

SUBJECT: PUD-50

APPLICANT: Ponderosa Homes.

PROPERTY

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

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

GENERAL

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

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

LOCATION: 3157 Trenerly Drive and 2313 Martin Avenue.

ATTACHMENTS:

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

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

Background

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

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

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

RZ-97-02

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

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

II. SUBJECT PROPERTY AND SURROUNDING AREA

Subject Property

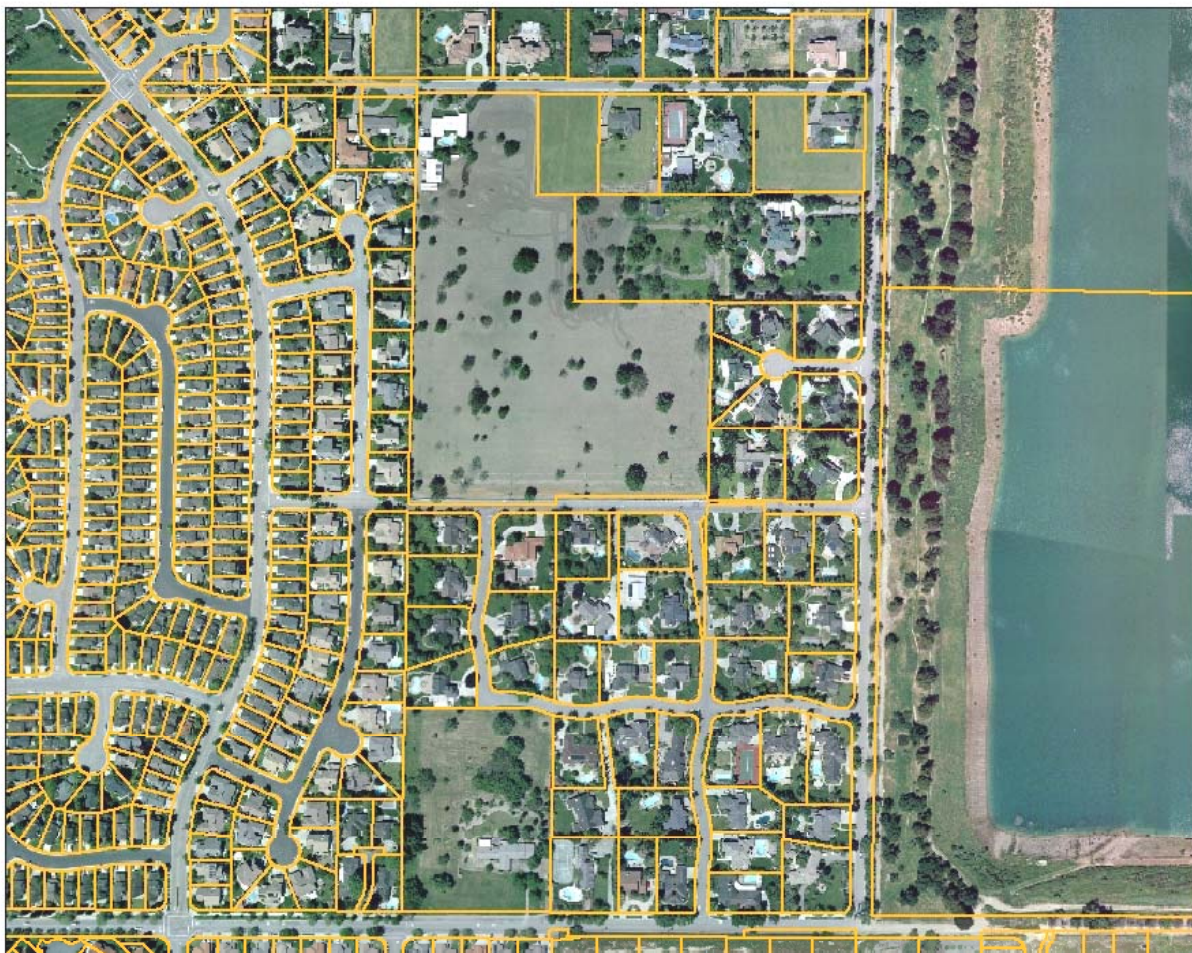
The proposed project consists of two parcels totaling approximately 19.83-acres or 863,795 square feet in area, located on 3157 Trenery Drive and 2313 Martin Avenue (946-4574-006-00) and 2313 Martin Avenue (946-4574-007-00). The subject property is flat, semi-vacant, and was a former walnut orchard;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

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

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

Surrounding Land Uses

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



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

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

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

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

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



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



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

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





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





III. PLANNING COMMISSION WORK SESSIONS/NEIGHBORHOOD MEETING

Neighborhood Meeting

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

March 29th Planning Commission Work Session

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

The Planning Commission directed staff and the applicants to:

- Revise the design of the “French Country” model for Plan 3 de-emphasizing the roof mass;
- The public sidewalk on Cameron Avenue must be rural-looking, constructed of material other than concrete that will accommodate pedestrians with wagons and strollers;
- No traffic circles and/or roundabouts on Cameron Avenue;
- Look into provided a three-way stop sign at the Cameron Avenue/Martin Avenue intersection;
- Maintain Cameron Avenue at a 28-foot width;
- Extend Street “A” to Martin Avenue;
- Explore a curved alignment for Cameron Avenue; and,
- Return the proposal to another work session.

May 10th Planning Commission Work Session

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

The Planning Commission directed staff and the applicants to:

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

IV. PROJECT DESCRIPTION

The proposal includes the following:

Proposed Site Design

- Twenty-five production lots for Ponderosa Homes. The lots will vary in size from 20,786 square feet (0.48-acres) for Lot 13 to 35,755 square feet (0.82-acres) for Lot 24. Lot 2 facing Trenery Drive will be 41,266 square feet (0.95-acres) in area.
- Lot 1 (51,356 square feet or 1.18-acres) will be created for the Lehman family and Lot 3 (112,974 square feet or 2.6-acres) will be created for the Selway family.
- At the request of the Palmer Drive neighbors adjoining the west side of the Lehman-Selway property, Ponderosa will convey a 10-foot wide strip of land from the site to these neighbors to increase the depth of their rear yards.
- Except for Lot 2 and the Lehman property facing Trenery Drive and the Selway property facing Martin Avenue, all proposed lots will be accessed from Street “A”, a public street connected to Cameron Avenue at two intersections. Street “A” will be a public street with two intersections on Cameron Drive. The west intersection will be aligned with Equestrian Drive forming a four-way intersection. The alignment of the east intersection will be offset from Courtney Avenue by 170-feet, measured centerline to centerline, which exceeds the City’s design goal of 128 feet.
- A 10-foot wide vegetative bio-retention swale will be installed along the interior loop Street “A” for storm water runoff mitigation. The swale will be located in the public right-of-way of Street “A” and will be maintained by a homeowners association or maintenance association.
- At the request of the neighbors adjoining the east and west sides of the Lehman-Selway property, Ponderosa will only locate their single-story plans – Plan One and Plan Two – on the development’s west side – Lots 4 through 9 – and on its east side – Lots 19 through 22. The single-story only provision is conditioned with the PUD development plan.

Proposed Building Design

- Three building plans are proposed: Plan One – one-story at 3,809 square feet, Plan Two – one-story at 4,230 square feet, and Plan Three – two-stories at 4,595 square feet. Each building plan includes four design styles: “Andalusian”, “Cottage”, “French Country”, and “Tuscan”. The proposed building architecture is designed, proportioned, and detailed

with a significant degree of variation in the building footprint to compliment the building designs of surrounding properties.

Public Improvements and Traffic Mitigation

- Cameron Avenue will be completed across the entire project frontage. As a traffic calming measure, it will be reconstructed by Ponderosa Homes with a curvilinear alignment replacing the present straight alignment.
- The applicant will construct a public sidewalk from Palmer Drive to Martin Avenue. As shown on the site plan, the sidewalk will be a separated sidewalk across the entire project frontage and will be monolithic sidewalk across the Hatch property (2017 Palmer Drive), Leuthauser property (3623 Cameron Avenue), and the Ketell property (3611 Cameron Avenue). The public right-of-way landscaping between the sidewalk and street curb will be maintained by a homeowners association or maintenance association.
- The applicant will pay City and Tri-Valley Traffic Impact Fees to mitigate its trip impacts to the Santa Rita Road/Stoneridge Drive intersection.
- The applicant will modify the signal at the Mohr Avenue/Santa Rita Road intersection to provide protected/permissive left-turn phasing for the eastbound and westbound approaches.

V. ANALYSIS

Pleasanton General Plan Conformance

Density

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

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

The proposed density is consistent with the gross density of the Bass Homes development to the south and east of the project site, including public street areas: 1.44 dwelling units per acre

based on 50 existing and unbuilt homes approved under PUD-83-10 and PUD-83-12. Subtracting the portions of the Lehman/Selway properties developed with the Lehman and Selway homes, the property to be conveyed to the Palmer Drive neighbors, but not the land area for public streets, yields a higher density of 1.57 dwelling units per acre for the production homes, which is still consistent with the Pleasanton General Plan.

Some neighbors believe that the project's density should be lowered to match the density of the Bass Homes neighborhoods to the east and south of the Lehman-Selway property. Staff notes that the gross density of the Bass Homes development, including public street areas, is 1.44 dwelling units per acre based on 50 existing and unbuilt homes approved under PUD-83-10 and PUD-83-12. At a proposed density of 1.36 dwelling units per acre, the proposed project's density closely matches the density of the Bass Homes development.

Amenities

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

Livermore Municipal Airport Noise

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

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

Traffic

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

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

Trip Generation, Traffic Analysis, and Mitigation Measures

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

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

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

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

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

Residential Street Analysis

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

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

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

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

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

and levels-of-service and the existing plus project volumes and levels-of-service are summarized in the following table.

Roadway	Existing Conditions			Existing + Project (Assumes 100% of project traffic uses each roadway)		
	Daily	Peak	LOS	Daily	Peak	LOS
Residential						
Cameron Avenue	686	73	C	936	97	C
Martin Avenue	520	74	C	770	98	C
Roadway	Existing Conditions			Existing + Project (Assumes 100% of project traffic uses each roadway)		
	Daily	Peak	LOS	Daily	Peak	LOS
Residential Collector						
Kamp Drive	1,664	157	A	1,914	181	A

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

Cameron Avenue Reconstruction

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

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

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

of-way for Equestrian Drive, Nichole Avenue, Courtney Avenue and Diablo Court, the City accepted those streets as public streets and incorporated them into the City's public street system.

Therefore, based upon the evidence presented to the City Council in 1988, the City has all the street right-of-way necessary for Cameron Avenue. The applicant's engineer and staff have reviewed the grants of right-of-way for Cameron Avenue and have determined there is sufficient right-of-way to construct a 4.5-foot wide sidewalk along the northerly side Cameron Avenue if the street is reduced to 26 feet by the Leuthauser and Ketell properties. Based upon this evidence staff does not believe there that is need for eminent domain action to acquire any additional right-of-way from Leuthauser and Ketell.

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

Cameron Avenue Sidewalk

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

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

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

California Vehicle Code section 21200 provides that.

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

California Vehicle Code section 555 states that the,

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

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

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

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

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

Pleasanton Municipal Code section 11.52.070 provides,

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

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

Closing Cameron Avenue at the West Project Boundary

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

Site Design

Street Alignment

Street “A” will be a public street with two intersections on Cameron Drive. The west intersection will be aligned with Equestrian Drive forming a four-way intersection. The alignment of the east intersection will be offset from Courtney Avenue by 170-feet, measured centerline to centerline, which exceeds the City’s design goal of a 128-foot centerline-to-centerline separation.

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

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

The 24 lots of this development using Cameron Avenue will generate approximately 240 trips per day and 24 trips during the a.m./p.m. peak hours. As stated in the **“Traffic Section”** of this staff report, the project traffic anticipated to be added to Cameron Avenue will not cause it to

exceed its present LOS “C” condition. Therefore, staff considers there to be adequate street capacity on Cameron Avenue to handle the project’s traffic.

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

Lot Sizes

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

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

Lot No.	Lot Area	Building Plan	Building Floor Area	Floor Area Ratio
Lot 26	21,651 sq. ft.	Plan One	3,809 sq. ft.	17.6%
Lot 27	24,303 sq. ft.	Plan Three	4,595 sq. ft.	18.9%

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

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

Distribution of Building Models

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

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

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

Development Standards

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

1. Lots 1 and 3 of the PUD Development Plan shall be subject to the permitted and conditional uses and site development standards of the R-1-20,000 (One-Family Residential) District as described in the Pleasanton Municipal Code.
2. Lots 2 and 4 through 27 of the PUD Development Plan shall be subject to the following uses and site development standards:
 - a. The permitted and conditional uses of the R-1 (One Family Residential) District as described under Chapter 18.32 of the Pleasanton Municipal Code.
 - d. Development Standards for Primary Structures: The following building setback and height standards shall apply to the primary structures and additions to primary structures including second units on these lots:

- Frontyard Building Setback – 25-feet
 - Interior Sideyard Building Setback – 15-feet
 - Street Sideyard Building Setback – 18-feet
 - Rearyard Building Setback – Generally as shown on the PUD development not to be less than 50-feet for Lots 4 through 18 and 24 through 27 and 65-feet for Lots 19 through 23
 - Maximum Height – 25-feet for single-story homes and 35-feet for two-story homes.
 - Maximum Floor Area Ratio (FAR) – 25% or 5,500 square feet, exclusive of garage area, whichever is less.
- e. Development Standards for Open Accessory Structures, e.g., Swimming Pools and Spas including, Arbors, Trellises, Open Patios, etc.
- Rearyard Setback – 10-feet
 - Interior Sideyard – 15-feet for the structure, 5-feet for the swimming pool/spa equipment
 - Street Sideyard for Corner Lots – 18-feet for the structure and for swimming pool/spa equipment
 - Maximum height – One-Story and 15-feet
- f. Development Standards for Enclosed Accessory Structures including Second Units:
- Rearyard Setback – 20-feet
 - Interior Sideyard – 15-feet
 - Street Sideyard for Corner Lots – 18-feet
 - Maximum height – One-Story and 15-feet
- g. Fence designs, heights, and locations for Lots 1 through 27 shall conform to Exhibit “A”. Overheight fences – fences between six-feet and eight-feet in height – constructed after building occupancy shall be subject to the review and approval by the Planning Director according to the standards of the Pleasanton Municipal Code.
- h. Architectural projections and bay/oriel windows shall conform to the definitions and standards described under Section 18.84.120 of the Pleasanton Municipal Code.
- i. All building heights shall be measured from the lowest to the highest points of the structure. Projections above the maximum building height for primary and acces-

sory structures may be allowed provided that they conform to the definitions and development standards of Section 18.84.150 of the Pleasanton Municipal Code.

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

Land Transfer to Palmer Drive Neighbors

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

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

Building Design

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

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

Green Building Measures/Photovoltaic System Readiness

The homes covered by this approval shall be covered by the recently adopted Green Building Ordinance, which establishes a minimum of 50 points for a home to be determined to be a “green home” with a minimum of 10 points in each category (Resources, Energy, and IAQ/Health). As required by the ordinance, the applicant would submit a proposed checklist showing which measures are incorporated in the design of the proposed home addition/remodeling in order to meet this proposed 50 point goal. Staff has required the submittal of this checklist with the tentative subdivision map application. Both City and ACWMA staff are available to provide technical assistance to future lot purchasers concerning questions they may have about these green building measures and Green Point rating system.

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

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

The applicant concurs with this requirement.

Growth Management Allocations

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

Grading

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

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

Ponderosa has entered into discussions with Zone 7 to use its property and a portion of the buffer area for trucks delivering fill material to the site in order to reduce the heavy truck traffic on Mohr Avenue and Martin Avenue. Dust abatement – for example, watering the site and haul roads twice daily during grading activity – is a standard requirement of the Pleasanton Municipal Code. However, some neighbors do not consider the City’s standard condition to be adequate.

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

Undergrounding Overhead Utilities

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

Urban Stormwater Runoff

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

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

VI. PUBLIC COMMENT

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

- Elaine Merchant Panwar,
- Gregory Ketell (3611 Cameron Avenue),
- Hans Wiest (3744 Trenergy Drive),
- Jake, Nancy, and Kevin Krakauer (1969 Palmer Drive),
- Janice Cain (2033 Palmer Drive),
- Jed Sussman (3736 Cameron Avenue),
- Jeffrey Sketchley (3727 Kamp Drive),
- Joe Fitzgerald (3752 Trenergy Drive),
- Kelly Cousins (3736 Cameron Avenue),
- Larry and Helen Dillion (1796 Equestrian Drive),
- Marc Papageorge,
- Matt and Cheryl Lawer (3750 Cameron Avenue),
- Russell Hatch (2017 Palmer Drive), and
- Tracy Dorian and Patrick Greenan (1808 Courtney Avenue).

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

VII. PUD DEVELOPMENT PLAN FINDINGS

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

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

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

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

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

- The Pleasanton General Plan designates the Lehman-Selway property for Low Density Residential land uses, with a maximum density of less than 2.0 dwelling units acre and a midpoint density of 1.0 dwelling unit per acre. The proposed, gross density for this development is 1.36 dwelling units per acre following the General Plan’s methodology of calculating density based upon “Gross Developable Acres”. Subtract. The proposed density is consistent with the gross density of the Bass Homes development to the south and east of the project site, including public street areas: 1.44 dwelling units per acre based on 50 existing and unbuilt homes approved under PUD-83-10 and PUD-83-12.
- Although the proposed density exceeds the mid-point, the City Council with its approval of RZ-97-02 exempted the Lehman-Selway property from providing on-site amenities. However, Ponderosa’s commitment to reconstruct Cameron Avenue with a curvilinear alignment – reflected on the proposed development plan – for traffic calming purposes would be considered as an amenity benefiting the surrounding neighborhoods as well as the proposed project.

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

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

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

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

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

- The proposed development plan is designed to reflect the site’s existing topographic condition and to minimize impacts on adjoining properties.

- All private lots will be designed to drain to bio-retention areas designed to pretreat stormwater runoff before entering the City's storm drain system.

Staff believes that the proposed development's grading has done a good job of balancing the requirements of being sensitive to the site and adjoining properties as well as 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 Uniform Building Code – implemented by the City at the Building Permit review – would ensure that building foundations and private street/on-site parking/driveway areas are constructed on satisfactorily compacted fill.
- Erosion control and dust suppression measures will be documented in the final subdivision map and will be administered by the City's Building and Public Works Departments.

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

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

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

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

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

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

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

VIII. ENVIRONMENTAL ASSESSMENT

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

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

IX. CONCLUSION

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

X. STAFF RECOMMENDATION

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

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

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