

Planning Commission Staff Report

September 14, 2011
Item 6.b.

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

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

RZ-97-02

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

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

Staff Neighborhood Meeting

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

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

First Planning Commission Work Session

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

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

The Planning Commission directed staff and the applicant to revise the proposal and to return to the Planning Commission for a second work session.

Second Planning Commission Work Session

On May 10, 2006, the Planning Commission held its second work session meeting on the proposal. Exhibit F is the excerpts of the minutes of the work session. A revised project was presented to the Planning Commission with reduced density, reduced building floor areas by 200 to 400 square feet, and a revised design for one building model, and with four alignment options for Cameron Avenue, including a public sidewalk, and a discussion covering the feasibility of extending Street A to Martin Avenue.

The Planning Commission directed staff and the applicants to reconstruct Cameron Avenue following a curvilinear alignment with a separated public sidewalk on Cameron Avenue; that no pedestrian pathway or public street connection would be required through the Selway property to Martin Avenue; to investigate the feasibility of a traffic barrier on Cameron Avenue at the westerly project boundary; and to discuss the feasibility of undergrounding the overhead lines on Trenery Drive and Martin Avenue.

The Planning Commission directed staff and the applicant to revise the proposal and to return to the Planning Commission as a public hearing.

Planning Commission Public Hearing

On June 28, 2006, the Planning Commission opened the public hearing on PUD-50. Exhibit G and Exhibit H are, respectively, the Planning Commission staff report and excerpts of the minutes of the Planning Commission public hearing. A revised project, with Cameron Avenue designed with a curvilinear alignment and a separated sidewalk along most of its north side, was presented to the Planning Commission.

Neighborhood concerns and comments in opposition to the proposal focused on eliminating the proposed sidewalk on the north side of Cameron Avenue and/or placing it on the south side of the street where they felt it was safer due to fewer homes and cars; location of the sidewalk along the Leuthauser and Ketell properties; liability questions having a sidewalk on only the north side of Cameron Avenue; cumulative impacts from the Busch property development and this development; proposed density; redesign the homes to be consistent with the design character of the surrounding neighborhood; and parking on Cameron Avenue with the new alignment.

The Planning Commission discussed the biological analysis specifically the timing and duration of the site visit conducted by the applicant's consultant; eminent domain to construct the sidewalk along the Leuthauser/Ketell properties; landscape maintenance; noise disclosures for the Livermore Airport operations and potential expansion; and tree removal. Commissioner Brian Arkin felt that the biological analysis should be peer-reviewed; that the Initial Study/Negative Declaration is inadequate; that the project should be reviewed under an Environmental Impact Report; and that the proposed project should be continued until after the Busch project is finished to evaluate the cumulative effects of the proposed project with the Busch project. For these reasons, Commissioner Arkin stated that he would not support the proposed project.

The Planning Commission voted 4-1 (Chair Arkin in opposition) to recommend approval of PUD development plan with the following modifications: allow only single-story homes on the lots adjoining the Palmer Drive properties, adjoining the Leuthauser and the Diablo Court properties, and adjoining the Weimken property; install a seven-foot tall masonry wall on the east project boundary instead of the proposed wood fence; discuss the possibility of using a wood fence or a masonry wall with each adjacent homeowner; survey the building heights for conformance; disclose that the Zone 7 lake is a reclaimed quarry pit; disclose that the Livermore Airport noise is a mix of business jet and small aircraft operations, that the Livermore Airport operates 24 hours a day, 365 days a year, and (at the time that PUD-50 was proposed) that the City of Livermore had proposed an expansion of Livermore Airport; and to include electrical conduit and pull strings for photovoltaic readiness.

Staff and the applicant concurred with the Planning Commission's modifications, which were incorporated in the draft ordinance for PUD-50.

City Council Public Hearing

On October 3, 2006, the City Council introduced Ordinance 1940 approving PUD-50 the request by the applicants for PUD development plan approval to subdivide their 19.47 acre property into 27 lots for the construction of 25 production homes, in addition to retaining the existing Lehman and Selway homes on their separate lots. Exhibit K is a copy of Ordinance 1940 and a copy of the PUD Development Plan.

Prior to the City Council hearing, the applicant submitted the "*Findings Of The Follow-Up Survey, Lehman-Selway Property*", by Live Oak Associates, that replied to a comment made by a Planning Commissioner Arkin at the Planning Commission public hearing on the timing of the previous biotic analysis. The revised analysis confirmed the findings of

the previous biotic analysis that there are no known endangered, threatened, or rare species of flora or fauna known to inhabit the project site nor is the project site considered to be habitat area for said species.

Exhibit I and Exhibit J are, respectively, the City Council staff report and excerpts of the minutes of the City Council public hearing. Public comments and concerns included loss of the last large open space area in the Mohr-Martin area; the appearance of the proposed homes; the proposed density related to neighboring densities; street widths, traffic speeds, and traffic calming and stop signs; the proposed sidewalk on the north side of Cameron Avenue; and the desirability of masonry walls between single-family homes.

The City Council's comments and discussion on the proposal covered density and amenities; traffic speeds and calming devices on Cameron Avenue; and the proposed sidewalk on Cameron Avenue. The City Council voted 4-1-0 (Councilmember Sullivan in opposition) to introduce the draft ordinance approving PUD-50 with the additional requirement that staff and the applicant would continue to work with the Cameron Avenue homeowners to identify effective traffic calming for Cameron Avenue.

Vesting Tentative Subdivision 7721 Public Hearings

On December 13, 2006, the Planning Commission opened the first public hearing on Vesting Tentative Subdivision Map 7721. Exhibit L and Exhibit M are, respectively, the first Planning Commission staff report and excerpts of the minutes of the Planning Commission public hearing. At the applicant's request, the Planning Commission continued the public hearing to the December 27, 2006 agenda to allow additional time for the applicant and staff to develop the draft conditions.

On December 27, 2006, the Planning Commission opened the second public hearing on Vesting Tentative Subdivision Map 7721. Exhibit N and Exhibit O are, respectively, the second Planning Commission staff report and excerpts of the minutes of the Planning Commission public hearing. Exhibit P is a copy of the staff memorandum to the Planning Commission adding two conditions: that the applicant shall work with the City on the preparation of the project's affordable housing agreement, and that the City Engineer would evaluate the feasibility of providing parking on the north side of Cameron Avenue.

The Planning Commission discussed utilities; vermin abatement; parking on Cameron Avenue; the fence design facing Cameron Avenue; and the design of the speed table that the applicant would construct on the Martin Avenue/Cameron Avenue intersection. The Planning Commission voted unanimously to approve Vesting Tentative Subdivision Map 7721 with the following modifications that the speed table shall have a smooth surface instead of a cobblestone surface; that parking be allowed on the north side of Cameron unless if found to be safe; and to delete the requirement for growth management approval before recordation of the final map.

II. SUBJECT PROPERTY AND SURROUNDING AREA

Project Location

The Lehman/Selway property with surrounding streets and land uses are shown on Figure 1, below.



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

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

Subject Property, Site Access, and Surrounding Land Uses

Subject Property

The Lehman-Selway property is a relatively flat property, developed with a single-family home and accessory structures on two separate sites – the Trenerly Drive property is owned by Carol Lehman and the Martin Avenue property is owned by William and Kathryn Selway. The project slopes gently downward from an elevation of approximately 354.2 feet at Cameron Avenue to approximately 348.2 feet at Trenerly Drive. The Lehman portion of the project site was a former walnut orchard; most of the existing walnut trees are declining or have died and have been removed.

Site Access

Across Martin Avenue to the east is the landscaped buffer area between the Mohr-Martin residential neighborhoods and the former Kaiser gravel quarries. The buffer area provides a sidewalk/bicycle trail connection from Mohr Avenue to Mohr Elementary School. Access to the site from Santa Rita Road is provided by Mohr Avenue to Martin Avenue and then to Cameron Avenue, or from Mohr Avenue to Kamp Drive and then to Cameron Avenue. All City streets providing access to the Lehman-Selway property are sized to handle the additional traffic generated by the proposed project.

Surrounding Land Uses

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

Table 1: Surrounding Land Uses

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

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



Figure 2, Northwest from Cameron Avenue.



Figure 3: The site northeast from Cameron Avenue.

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



Figure 4, Palmer Drive Home.



Figure 5, Palmer Drive home.

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



Figure 6, Bass Development Home.



Figure 7, Bass Development Home.

IV. PROJECT DESCRIPTION

Proposed Development Plan

Figure 8, below, is a copy of the PUD Development Plan proposed by the PUD major modification, with portions of the existing Trenergy Drive, Martin Avenue, Cameron Avenue, and Palmer Drive neighborhoods also shown. The project description includes both the changes proposed by the development plan modification, such as four additional lots and single-story only homes, and the features of the previous approval, such as the traffic calming modification to Cameron Avenue and the public sidewalk.

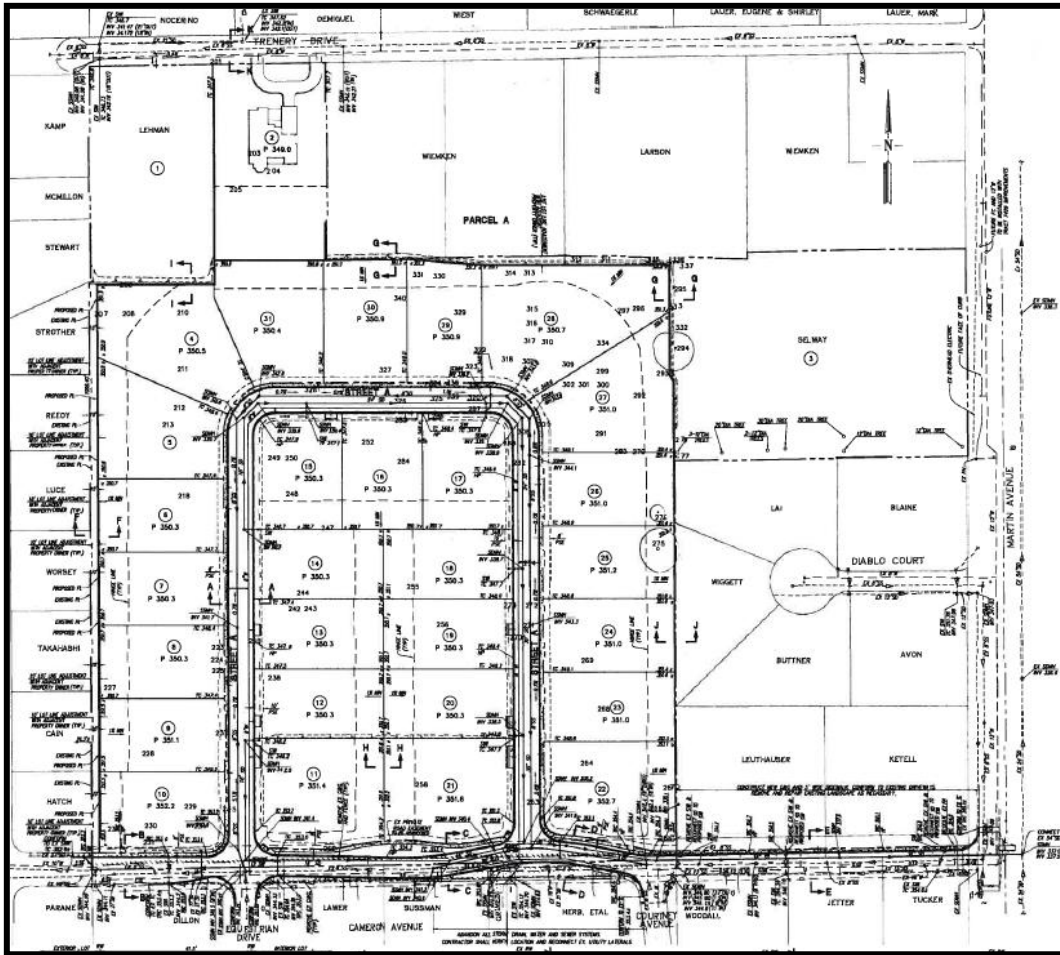


Figure 8: Proposed Development Plan Modification

Density Increase

The revised development plan will increase the proposed density from a total of 27 lots for 25 new detached single-family homes to 31 lots for 29 new detached single-family homes.

Proposed Site Design

- Ponderosa Homes will subdivide the Lehman-Selway property into 29 production lots, varying in size from approximately 16,767 square feet (0.39-acres) for Lot 12 to approximately 37,618 square feet (0.86-acres) for Lot 28. Lot 2, a production lot

facing Trenergy Drive, will be approximately 41,574 square feet (0.95-acres) in area. (The 25 production lots of the previous project varied in size from 20,786 square feet (0.48-acres) to 35,755 square feet.)

- The two lots for the Lehman and Selway homes will be retained and reduced in area to accommodate the proposed development. As previously approved with PUD-50, Lot 3 for the Selway home will be approximately 113,917 square feet (2.62-acres) in area from a pre-project area of 217,800 square feet (5-acres), and Lot 4 for the Lehman home will be approximately 51,075 square feet (1.17-acres) in area from a pre-project area of 631,285 square feet (14.5-acres).
- As previously approved, Ponderosa will convey a 10-foot wide strip of land from the project site to the Palmer Drive neighbors adjoining the west side of the Lehman-Selway property to increase the depth of their rear yards and setbacks. The land transfer benefiting the Palmer Drive neighbors must be entirely agreed to by these neighbors to provide for a continuous property line between the Palmer Drive properties and the Lehman-Selway property. (The planned property transfer explains the gross/net areas stated on the development plan for Lot 4 through Lot 10.) Ponderosa will install new rear property line fences for the Palmer Drive properties and new side yard property line fences on the ten-foot side yard extension to the Palmer Drive lots.
- Ponderosa will convey a 10-foot wide strip of land from the project site to the Wiemken and Larsen properties adjoining the north project boundary to ensure a setback from the existing buildings located at the boundary line.
- Except for Lot 2 and the Lehman property facing Trenergy Drive and the Selway property facing Martin Avenue, all proposed lots will be accessed from Street A, a public street connected to Cameron Avenue at two intersections. As previously approved, the west intersection will be aligned with Equestrian Drive forming a four-way intersection. The alignment of the east intersection will be offset from Courtney Avenue by 170-feet, measured centerline to centerline, which exceeds the City's minimum design goal of 128 feet.
- Bio-treatment and retention swales will be installed along both sides of the interior loop Street A for storm water treatment of the lots and the public street. The previous project only provided one swale for the treatment of the stormwater runoff from the street.

Proposed Building Design

- Three building plans are now proposed. Plan One – 3,210 square feet, one-story in height (20-feet, 10-inches to 22-feet, 10-inches) with a three-car tandem-style garage, Plan Two – 3,633 square feet, one-story in height (20-feet to 23-feet, 2-inches) with a four-car tandem-style garage, and Plan Three – 3,691 square feet, one-story in height (20-feet to 25-feet, 11 inches) with a four-car side-by-side style garage. (The heights listed above match the stated building heights on the elevations plus an additional 12 inches for the concrete floor slab.)

- Each building plan includes three design styles: “Craftsman,” “French Cottage,” “Ranch,” and “Traditional” with varied color palettes per model including a combination of light- to dark-tone gray, beige, and brown body and trim colors, beige and gray flat concrete tile roofs, and beige and gray stone and red brick wainscots. The proposed building architecture is designed to complement the building designs of surrounding properties.
- Ponderosa Homes will construct only single-story homes on their production lots. The single-story only provision will be conditioned with the PUD development plan and the PUD conditions restrict any additions to single story. The previous project allowed a combination of one-story and two-story homes.

Public Improvements and Traffic Mitigation

As previously approved, Ponderosa will construct the following street improvements and modifications:

- The applicant will modify Cameron Avenue across the entire project frontage from its present straight alignment to a curvilinear alignment as a traffic calming measure. The proposed re-alignment of Cameron Avenue will require the City to abandon the surplus Cameron Avenue right-of-way and offering that right-of-way to the property owners on the south side of Cameron Avenue.
- The applicant will construct a public sidewalk from Palmer Drive to Martin Avenue. As shown on the site plan, the sidewalk will be a separated sidewalk across the entire project frontage and will then be a monolithic sidewalk across the Leuthauser property (3623 Cameron Avenue) and the Ketell property (3611 Cameron Avenue). The sidewalk will be located entirely within the public right-of-way.
- The applicant will pay the City and Tri-Valley Traffic Impact Fees to mitigate its trip impacts to the Santa Rita Road/Stoneridge Drive intersection.
- The applicant will modify the left-turn signal phasing at the Mohr Avenue/Santa Rita Road intersection for the eastbound and westbound approaches.

Homeowners Association

As previously required, the applicant will create a homeowners association to maintain the development’s bio-retention treatment areas on both sides of A Street and the Cameron Avenue right-of-way landscaping located between the sidewalk and street curb. The homeowners will maintain their private lots including homes, yards and fences, and driveways.

V. ANALYSIS

The following analysis covers the revised 31-lot development plan. This staff report references Exhibit G, the June 28, 2006, Planning Commission Staff Report, where applicable, for the detailed analyses of **Grading and Drainage Plan, Growth Management Allocations, Landscaping and Fencing, Site Plan, and Utilities.**

Pleasanton General Plan Conformance

Density

The Pleasanton General Plan designates the Lehman-Selway property for Low Density Residential land uses, with a maximum density of less than 2.0 dwelling units per gross acre and a midpoint density of 1.0 dwelling units per acre. The proposed density for this development at 31 lots is 1.6 dwelling units per acre following the General Plan's methodology of calculating density based upon "Gross Developable Acres."

The General Plan requires Low Density Residential designated properties to provide public amenities such as the dedication of parkland or open space beyond the standard City requirements in order to exceed the midpoint densities of these land use designations. As stated previously, although the proposed density exceeds the density mid-point, the City Council with its approval of RZ-97-02 exempted the Lehman-Selway property from providing on-site amenities. Staff notes that Ponderosa's commitment to reconstruct Cameron Avenue with a curvilinear alignment shown on the PUD development plan for traffic calming purposes would be considered an amenity benefiting the surrounding neighborhoods as well as the proposed project.

Livermore Municipal Airport Noise

Figure 11-3, **Noise Contours of the Livermore Municipal Airport**, of the Pleasanton General Plan 2002 – 2025, shows the 2020, 60 dBA CNEL contour for the airport's operations located approximately 3,000 lineal feet from the easternmost side of the project site (Lot 27). The Noise Element of the Pleasanton General Plan 2002 – 2025 states, "...the airport is located far enough from most development within Pleasanton that daily average noise levels within the Planning Area were measured at 56 dBA L_{DN}. State Noise Standards generally allow residential development in areas where noise due to aircraft is less than a 65 dBA day/night average."

The Pleasanton General Plan will allow the project with the stipulation that the dwellings' interior noise levels are controlled so that the maximum noise levels do not exceed 50 dBA L_{max} in bedrooms or 55 dBA L_{max} in other rooms. As previously required, the applicant will provide a noise analysis at the building permit stage detailing the construction measures required to achieve these noise levels.

Site Design

Except for Lot 2 and the Lehman property facing Trener Drive and the Selway property facing Martin Avenue, all 28 proposed production lots will be accessed from Street A, a public street connected to Cameron Avenue at two intersections. The west intersection will be aligned with Equestrian Drive forming a four-way intersection. The alignment of the east intersection will be offset from Courtney Avenue by 170-feet, measured centerline to centerline, which exceeds the City's design goal of at least 128 feet of separation.

A 10-foot wide bio-treatment retention swale will be installed on both sides of the interior loop Street A for storm water runoff mitigation. The swale will be located in the public right-of-way of Street A and will be maintained by a homeowners association or maintenance association.

Development Standards

Lots 1 and 3 of the PUD Development Plan shall be subject to the permitted and conditional uses and site development standards of the R-1-20,000 (One-Family Residential) District as described in the Pleasanton Municipal Code. Lot 2 and Lot 4 through Lot 31 shall be subject to the permitted and conditional uses of the R-1 (One Family Residential) District as described in the Pleasanton Municipal Code

The proposed lot standards for Lot 2 and Lot 4 through Lot 31 of the PUD Development Plan were revised to match the building envelope setbacks shown on the development plan:

- a. Development Standards for Primary Structures: The following building setback and height standards shall apply to the primary structures and additions to primary structures including second units on these lots:
 - Frontyard Building Setback – 25-feet except for Lot 10, Lot 11, Lot 21, and Lot 22 stated below.
 - Street Sideyard Building Setback – 30-feet for Lot 10, Lot 11, Lot 21, and Lot 22; 20 feet for Lot 15 and for Lot 17.
 - Interior Sideyard Building Setback – 15-feet, except for Lot 4 and for Lot 28 which shall be 55 feet as shown on the PUD development plan.
 - Rearyard Building Setback – 50-feet for Lot 15 through Lot 21, 55-feet for Lot 4 through Lot 10, Lot 30, and Lot 31, and 60-feet for Lot 22 through Lot 27. The rear yard setback for Lot 28 will be 43 feet and for Lot 29 will be 46 feet as shown on the PUD development plan.
 - Maximum Height – 26-feet and limited to single-story homes.
 - Maximum Floor Area Ratio (FAR) – 25% or 5,000 square feet, exclusive of garage area, whichever is less. The floor area for enclosed accessory structures will be included in the floor area ratio.

- b. Development Standards for Open Accessory Structures, e.g., Swimming Pools and Spas including, Arbors, Trellises, Open Patios, etc.
 - Rearyard Setback – 10-feet
 - Interior Sideyard – 15-feet for the structure, 5-feet for the swimming pool/spa equipment
 - Street Sideyard for Corner Lots – 20-feet for the structure and for swimming pool/spa equipment
 - Maximum height – One-Story and 15-feet

- c. Development Standards for Enclosed Accessory Structures including Second Units:
 - Rearyard Setback – 20-feet
 - Interior Sideyard – 15-feet
 - Street Sideyard for Corner Lots – 20-feet
 - Separation from main structure – 10-feet
 - Maximum height – One-Story and 15-feet

(Note: The floor area for enclosed accessory structures shall be included in the sites' floor area ratios.)

- d. On Lot 2, the project developer may install the semi-circular driveway sufficient to accommodate guest driveway parking as generally shown on Exhibit B.

The maximum building height for the primary homes will accommodate the building heights of the proposed homes. The floor area ratio will allow for future building additions, including attached/detached second units, subject to the City's Administrative Design Review procedures. The 20-foot rear building setback for enclosed accessory structures replies to the requests of the neighbors on adjacent properties. Any changes will require a modification of the development plan following the review procedures defined in the Pleasanton Municipal Code.

Distribution of Building Models

The distribution of building models for Lot 2 and Lot 4 through Lot 31 is at the discretion of Ponderosa Homes, except that Lot 10 shall have the Plan 1A model, Lot 11 shall have the Plan 3D model, Lot 21 shall have the Plan 3C model, and Lot 22 shall have the Plan 3A model, reflecting Ponderosa's commitment to the neighbors for the entrances to the homes on these lots face Cameron Avenue.

Traffic and Circulation

Exhibit U is the traffic study that was completed for the previous proposal analyzing the "Existing/Approved Projects/Proposed Project" scenario. The City's Traffic Engineer stated that the previous analysis including mitigation measures is applicable to the proposed project with four additional units. Since the previously proposed project and proposed project is consistent with the Land Use Element of the Pleasanton General Plan, thereby not requiring an amendment to the General Plan, a build-out analysis was not required.

The 29 lots of this development using Cameron Avenue will generate approximately 290 trips per day and 23 a.m. peak hour trips and 30 p.m. peak hour trips. This traffic will use Cameron Avenue, Martin Drive, and Kamp Drive to reach Santa Rita Road. The following mitigation measures that were identified and required with the previous project will be required of the proposed development plan modification:

- **Santa Rita Road/Stoneridge Drive Intersection**
The results of the analysis indicate that the Santa Rita Road/Stoneridge Drive intersection currently operates at LOS E for the p.m. peak hour, and requires mitigation with/without this development to obtain an acceptable LOS D. The construction of a new southbound right-turn lane at this intersection will mitigate this intersection to LOS D and is needed with/without this development, as the combined traffic from all approved development projects produces the LOS E condition. Because this mitigation is considered to be a City-wide responsibility, the project developer's payment of City and Regional Traffic Impact Fees is considered to be its mitigation, and will be conditioned of this project.

- **Mohr Avenue/Santa Rita Road Intersection**
The Mohr Avenue/Santa Rita Road intersection operates at an acceptable level of service in both a.m./p.m. peak hours with the additional trips generated by the proposed project; however, the increase in the westbound traffic volume creates delay for the eastbound and westbound left-turn movements. The applicant has agreed to modify this intersection's signal timing to provide a protected/ permissive left-turn phasing for the eastbound/westbound approaches prior to the occupancy of the project. This signal modification will reduce the overall delay at the intersection and provide added safety during the peak hours.
- **Cameron Avenue Sidewalk**
Ponderosa Homes will construct a public sidewalk on the north side of Cameron Avenue from Palmer Drive to Martin Avenue. As shown on the development plan, the sidewalk will be a separated design across the entire project frontage and a monolithic design across the Hatch, Leuthauser, and Ketell properties. The sidewalk will be five feet in width; will be separated from the street curb/gutter by a five-foot wide landscape area increasing to 20 feet; and will be located entirely within the public right-of-way. No planter area will be provided where the sidewalk is monolithic. As conditioned, a homeowners association or maintenance association for this project will maintain the public right-of-way-of landscaping.

Constructing the sidewalk in front of the Leuthauser and Ketell properties will reduce the street pavement width from 28 feet to 26 feet so that the sidewalk can be constructed entirely within the street right-of-way and not encroach onto their properties. Adequate street right-of-way was set aside across the Hatch property to accommodate a monolithic design and maintain a 28-foot street width. Street parking will be provided on one side of Cameron Avenue.
- **Cameron Avenue Realignment**
The project traffic anticipated to be added to Cameron Avenue will not cause it to exceed its present LOS C condition. In reply to neighborhood concerns, Ponderosa Homes will as a traffic calming measure reconstruct Cameron Avenue across the entire project frontage with a curvilinear alignment shown on the PUD development plan replacing the present straight alignment. The City will abandon the unneeded street right-of-way on the south side of Cameron Avenue, the area between the existing and new curb locations, and then offer the surplus right-of-way to the south side property owners for incorporation into their front or side yards.
- **Traffic Calming**
The Planning Commission approved a raised speed table at the intersection of Martin Avenue with Cameron Avenue. The applicant has stated to staff that the speed table will be constructed with the subdivision improvements. The design will be reviewed by the City Engineer and the Traffic Engineer with the improvement plans.

Parking

There will be adequate parking provided in the development for both residents and their guests. The loop street serving the lots of this development will have parking provided on

both sides of the street. All residential lots covered by this development will include a three- to a four-car garage and a driveway apron that would accommodate from two- to four vehicles.

Tree Removal

Pursuant to the Tree Preservation Ordinance, Exhibit S is the updated tree report prepared by HortScience for the proposed project. The report concluded that 12 existing trees warranted saving; that 10 of these trees were located off-site on the Leuhauser and Selway properties; that eight of the trees to be saved qualified as Heritage trees according to the Pleasanton Municipal Code; and that 98 existing trees – predominantly English walnut species and California black walnut species – should be removed because of location with respect to buildings or streets or because of declining health. Staff concurs with the findings of the tree analysis.

As conditioned, Ponderosa Homes shall retain Tree #275, the 32-inch diameter English Walnut tree located on Lot 25, Tree #335, a 10-inch diameter coast live oak on the adjoining Larsen property, Tree #336, a 24-inch diameter Aleppo pine on the Larsen property, and Tree #337, a 25-inch diameter Aleppo pine on the Larsen property. As conditioned, Ponderosa Homes shall contribute \$1,900 to the City's Urban Forestry fund for the removal of Tree #201, a 35-inch diameter Monterey pine and Tree #312, an 18-inch diameter Mexican fan palm before issuance of a grading permit. The applicant concurs with this requirement. No contribution is recommended for the removal of the walnut trees.

Building Design

Three building plans are proposed: Plan One – 3,210 square feet, one-story in height with a three-car tandem-style garage, Plan Two – 3,633 square feet, one-story in height with a four-car tandem-style garage, and Plan Three – 3,691 square feet, one-story in height with a four-car side-by-side style garage. Each building plan includes four design styles: "Craftsman," "French Cottage," "Ranch," and "Traditional" with a total of 12 color palettes of three color palettes per elevation type.

The material/color palettes include a combination of light to dark-tone gray, beige, and brown body and trim colors, beige and gray flat concrete roof tiles, and beige and gray stone and red brick wainscots. The building colors will be provided to the Planning commission for review at the public hearing. At the neighbors' request, Ponderosa Homes designed the Plan Three models for Lot 11, Lot 21, and Lot 22 with the building entrance facing Cameron Avenue. Lot 11 would have the Plan 1 model with a front-facing entrance.

Ponderosa Homes will construct only single-story homes on these production lots. The single-story only provision for the main structures and for additions to a main structure will be conditioned with the PUD development plan. The previous project allowed a combination of one-story and two-story homes. The distribution of models for Lot 2, Lot 4 through Lot 9, Lot 12 through Lot 20, and Lot 23 through 31 is at the discretion of Ponderosa Homes based on customer preference. Staff concurs with this request and has drafted the applicable condition.

Staff considers the proposed building designs to be proportioned, designed, and detailed featuring a significant degree of variation in the building footprint. Staff's general comment is that the degree of material variation and design detailing on the front elevation should be applied to the rear and side building elevations thereby achieving a four-sided building design. Staff will work with the applicant on the material treatments of the building's rear and side elevations before the building permit stage. This comment is reflected as a draft condition of approval. The applicant concurs with this requirement.

Affordable Housing Agreement

In September, 2007, Ponderosa Homes executed an Affordable Housing Agreement for PUD-50. The original Affordable Housing Agreement will be amended to reflect the increase in density related to this proposal. The City Council will consider, and Ponderosa has agreed, to increasing its one-time payment of the Lower Income Housing Fee to include the four additional units; pay the current, higher fee for all 29 new units; and to further reduce rents for five units at the Gardens at Ironwood Senior Apartments for a period of 15 years. The amendment to the previous agreement would not require additional review by the Housing Commission prior to the PUD modification going to the Planning Commission.

Landscaping

The applicants have provided preliminary landscape designs for the planting strip along Cameron Avenue, the side yards for Lot 10, Lot 11, Lot 21, and Lot 22 facing Cameron Avenue, the front yards of the proposed production lots shown with Lot 9, and the bio-treatment retention swale along both sides of Street A. A variety of tree, shrub, and vine species are proposed. All trees are 24-inch box side species; shrub sizes are a combination of one- and five-gallon size. Turf is emphasized facing Cameron Avenue and de-emphasized on the interior lots. Staff considers the proposed landscape designs to be attractive, well-designed, and complement the building designs. As conditioned, the front yards of the production lots must be completely landscaped before the final inspection of the individual homes. The applicants concur with this requirement.

Urban Stormwater Runoff

A 10-foot wide vegetative bio-treatment retention swale will be installed along both sides of Street A to pretreat the storm water runoff from the public street and from the private yards and roof leaders from Lot 4 through 31. The swale will be located on private property in the public service easement and maintenance easement street right-of-way and will be maintained by either a Homeowners Association or a Maintenance Association. The City Engineer has reviewed and accepted the swale's design shown on the preliminary grading/utility plan. The swale's design will be shown in detail with the tentative subdivision map for review and approval by the Planning Commission.

Lot 2 will require the installation of a bio-treatment swale. Staff will review the swale's design at the building permit stage for this lot.

Green Building

The proposed homes are subject to the City's Green Building Ordinance. Exhibit B includes the Green Building checklist which lists 77 points for the proposed project. The

State's Green Building Standards Code (CALGreen) will also apply to the proposed development and is similar to the green building measures that the City's Green Building Ordinance currently requires. Staff will continue to work with the applicant to attempt to increase the Green Building points for the development. The applicant concurs with this requirement.

VI. PUD DEVELOPMENT PLAN FINDINGS

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

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

The proposed project as designed and conditioned meets all applicable City standards concerning public health, safety, and welfare, e.g., vehicle access, geologic hazards (new development not within a special studies zone), and flood hazards. Full public streets and water, storm, and sanitary sewer lines are present to serve the proposed lots on this site. Vegetative bio-treatment retention swales will be constructed to the pretreat stormwater runoff from this development before entering the City's storm drainage system.

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

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

- The Pleasanton General Plan designates the Lehman-Selway property for Low Density Residential land uses, with a maximum density of less than 2.0 dwelling units per acre and a midpoint density of 1.0 dwelling unit per acre. The proposed density for this development is 1.6 dwelling units per acre following the General Plan's methodology of calculating density.
- Although the proposed density exceeds the mid-point, the City Council with its approval of RZ-97-02 exempted the Lehman-Selway property from providing on-site amenities. However, Ponderosa's commitment to reconstruct Cameron Avenue with a curvilinear alignment – reflected on the proposed development plan – for traffic calming purposes would be considered as an amenity benefiting the surrounding neighborhoods as well as the proposed project.

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

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

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

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

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

- The proposed development plan is designed to reflect the site's existing topographic condition and to minimize impacts on adjoining properties.
- All private lots will be designed to drain to vegetative bio-treatment retention areas designed to pretreat stormwater runoff before entering the City's storm drain system.
- The proposed development's grading balances the requirements of being sensitive to the site and adjoining properties as well as proposing grading that is needed to create the proposed development.

Therefore, staff believes that this finding can be made.

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

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

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

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

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

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

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

The proposed PUD Development Plan sets forth the parameters for the development of the subject property in a manner consistent with the Pleasanton General Plan and with the surrounding area. The proposed PUD Development Plan implements the purposes of the City's PUD Ordinance by providing a development consisting of 29 new single-family detached homes and miscellaneous public infrastructure including streets, sidewalks, utilities, etc. Through the proposed design augmented by the recommended conditions applied to the proposed PUD Development Plan, the project will substantially conform to the requirements for development specified in the Pleasanton General Plan.

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

VI. PUBLIC COMMENT

Public notices were sent to property owners living in an area generally defined by a portion of Stoneridge Drive, Martin Avenue, Mohr Avenue, and Eilene Drive. Exhibit W is the map of the public noticing area. Staff has not received any verbal or written comments pertaining to this proposal since the notices were sent 20 days before the Planning Commission hearing. Any comments or concerns from the adjacent owners or tenants will be forwarded to the Planning Commission. Ponderosa has also met with the neighbors individually and has held neighborhood meetings to obtain neighbor comments on the proposed modification.

VIII. ENVIRONMENTAL ASSESSMENT

Environmental review for the proposed project is covered by Exhibit C, the Initial Study/Negative Declaration. The proposed project is an infill residential development on a large, flat, vacant property served by existing infrastructure and surrounded by single-family developments. The impacts of this development are entirely within the context of an infill project and can be mitigated through standard City programs or can be mitigated through the conditions and requirements set forth with the draft conditions of approval. Staff, therefore, believes that the Negative Declaration can be issued in conformance with the standards of the California Environmental Quality Act (CEQA). If the Planning Commission concurs with this environmental assessment, it must make the finding that the Negative Declaration is appropriate prior to recommending approval of the proposed project.

IX. CONCLUSION

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

X. STAFF RECOMMENDATION

Staff recommends the Planning Commission forward Case PUD-50-01M to the City Council with a recommendation of approval by taking the following actions:

1. Make the finding that the proposed project will not have a significant environmental impact and adopt a resolution recommending approval of Exhibit C, the Initial Study/Negative Declaration;
2. Find that the proposed PUD development plan conforms to the Pleasanton General Plan and the purposes of the PUD Ordinance;
3. Make the PUD Development Plan Findings 1 through 7 as stated in the staff report; and,
4. Adopt a resolution recommending approval of Case PUD-50-01M subject to Exhibit A, Draft Conditions of Approval.

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