwise approved by the City Engineer, all fill and cut slopes shall be 3:1 horizontal to vertical or less.
108. If required, the project developer shall construct transit shelters with trash receptacles at locations determined by the Planning Director and the City Engineer. The shelter and trash receptacle design shall be approved by the Planning Director prior to issuance of project building permits. An encroachment permit shall be obtained prior to installation. Lighting shall be provided if determined necessary by the City Engineer.
109. All utilities required to serve any existing or proposed development on-site shall be installed underground, unless otherwise determined by the City Engineer, including Mohr Avenue and Busch Road. All utility lines (PG&E, Pac Bell, & cable TV) shall be installed in a conduit.
110. The project developer shall comply with the recommendations of the following geotechnical reports and their subsequent peer review and response letters:
 - a. "Geotechnical Investigation Report, Proposed Residential Subdivision on the Busch Property," prepared by Kleinfelder, Inc. and dated April 22, 1996.
 - b. "Phase One Environmental Site Assessment 88 Acres Farmland End of Mohr Avenue," prepared by Certified Engineering and Testing and dated May 28, 1994.
 - c. "Shallow Subsurface Investigation," prepared by Certified Engineering and Testing and dated August 2, 1994.
 - d. "Subsurface Investigation" prepared by Recon Environmental Corporation and dated January 9, 1995.
111. The following geotechnical reports shall be peer reviewed at the developer's expense and those final recommendations submitted for review with the tentative map submittal. The project developer shall comply with the recommendations of the following geotechnical reports and subsequent peer review and response letters.
 - a. "Geotechnical Investigation – Busch Property," prepared by Lowney Associates and dated June 11, 2002.
 - b. "Phase I Environmental Site Assessment," prepared by Lowney Associates and dated June 13, 2002.
 - c. "Reconnaissance Level Slope Stability Evaluation of Existing Quarry Slope," prepared by Lowney Associates and dated June 7, 2002.
 - d. "Corrosivity Analysis," prepared by Cerco Analytical, Inc. and dated January 11, 2002.

112. 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 Director of Building Inspection that the final development plan is in conformance with the geotechnical report approved with the project.
113. 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 and Director of Building Inspection for review and approval prior to occupancy.
114. The project developer shall install street frontage improvements per Chapter 19.40.010 of the Pleasanton Municipal Code and to the satisfaction of the City Engineer. These improvements may include, but are not necessarily limited to, grading, curb and gutter, sidewalk, paving, storm drain, sanitary sewer, water facilities, street lighting, underground utilities, traffic control devices, landscaping, and automatic irrigation systems.
115. The project developer shall submit a refundable cash bond for hazard and erosion control prior to issuance of an Engineering or Building Department permit. The amount of this bond will be determined by the City Engineer.
116. The project developer shall dedicate to the City for street right-of-way purposes those parcels of land shown for the public streets.
117. The project developer shall grant an easement to the City over those parcels needed for public service easements (P.S.E.) and which are approved by the City Engineer or other easements, which may be designated by the City Engineer.
118. The design for the line, grade, and structural sections for the streets serving this development shall be subject to final review and approval by the City Engineer.
119. 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.
120. The haul route for all materials to and from this development shall be approved by the City Engineer prior to the issuance of an encroachment permit. Mohr Avenue and Kamp Drive shall not be used as a haul route for any materials.

121. 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 Building Department. Such measures shall be maintained until such time as permanent landscaping is in place.
122. The project developer shall submit a dust control plan or procedure as part of the improvement plans.
123. Storm drainage swales, gutters, inlets, outfalls, and channels not located 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.
124. The design of the water supply and sanitary sewer systems shall be subject to the review and approval of the City Engineer.
125. Approval of the storm drainage system shall be subject to the review and approval of the City Engineer and Zone 7, as applicable, to determine that the system is adequate, connects to an approved point of discharge, meets any and all applicable requirements of the Alameda County Flood Control District - Zone 7, meets any and all applicable requirements of the Federal Emergency Management Flood Hazard Program, the California Department of Fish and Game, and meets the immediate and long-range requirements of this development and all upstream areas intended to be drained through this development.
126. Electric power distribution, gas distribution, communication service, Cable television, and any required alarm systems shall be installed underground in a joint utility trench.
127. The project developer shall be responsible for the installation of the street lighting system serving the development. The street lights shall be seventy (70) watt, high pressure sodium vapor units. Approval for the number, and location of the poles shall be subject to the review and approval of the City Engineer.
128. Any damage to existing street improvements during construction on the subject property shall be repaired to the satisfaction of the City Engineer at full expense to the project developer. This shall include slurry seal, overlay, or street reconstruction if deemed warranted by the City Engineer. Additionally, the developer shall be responsible for constructing a 2-inch thick overlay on the road surface on Martin Avenue in the event that the street is cut/ trenched to install utilities as determined by the City Engineer.

129. The project developer's contractor(s) shall obtain an encroachment permit from the City Engineer prior to moving any construction equipment onto the site.
130. The developer shall pay a prorata share of the storm drain oversizing per the previously-approved reimbursement agreement with Standard Pacific.
131. The developer shall determine the structural section of the existing Mohr Avenue. If the existing street section is not adequate, the developer shall be responsible for the reconstruction of this roadway as part of the proposed widening of the project's Mohr Avenue frontage. If it is determined that the existing street section is adequate, the existing street shall be overlaid with a minimum of 2 inches of asphalt with fabric in conjunction with the proposed widening of the street. The developer shall also be responsible for installing the Mohr Avenue street improvements to their ultimate configuration across the approximately 400 ft. long frontage of the Jennaro property. The final design and configuration of the ultimate frontage improvements across the Jennaro property shall be subject to the public review process, including the Jennaro property owners, neighbors, and the City. Final design of these improvements shall be determined by the Public Works Director prior to approval of the final map. The developer may enter into a reimbursement agreement to recover the cost of the Jennaro property improvements from the property owner at the time this parcel is developed.
132. The developer shall be responsible for conducting vermin control prior to and during the grading of the property. Additionally, the developer shall clean the swimming pools and wash houses of the neighboring property owners as needed, subject to the discretion of the Planning Director.

Urban Stormwater Runoff Requirements

133. Bulk construction materials stored outdoors that may contribute to the pollution of storm water runoff shall be covered as required by the City Engineer and/or the Director of Building Inspection.
134. The project developer shall label all on-site storm drain inlets with the wording, "No Dumping -- Drains to Bay" using City-approved methods and materials. On-site storm drain facilities shall be cleaned a minimum of twice a year as follows: immediately prior to October 15 and once in January. Additional cleaning may be required if found necessary by the City Engineer/Director of Building Inspection.
135. Prior to the commencement of any clearing, grading, or excavation, the project developer shall submit a copy of the State Water Resources Control Board Notice of Intent (NOI) for coverage under the State Construction Storm Water General Permit.

136. All cut and fill slopes shall be revegetated and stabilized after completion of grading before 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/storm water quality measures are in place, subject to the approval of the City Engineer/Director of Building Inspection. Such measures shall be maintained until such time as permanent landscaping is in place.
137. The project developer shall submit a construction Best Management Practices (BMP's) program for review and approval by the Planning Director prior to issuance of building and/or grading permits. These BMP's shall be implemented by the general contractor and all subcontractors and suppliers of materials and equipment. Construction site cleanup and control of construction debris shall also be addressed. Failure to comply with the approved construction BMP may result in the issuance of correction notices, citations, or a stop work order.
138. The project developer is responsible for implementing the following measures during all construction phases of the project:
- a. Gather all construction debris on a regular basis and place it in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to storm water runoff pollution.
 - b. 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.
 - c. 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.
 - d. Create a contained and covered area on the site for the storage of bags, 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.
 - e. Never clean machinery, equipment, tools, brushes, or rinse containers into a street, gutter, or storm drain.
 - f. Ensure that concrete/gunite supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.

139. 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 owner. The developer shall install a structural control, such as an oil/water separator, sand filter, or approved equal on the site to intercept and pretreat storm water prior to reaching the storm drain. The design, locations, and a schedule for maintaining the separator shall be submitted to the City Engineer/Director of Building Inspection 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. The developer shall enter into a maintenance agreement for the oil/water separator prior to issuance of an occupancy permit for any portion of this development. The developer shall label all on-site storm drain inlets with the wording, "No Dumping -- Drains to Bay" using City-approved methods and materials.
140. The developer shall design an on-site stormwater pretreatment and collection system that includes, to the maximum extent feasible, on-site water pretreatment facilities, including bioswales, micro-detention areas, permeable pavement, etc. The final layout and design of these facilities shall be submitted for review with the review and approval of the Planning Director and City Engineer prior to the approval of the final map. The goal shall be to provide on-site pretreatment for a minimum of 85% of the project site. Bubbleup pretreatment shall be used for pretreating water from the house roof leaders and lot area drains and shall empty into the concave-shaped, turf planter strip. Additionally, the use of permeable paving in the cabana club parking area shall be used, if feasible.
141. The developer shall design and construct a storm drain system, (sized to include the entire drainage basin between the project and Stanley Boulevard) along the east side of Martin Avenue from Mohr Avenue to connect to the existing pipe stub-out located at the northern end of Martin Avenue. The developer shall negotiate with Kaiser to obtain an easement for the installation of the storm drain line and/or portions of a bioswale along the buffer area between Martin Avenue and the Kaiser/ Zone 7 property. The proposed design of these improvements shall be subject to the review and approval of the Planning Director and City Engineer. The developer may request pro-rata reimbursement from other benefiting properties for the storm drain line/ bioswale.

Development Plan Lapsing

142. This development plan shall be of no further validity and the project developer shall be required to submit the same or new development plan for City approval prior to development of the site in the event that the project developer fails to record a final map within two (2) years of this PUD Development Plan.

Traffic Mitigations

143. The following traffic improvements will be completed with the construction of the single-family, senior housing, and/or church portion of the project:
- a. All on-site streets as shown on Exhibit A.
 - b. The traffic calming measures shown along Mohr Avenue and Kamp Drive (south) as shown on Exhibit A.
 - c. Modify Q Street to include on-street bike lanes up to P Street, two northbound lanes plus a left turn lane at the church private road, transitioning to one northbound lane.
 - d. Include an urban round-about at Q Street-P Street intersection and align the senior apartment driveway to this round-about, and construct P Street as far easterly as the school option site boundary.
 - e. Construct Busch Road to include two left turn lanes at Q Street; one of the two through lanes may be dropped at the discretion of the City Traffic Engineer.
 - f. The Q Street-Busch Road intersection shall be signalized.
 - g. Valley Avenue shall incorporate two southbound left turn lanes, with corresponding modifications as approved by the Public Works Director; all widening shall occur on the east side of Valley Avenue.
 - h. In the event the modification to the Valley Avenue-Busch Road intersection requires removal of the pedestrian crosswalk, the developer (1) shall install a sidewalk westerly to Quarry Lane and modify that signal to accommodate pedestrians and (2) shall install a continuation of the Iron Horse Trail southerly to Boulder Street and modify that signal to accommodate pedestrians.
 - i. The Boulder -Valley intersection shall be signalized.
 - j. The Valley-Stanley-Bernal intersection shall be modified in a manner to ensure LOS D at AM and PM peak hour periods by constructing a free westbound to northbound right turn lane with corresponding changes, or an alternative capacity enhancement approved by the City Traffic Engineer.
 - k. The First-Ray-Vineyard intersection shall be modified to restripe the eastbound lane for one through/left turn lane and one right turn lane.
 - l. The Bernal-First-Sunol intersection shall be modified to include westbound triple left turn lanes with corresponding changes or an alternative approved by the City Traffic Engineer to achieve LOS D at AM and PM peak hour periods.
 - m. The Stoneridge-Hopyard intersection shall be modified to provide through restriping and associated modifications: northbound three left turn lanes, two through lanes, one right turn lane; eastbound two left turn lanes, two through lanes, one through/right turn lane, and one right turn lane.
 - n. The Stoneridge-Hacienda intersection shall be modified to provide through restriping and associated modifications: eastbound two left turn lanes, one through lane, and northbound two left turn lanes and two through lanes.
 - o. In the event the City Traffic Engineer determines that there are pending modifications to City traffic policies, or if modifications have been adopted, at the time of the project's final map approval which would negate the need for any of the

above traffic improvements, the City Traffic Engineer may accept a bond for the improvements or waive them (if policies have been adopted) if in his/her judgment the improvement shown is unlikely to remain in the City's circulation plan.

- p. The project shall be subject to the full City traffic fees with no offset for any of the above improvements.

Project developers shall be eligible for reimbursement and/or fee credits for any of the above improvements which would either benefit other undeveloped properties or become incorporated into the City's traffic fee program.

144. The developer shall provide the necessary funds for the purchase and installation of four "Your Speed" devices to be installed at locations in the Mohr-Martin Area, subject to the discretion of the Traffic Engineer. The Traffic Engineer shall work with adjoining neighborhoods to determine the final location of these devices.

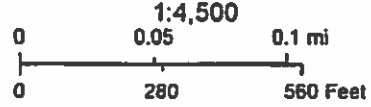
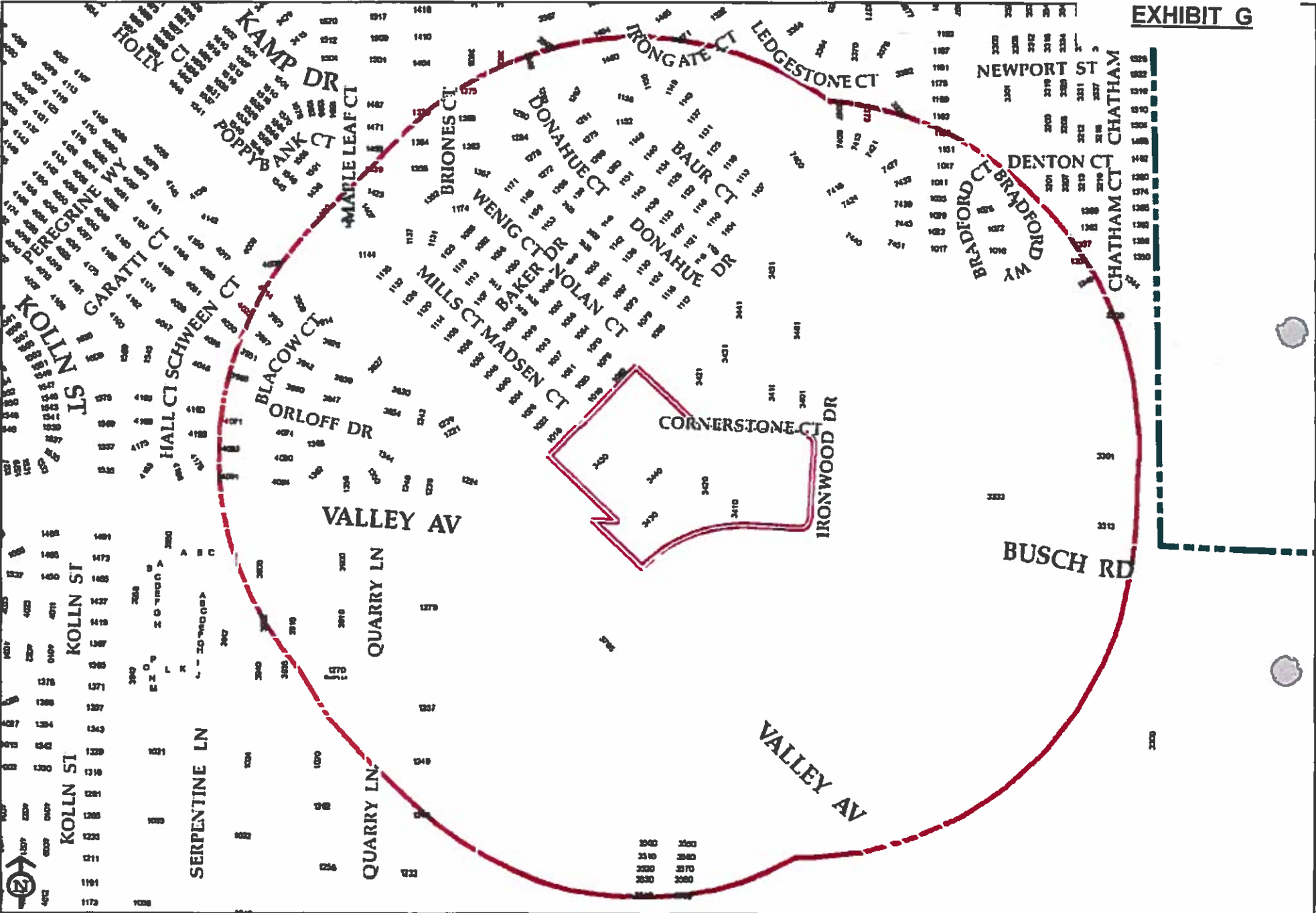
Annexation

145. In the event the property tax-sharing agreement negotiated for the City during the annexation of the project results in the city receiving less than the current average share of property tax, the applicant shall work with the City to make up the shortfall on a permanent basis.

Future Medium Density Residential on School Site

146. In the event that medium-density residential senior housing is desired on the school facility site, a new PUD development plan with the necessary environmental documents shall be required to be submitted for City approval in accordance with the purpose and considerations of Chapter 18.68 of the Pleasanton Municipal Code. Any residential development of this site will be required to provide the necessary traffic and other mitigations for development of the use on this site.

{END}



PUD-111, 3410-3450 Cornerstone Ct., Ponderosa Homes II, Inc.

Planning Division
July 31, 2015

