

**EXHIBIT A  
DRAFT CONDITIONS OF APPROVAL**

**P16-1201 & PUD-120  
536 & 550 St. John Street and Adjacent Vacant Parcel  
August 10, 2016**

**PROJECT SPECIFIC CONDITIONS OF APPROVAL**

**Planning Division**

1. The permitted and conditionally permitted uses for the attached, single-family homes shall be those found in Section 18.32 of the Pleasanton Municipal Code (PMC).
2. The plans submitted to the Building and Safety Division for plan check and permit issuance shall be revised to show that the tandem parking space shall be located on the south side of the detached garage. The garage door on the north side of the detached garage shall be replaced with an outward swinging man door. The plans submitted to the Building and Safety Division for plan check and permit issuance shall be subject to the review and approval of the Director of Community Development prior to issuance of building permits.
3. The detached garage shall be designed with the same color and material palette as the existing historic home. The detached garage plans submitted to the Building and Safety Division for building permit issuance shall be revised to reflect the following:
  - a. The man door on the west elevation shall swing out (not into the garage) to maintain vehicle parking clearance; and
  - b. The board-and-batten siding and trim shall be horizontal wood channel boards.

The changes above shall be subject to the review and approval of the Planning Division prior to issuance of building permits.

4. The garage doors for the detached garage and new townhomes shall be automatic opening sectional roll-up doors and have a carriage style design. The applicant shall provide garage door design and material details to the satisfaction of the Director of Community Development. The garage door details shall be included in the plans submitted to the Building and Safety Division for plan check. The garage doors shall be subject to the review and approval of the Director of Community Development prior to the issuance of a building permit.
5. The garages and tandem parking space for the existing home shall not be modified or used for storage in a manner that would interfere with the ability to park two cars within the townhome garages, one car in the detached garage, or one car in the tandem space. Each resident shall utilize the garages and tandem parking space for the parking of vehicles only. In addition, boats, trailers, campers, motor homes, and other recreational vehicles shall not be parked or stored on-site and residents, guests, etc. shall only park in the garages, tandem space, or designated guest parking stalls and not park on the

private street/driveway. The above parking restrictions for the development shall be included in the project CC&Rs. Said restrictions shall be submitted for review and approval by the City Attorney and Director of Community Development prior to recordation of the Final Map.

6. The applicant shall obtain all necessary permits from the City prior to relocating the historic home on-site.
7. Any damage to the exterior of the home that results from the relocation of the home or removal of the porch addition shall be replaced and shall match the details, material, color, etc. of the existing home. The plans submitted to the Building and Safety Division for plan check shall include existing and proposed floor plans and elevation drawings and clearly indicate the extent of the area to be removed and what materials, details, colors, etc. will be used to seamlessly integrate the repaired exterior walls where the addition was removed. The colors, details, and materials of the repair work shall be subject to the review and approval of the Director of Community Development prior to issuance of building permits.
8. If laundry machines are desired for the historic home, they shall be installed entirely within the residence. The plans submitted to the Building and Safety Division for plan check shall clearly identify the location of the laundry machines on the new floor plans. Any exterior changes to the home that are necessary to accommodate laundry machines (i.e., vents) shall be shown on the elevation drawings. The floor plans and elevation drawings shall be subject to the review and approval of the Planning Division prior to issuance of building permits.
9. Accessory structures are not allowed and additions and/or expansions are not permitted to any structure. Future building and/or site improvements not covered by this development plan approval shall be subject to City review and approval prior to any changes to the building(s) and/or site.
10. The project developer/subdivider shall create the applicable access, use, and maintenance for the private drive with guest parking spaces subject to the review and approval of the City Attorney and Director of Community Development prior to recordation of the tract map.

#### Fencing and Landscaping

11. Picket style fencing, not to exceed 42-inches in height, shall be installed along the front and front sides of townhomes 7-10. The location and details of the fence shall be shown on the plans submitted to the Building and Safety Division for plan check and permit issuance and shall be subject to the review and approval of the Director of Community Development prior to issuance of building permits.
12. Fencing and the precast wall associated with this development shall conform to the fencing and wall details shown in Exhibit B, on file with the Planning Division. Minor modifications to the fencing and wall plan may be approved by the Director of Community Development without a PUD modification. Should the applicant and property owners along the southern portion of the site choose to install a different type of wall/fence along

the shared south (rear) property line of Lots 1-6, said details (height, color, style, material, location) shall be included in the plans submitted to the Building and Safety Division for plan check and permit issuance and shall be subject to the review and approval of the Director of Community Development prior to issuance of grading or building permits.

13. If new fencing is proposed on the east property line is proposed in the future, said details (height, color, style, material, location) shall be subject to the review and approval of the Community Development Director prior to removal and installation of fencing and issuance of a building permit for said fencing. The fencing along the western property line shall be that shown in Exhibit B. Should the adjacent property owner(s) and applicant wish to alter the type of fencing and/or increase the height of the fence on the western property line, review and approval from the Community Development Director shall be required prior to removal or installation of fencing.
14. Prior to removal and/or installation of fencing, retaining walls, or precast walls on shared property lines, written permission from the adjacent property owners to allow the project's new fencing, retaining walls, and/or precast walls between the project site and the adjacent properties shall be provided to the City. If the property owners do not provide written consent for a fence, retaining wall, and/or precast wall to be install on the shared property line, then fencing, retaining walls, and/or precast walls and footings shall be located entirely on the project site. Written permission and details for the fencing, retaining walls and/or precast walls on the shared property lines shall be submitted to the Community Development Director prior to issuance of building permits or installation of the fencing, retaining wall, and/or precast wall.
15. The maximum height for fencing and precast walls, including decorative columns, on the rear property line shall be 8 feet. The height shall be measured from the base of the retaining wall, if the fence or wall is located on top of a retaining wall or finished grade if not, from the project site to the highest point of the fence/wall. New fencing, retaining walls, or precast walls installed beyond the front of the historic home shall be limited to:
  - a. Picket style fencing and not exceed 42-inches in height; or
  - b. 30-inches in height if solid.

Changes to the existing fencing on the east side of the project site shall be subject to the same front yard fence setback of the historic home and style of fencing noted in "a" or "b" of this condition.

16. The applicant shall retain tree Nos. 49, 51, 53, 54, 55, and 56 referenced in the HortScience Tree Report, dated "June 20, 2016," on file with the Planning Division. Prior to issuance of a grading or building permit, the project developer shall install a temporary six foot tall chain-link fence (or other fence type acceptable to the Director of Community Development) generally along the existing tree drip lines, as shown on the plans. The fencing shall remain in place until the final landscape inspection by the Community Development Department. Removal of such fencing prior to that time may result in a "stop work order." Said revisions shall be subject to the review and approval by the Director of Community Development prior to issuance of a building permit.

17. Prior to issuance of building permits, the applicant shall pay into the City's Urban Forestry Fund for the value of each tree removed for approval, Nos. 43-48, 50, and 52 in the HortScience Tree Report dated "June 20, 2016," on file with the Planning Division.
18. With the exception of the walnut tree (tree No. 43), the two existing City street trees (Nos. 51 and 54) located on the west and east sides along the St. John Street frontage of the site shall not be removed. Any proposed pruning of street trees to accommodate the proposed development shall be subject to approval by the City Landscape Architect prior to pruning. Pruning shall be conducted by a certified arborist familiar with the International Society of Arboriculture pruning guidelines and shall comply with the guidelines established by the International Society of Arboriculture, Tree Pruning Guidelines, current edition, to maintain the health of the trees. In addition, the following tree preservation methods shall be followed for the City street trees to be preserved:
  - a. The applicant shall utilize his best efforts to locate any new utility trenches outside the dripline of the existing street trees to be saved. If this is not feasible, then the applicant shall submit a report from a certified arborist acceptable to the City that indicates the trenching will not be detrimental to the health of the tree.
  - b. No oil, gasoline, chemicals, or other harmful materials shall be deposited or disposed within the dripline of the trees or in drainage channels, swales, or areas that may lead to the dripline.
  - c. No signs, wires, or ropes shall be attached to the trees.
  - d. No stockpiling/storage of construction materials, fill, etc., shall take place underneath or within 5' of the dripline of the existing trees.
  - e. No equipment or temporary structures shall be placed within or beneath the dripline of the existing trees.

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

19. The project developer shall post cash, letter of credit, or other security satisfactory to the Director of Community Development in the amount of \$10,000 for the two City street trees (Nos 51 and 54 of the tree report on file with the City) along the St. John Street frontage of the site required to be preserved. This cash bond or security shall be retained for one year following acceptance of public improvements or completion of construction, whichever is later, and shall be forfeited if the trees are destroyed or substantially damaged. However, in the event the trees are destroyed or require removal during construction, the applicant shall be required to install replacement trees with the size, species and location of said trees to be determined by the City's Landscape Architect prior to installation. Said trees shall be required to be installed prior to completion of construction. If replacement trees are installed, the bond shall be returned to the applicant. No trees shall be removed other than those specifically designated for removal in these conditions of approval.
20. All trees used in landscaping shall be a minimum of twenty-four (24) box-size and all shrubs shall be a minimum of five (5) gallons.

21. The final landscape and irrigation plan shall be submitted to and approved by the Director of Community Development as part of the building permit plan set prior to issuance of a building permit. Plant species shall be drought tolerant in nature with an irrigation system that maximizes water conservation (e.g., drip system). All landscaping and irrigation in the common areas shall be installed within 15-days from the Planning Division final inspection of the last developed lot. The landscaping and irrigation indicated on the approved plans shall be installed before each house final, and reviewed and approved by the Planning Division.
22. The project shall comply with the State of California Model Water Efficient Landscape Ordinance and Bay Friendly Basics Landscape Checklist. Prior to issuance of a Building Permit, the applicant shall submit the following documentation to the Planning Division:
  - a. Landscape Documentation Package, which includes date; project applicant/contact information; project address; total landscape area; project type (new, rehabilitated, public, private, cemetery, homeowner-installed); water supply type (potable, recycled, well, greywater, combination of potable/greywater); and applicant signature/date with the statement that "I agree to comply with the requirements of the prescriptive compliance option of the Water Efficient Landscape Ordinance."
  - b. Landscape Plan documenting: incorporation of compost at a rate of at least 4 cubic yards/1,000 square feet; compliance with the plant material criteria; compliance with the turf criteria; and compliance with the irrigation system criteria.

#### Green Building and Water Conservation

23. The current State of California's Green Building Standards Code, "CALGreen," shall apply, as applicable.
24. A minimum of one appliance or system that meets Energy Star standards shall be installed in each residential unit as part of the project. The appliance(s) or system(s) shall be stated on the plans submitted for issuance of a building permit.
25. All new buildings shall be constructed to allow for future installation of a photovoltaic (PV) system and solar water heating systems. The project applicant shall comply with the following requirements for making all new dwelling units photovoltaic-ready and solar-water-heating-ready:
  - a. Electrical conduit and cable pull strings shall be installed from the roof/attic area to the building's main electrical panels;
  - b. An area shall be provided near the electrical panel for the installation of an "inverter" required to convert the direct current output from the photovoltaic panels to alternating current;
  - c. Engineer the roof trusses to handle an additional load as determined by a structural engineer to accommodate the additional weight of a prototypical photovoltaic system beyond that anticipated for roofing;

- d. Plumbing shall be installed for solar-water heating; and
- e. Space shall be provided for solar-water-heating tank.

These measures shall be shown on the building permit plan set submitted to the Director of Community Development for review and approval before issuance of the first building permit. The project developer shall provide the future owners the necessary information delineating the means by which photovoltaic panels can be applied to the roofs of the structures covered by this approval. This information shall be submitted to the Director of Community Development for review and approval prior to the occupancy of the first unit.

- 26. A minimum of one water conservation device such as low-flow faucets, toilets, shower fixtures, etc. shall be installed in each residential unit as part of the project. The water conservation device(s) shall be stated on the plans submitted for issuance of a building permit.
- 27. This approval does not guarantee the availability of sufficient water capacity to serve the project. Prior to the recordation of a Parcel Map, issuance of a grading permit, issuance of a building permit, or utility extension approval to the site, whichever is sooner, the applicant shall submit written verification from Zone 7 Water Agency or the City of Pleasanton's Utility Planning Division that water is available for the project. To receive the verification, the applicant may need to offset the project's water demand.
- 28. Prior to issuance of a building permit, the applicant shall pay the applicable Zone 7 and City connection fees and water meter cost for any water meters, including irrigation meters. Additionally, the developer shall pay any applicable Dublin-San Ramon Services District (DSRSD) sewer permit fee.
- 29. Only recycled water shall be used on the site during the grading and construction periods, and this specification shall be included on all grading plans and other construction documents.

#### Building and Construction Details

- 30. Details of the horizontal siding of the new townhomes shall be incorporated into the plans submitted to the Building and Safety Division for plan check and permits issuance and shall be subject to the review and approval of the Director of Community Development prior to issuance of building permits.
- 31. The stucco for the townhomes shall be smooth and hand-troweled. If the applicant can demonstrate to the satisfaction of the Director of Community Development that the appearance of hand-troweled stucco can be achieved mechanically, mechanical application of the stucco is allowed. Prior to issuance of a building permit, the applicant shall submit a finished stucco sample for the buildings. The stucco sample shall be subject to the review and approval of the Director of Community Development prior to application/installation on the buildings.

32. Wood-, fiberglass-, or vinyl-framed/sashed windows shall be utilized on the structures. If fiberglass- or vinyl-framed/sashed windows are used, they shall have a similar frame and sash thickness as found on a traditional wood-framed/sashed window unless the required noise mitigation for this project prevents compliance with this requirement. In addition, simulated mullions must appear real and be on both sides of the glass. Windows of new structures shall be recessed two inches, glazed, with wood trimmed windowsills. No reflective glass is allowed. The window glazing shall be clear with no tint. Manufacturer's specification sheets, details, and sections of the windows, and window treatments (sills, trim, etc.) shall be shown on the building permit plans and shall be subject to review and approval by the Director of Community Development prior to issuance of a building permit.
33. Only gas fireplaces, pellet fueled wood heaters or EPA certified wood-burning appliances may be installed inside or outside of the structures.
34. The developer shall comply with the recommendations of the noise and vibration study entitled "536 St. John Street Residences, Pleasanton, CA Environmental Noise and Vibration Study" by Charles M. Salter Associates, Inc., dated "1 July 2016," on file with the Planning Division. Prior to issuance of a building permit, the applicant's noise consultant shall specify the minimum STC rating required for each window of each townhome. Bathroom windows shall comply with the "living spaces" STC ratings indicated in the noise study. Details of the noise mitigations shall be submitted in conjunction with the plans submitted for issuance of building permits and shall be subject to review and approval by the Director of Community Development prior to issuance of building permits for the project. The applicant's noise consultant shall review the applicable noise mitigations shown on the building permit plans to ensure that the recommendations have been properly incorporated into the design. The consultant shall certify in writing that such recommendations have been followed.
35. The project developer shall provide a construction plan with the building permit plan set for review and approval by the Director of Community Development and Chief Building Official before issuance of a building permit. The construction plan shall show the proposed location of materials and equipment storage, scaffolding, safety measures to protect the public from construction activities, temporary fencing, construction trailers, parking of construction vehicles, location of portable toilets, etc. Said plan shall be designed to minimize the loss of public parking spaces and, if any need to be lost, to minimize the length of the time they are used for construction-related activities.
36. All exterior lighting, including landscape lighting, shall be directed downward and designed or shielded so as to not shine onto neighboring properties. The project/building developer shall submit a final lighting plan and include drawings and/or manufacturer's specification sheets showing the size and types of the light fixtures for the exterior of the buildings.
37. Prior to issuance of a building permit, the applicant shall contribute \$2,500 per new unit to the Bernal Park Reserve Fund.
38. The electrical plans for the homes shall provide telecommunications infrastructure consistent with state-of-the-art methods in effect at the time that building permit(s) are issued. The plan shall be part of the building permit plan set.

39. All demolition and construction activities, inspections, plan checking, material delivery, staff assignment or coordination, etc., shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. No construction shall be allowed on State or Federal Holidays, Saturdays, or Sundays. The Director of Community Development may allow earlier “start times” or later “stop times” for specific construction activities (e.g., concrete pouring) if it can be demonstrated to the satisfaction of the Director of Community Development that that the expanded construction hours are necessary (e.g., the concrete foundations need to be poured early due to weather conditions). All construction equipment must meet Department of Motor Vehicles (DMV) noise standards and shall be equipped with muffling devices. Prior to construction, the hours of construction shall be posted on site.
40. The applicant/developer/responsible party shall create and complete a “Conditions of Approval” checklist indicating that all conditions in Exhibit A have been satisfied, incorporated into the plans, and/or addressed. Said checklist shall be attached to all plan checks submitted for review and approval by the City prior to issuance of permits.

#### Agreements and Legal Documentation

41. At the time of recordation to subdivide the project site into 11 parcels plus one common area parcel, the applicant/project developer shall record Conditions, Covenants and Restrictions (CC&R's) which shall create a maintenance association for the development. The type of association established shall be subject to the approval of the City Engineer and Director of Community Development prior to submitting a final subdivision map. The association shall be responsible for the maintenance of all common utilities and stormwater treatment measures/areas, common access driveway and parking, landscaping shown on sheet L1 of Exhibit B, and irrigation. The buildings, landscape, and lot-specific drainage shall be the responsibility of the individual owner for the lot. The CC&R's shall be subject to the review and approval of the City Attorney prior to recordation of the final map. The City shall be granted the rights and remedies of the association, but not the obligation, to enforce the maintenance responsibilities of the association.
42. The recorded deed of sale for all lots covered by this PUD Development Plan approval shall include separately recorded disclosure statements or restrictive covenants indicating the following:
  - a. That the property is in an area subject to noise, activity, and traffic impacts associated with a Downtown location.
  - b. The adjacency of the Union Pacific Railroad and possible noise, including noise from train whistles and horns, and vibration impacts from said railroad.
  - c. That additions/modifications to the structures and garages are prohibited.
  - d. That the residents, tenants, guests, etc., are prohibited from parking on the driveway access, except within the two designated guest parking spaces, from St. John Street.



- e. That boats, trailers, campers, motor homes, and other recreational vehicles are prohibited from being parked or stored on-site.
- f. That the garages shall not be modified or used for storage in a manner that would interfere with the ability to park two cars within the garages of the townhomes, one car in the detached garage, or one car in the tandem space adjacent to the detached garage and that each resident shall utilize the garages and tandem space for the parking of vehicles only.

Wording for these disclosures and covenants shall be written in simple/plain language, shall be submitted to the City Attorney for review and approval before recordation of the final map, and shall be recorded over the project site by separate instrument.

- 43. The project developer shall provide all initial buyers with copies of the project conditions of approval.

### Climate Action Plan

- 44. The project shall meet or exceed 25% of Title 24 requirements and shall incorporate shade trees and/or cool roofs. This requirement and the specific components of compliance (e.g., shade trees and cool roof details) shall be shown on the plans submitted to the Building and Safety Division for plan check and shall be subject to the review and approval of the Director of Community Development prior to issuance of a building permit.
- 45. The applicant shall incorporate water-saving landscape plants that include xeriscaping and drought-resistant planting. Said plants, with location, species, size, etc., shall be shown on the plans submitted to the Building and Safety Division for plan check and shall be subject to the review and approval of the Director of Community Development prior to issuance of building and/or grading permits.
- 46. Rain gutters shall discharge into landscaping areas where feasible. These details shall be shown on the plans submitted to the Building and Safety Division for plan check and are subject to the review and approval of the Director of Community Development prior to building permit issuance.

### Engineering Department

- 47. Prior to issuance of a grading or building permit, the applicant shall provide the City with written permission from the property owner at 568 St. John Street authorizing the applicant to encroach onto 568 St. John Street and reconstruct the retaining wall along the westerly property line.
- 48. The applicant shall reconstruct any non-ADA-compliant and/or uplifted and deficient sidewalk and curb and gutter along the project frontage identified prior to the issuance of the first construction permit by the Building and Safety Division.
- 49. The applicant shall construct a public sanitary sewer main within Parcel "A."

50. The applicant shall abandon all unused existing utility stubs in compliance with City standards and specifications.
51. The applicant shall be responsible for the undergrounding of the overhead utility lines across the project frontage on St. John Street. The undergrounding shall be completed prior to the first final inspection by the Building and Safety Division for any of the lots. All utility lines shall be installed in conduit. Only PG&E switch enclosures or capacity banks can be installed above ground provided the units are screened with landscaping to the satisfaction of the Director of Community Development.
52. The applicant shall install slurry seal on St. John Street from lip of gutter to street centerline, after completion of utility undergrounding and frontage improvements, prior to the acceptance of improvements.
53. All landscaping within the public right-of-way along the project's frontage shall be maintained by the homeowners/maintenance association unless otherwise approved by the City Engineer. Necessary irrigation system, irrigation water meter, irrigation valves, irrigation controller, etc. shall be included on the final map plan.
54. The parcel of the relocated existing house shall be part of a drainage management area. The drainage management area shall be shown on the building permit grading plans submitted to the Building and Safety Division for plan check and permit issuance and shall be subject to the review and approval of the City Engineer prior to issuance of building permits.
55. The applicant shall submit Engineering Services sanitary sewer demand, water demand, and hydraulic and hydrologic calculations with the Improvement Plans stamped and signed by a California Registered Civil Engineer.
56. All required faithful performance bonds and labor materials bonds (security bonds) in a penal amount equal to 100 percent of the approved estimates of construction costs of improvements shall be submitted to and approved by the City prior to approval of the Final Map or issuance of the Building or Grading Permit, whichever comes first.
57. The applicant shall provide as-built drawings in AutoCAD 2010 or PDF prior to the release of the security bonds.

#### **Operation Services Center – Environmental Services/Utilities Division**

58. The sewer line shall be private from the new manhole on St. John Street into the development. Prior to submitting to the Building and Safety Division for plan check, sheet C6 of Exhibit B shall be revised to reflect this requirement.

#### **Livermore-Pleasanton Fire Department**

59. On-site access ways and internal drives, excluding the two guest parking spaces, shall be designated as fire lanes and identified as such by red curb striping and posted with signs. Signs shall be according to state standards and read "No Parking – Fire Lane." The red curb striping and sign location(s) and language shall be shown on the plans submitted to

the Building and Safety Division for plan check and permit issuance and shall be subject to the review and approval of the Fire Department prior to issuance of building permits.

### **Traffic Engineering Division**

60. The curb cut that extends between 568 and 550 St. John Street, located on the west end of the project's frontage, shall be redesigned to include a new tapered edge on the east side of the curb cut located at 568 St. John Street. The redesign details shall be shown on the plans submitted to the Building and Safety Division for plan check and shall be subject to the review and approval of the Traffic Division and Engineering Department prior to issuance of permits.
61. Comprehensive traffic control measures shall be implemented during construction, including scheduling of major truck trips and deliveries, to avoid peak travel hours. If necessary, as determined by the Traffic Engineer, proper lane closure procedures such as flagger stations, signage, cones, and other warning devices shall be implemented during construction.
62. The haul route for all materials to and from the project site shall be approved by the City's Traffic Engineer prior to issuance of a building permit, and shall include the provision to monitor the street surfaces used for the haul route so that any damage and debris attributable to the haul trucks is identified and corrected at the expense of the project applicant or developer.
63. The plans submitted to the Building and Safety Division for plan check shall include improvement plans for this development that contain signage and striping details. Said improvement plans shall be subject to the review and approval of the City Traffic Engineer prior to building permit issuance.

## **STANDARD CONDITIONS OF APPROVAL**

### **Planning Division**

64. The proposed Planned Unit Development Plan shall conform substantially to the project plans, color palette, and arborist report, Exhibit B, dated "Received June 20, 2016," on file with the Planning Division, except as modified by the following conditions of approval. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development if found to be in substantial conformance to the approved exhibits.
65. The PUD development plan approval shall lapse two years from the effective date of this ordinance unless a tentative or parcel map, as applicable, is approved. If a tentative or parcel map is approved, the PUD development plan approval shall lapse when the tentative map or parcel map approval expires. If a final map is recorded before the tentative map or parcel map expires, then the PUD development plan approval shall not lapse.

66. All conditions of approval shall be attached to all building permit plan check sets submitted for review and approval, whether stapled to the plans or located on a separate plan sheet. These conditions of approval shall be attached at all times to any grading and construction plans kept on the project site. It is the responsibility of the applicant to ensure that the project contractor is aware of, and abides by, all conditions of approval. It is the responsibility of the applicant to ensure that the project landscape contractor is aware of, and adheres to, the approved landscape and irrigation plans, and all conditions of approval. Prior approval from the Planning Division is required before any changes are constituted in site design, grading, building design, building colors or materials, green building measures, landscape material, etc.
67. The Applicant shall work with the Pleasanton Unified School District (PUSD) to develop a program to offset this project's long term effect on school facility needs in Pleasanton. This program shall be designed to fund school facilities necessary to offset this project's reasonably related effect on the long-term need for expanded school facilities. The method and manner for the provision of these funds and/or facilities shall be approved by the PUSD and in place prior to building permit issuance. Written proof of compliance with this condition shall be provided by Applicant to the City, on a form generated by the PUSD, prior to building permit issuance.
68. The approved building colors and materials shall be indicated on the final building permit plans. Any proposed revisions to these approved colors or materials must be submitted for review and approval by the Director of Community Development prior to building permit issuance and/or painting/installation.
69. The height of the structures shall be surveyed and verified as being in conformance to the approved building height as shown on Exhibit B or as otherwise conditioned. Said verification is the project developer's responsibility, shall be performed by a licensed land surveyor or civil engineer, and shall be completed and provided to the Planning Division before the first framing or structural inspection by the Building and Safety Division.
70. All HVAC condensing units shall be shown on the plans and shall be subject to the review and approval of the Director of Community Development prior to building permit issuance. All HVAC condensing units shall be screened from views from public rights-of-way.
71. Prior to building permit submittal, a list of the green building measures used in the design of the new buildings, covered by this approval, shall be provided to the Planning Division for the review and approval by the Director of Community Development. The new buildings covered by this approval shall be designed to achieve a "certified rating" of a minimum of 50 total points, achieving at least the minimum points in each category, using BuildItGreen's **current** GreenPoints rating system for new Multifamily development.

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

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

72. To the extent permitted by law, the project applicant shall defend (with counsel reasonable acceptable to the City), indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents from and against any claim (including claims for attorneys fees), action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorneys fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.
73. The developer shall pay any and all fees to which the property may be subject to prior to issuance of building permits. The type and amount of the fees shall be those in effect at the time the building permit is issued.

#### Landscaping

74. Six-inch vertical concrete curbs shall be installed between all paved and landscaped areas.
75. The project developer shall provide root control barriers and four inch perforated pipes for parking lot trees, street trees, and trees in planting areas less than ten feet in width, as determined necessary by the Director of Community Development at the time of review of the final landscape plans.
76. For purposes of erosion control, the applicant/developer shall plant a hydroseed mixture that has been designed by the project Landscape Architect. The hydroseed mixture shall be specified on the building permit plans for review and approval by the Director of Community Development and shall be maintained by the applicant/developer.
77. Prior to building occupancy, the landscape architect or landscape designer shall certify in writing to the Director of Community Development that the landscaping has been installed in accordance with the approved landscape and irrigation plans with respect to size, number, and species of plants and overall design concept.
78. The developer and future property owners are encouraged to use reclaimed gray water, rain water, etc., for landscape irrigation. If used, the details shall be shown on the permit plan set to the satisfaction of the Director of Community Development before issuance of a building permit.
79. The developer and/or future property owners are encouraged to use best management practices for the use of pesticides and herbicides.

## Tree Requirements

80. Except as modified by condition of approval Nos. 18-21 above, the project developer shall comply with the recommendations of the tree report prepared by HortScience, dated "June 20, 2016." No tree trimming or pruning other than that specified in the tree report shall occur. The project developer shall arrange for the horticultural consultant to conduct a field inspection prior to issuance of City permits to ensure that all recommendations have been properly implemented. The consultant shall certify in writing that such recommendations have been followed.
81. The project developer shall post cash, letter of credit, or other security satisfactory to the Director of Community Development in the amount of \$5,000 for each tree required to be preserved (Nos 49, 53, 55, and 56), up to a maximum of \$25,000. This cash bond or security shall be retained for one year following acceptance of public improvements or completion of construction, whichever is later, and shall be forfeited if the trees are destroyed or substantially damaged. No trees shall be removed other than those specifically designated for removal on the approved plans or tree report.
82. The following statements shall be printed on to the site, grading, and landscape plans where applicable to the satisfaction of the Director of Community Development prior to issuance of a building permit:
  - a. No existing tree may be trimmed or pruned without prior approval by the Director of Community Development.
  - b. No equipment may be stored within or beneath the driplines of the existing trees.
  - c. No oil, gasoline, chemicals, or other harmful materials shall be deposited or disposed within the dripline of the trees or in drainage channels, swales, or areas that may lead to the dripline.
  - d. No stockpiling/storage of fill, etc., shall take place underneath or within five feet of the dripline of the existing trees.

## Construction

83. Campers, trailers, motor homes, or any other similar vehicle are not allowed on the construction site except when needed as sleeping quarters for a security guard.
84. A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.
85. Portable toilets used during construction shall be kept as far as possible from existing residences and shall be emptied on a regular basis as necessary to prevent odor.

## **Building and Safety Division**

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

## **Engineering Department**

88. The project developer/owner shall grant an easement to the City over those parcels needed for public service easements (P.S.E.) and which are approved by the City Engineer, or other easements, which may be designated by the City Engineer.
89. This approval does not guarantee the availability of sufficient sewer capacity to serve the project.
90. There shall be no direct roof leaders connected to the street gutter or storm drain system, unless otherwise approved by the City Engineer.
91. Each lot shall have an independent water lateral connection to the public water main per Municipal Code Section 14.04.050.C.
92. Each lot shall have an independent sanitary sewer service lateral connection to the public sanitary sewer main per Municipal Code Section 15.32.090.A.
93. The minimum grade for the gutter flowline shall be set at one percent where practical, but not less than .75% unless otherwise approved by the City Engineer.
94. A detailed grading and drainage plan prepared by a licensed Civil Engineer including all supporting information and design criteria (including but not limited to any peer review comments), storm drain treatment calculations, etc., shall be submitted as part of the improvement plans.
95. The applicant's engineer shall investigate the structural section of the existing streets fronting the development. If the structural section is not adequate for the anticipated traffic demand, the structural section of the roadway shall be increased, as determined by the City Engineer. If the street section is adequate the entire street frontage shall be slurry sealed, unless otherwise determined by the City Engineer.

96. All landscaping within public right-of-way along the project's frontage shall be maintained by the homeowners association unless otherwise approved by the City Engineer and necessary irrigation system, irrigation water meter, irrigation valves, irrigation controller, etc. have been included on the plan for maintenance of all landscaping within public right-of-way.
97. The project developer shall comply with the recommendations of the project's geotechnical consultant. The project developer's geotechnical consultant shall review and approve all foundation, retaining wall, and drainage geotechnical aspects of the final development plans to ensure that the recommendations have been properly incorporated into the development. The consultant shall certify by writing on the plans, or as otherwise acceptable to the City Engineer, that the final development plan is in conformance with the geotechnical report approved with the project.
98. The project developer shall arrange and pay for the geotechnical consultant to inspect and approve all foundation, retaining wall, and drainage geotechnical aspects of project construction. The consultant shall be present on site during grading and excavation operations. The results of the inspections and the as-built conditions of the project shall be certified in writing by the geotechnical consultant for conformance to the approved plans and geotechnical report and submitted to the City Engineer for review and approval prior to occupancy.
99. The project developer shall construct vertical P.C.C. curbs and gutters within this development unless otherwise approved by the City Engineer. When the sidewalk is adjacent to the curb and gutter, they shall be poured monolithically.
100. A sanitary sewer lateral with two-way cleanout (located at the back of the sidewalk or curb, whichever is applicable) shall be provided to each lot of record within the development unless otherwise approved by the City Engineer.
101. All dry utilities (electric power distribution, gas distribution, communication service, cable television, street lights and any required alarm systems) required to serve existing or new development shall be installed in conduit, underground in a joint utility trench unless otherwise specifically approved by the City Engineer.
102. Any damage to existing street improvements during construction on the subject property shall be repaired to the satisfaction of the City Engineer at full expense to the project developer. This shall include slurry seal, overlay, or street reconstruction if deemed warranted by the City Engineer.
103. The project developer and/or the project developer's contractor(s) shall obtain an encroachment permit from the City Engineer prior to moving any construction equipment onto the site.
104. The project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and drainage control measures, including concrete-lined V-ditches, to protect all cut and fill slopes from surface water overflow. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of a grading permit.



105. All existing drainage swales that are filled shall have sub drains installed unless otherwise approved by the City Engineer and the developer's soils engineer. All sub drains shall have tracer wire along entire length of the sub drains and cleanouts installed with metal cap at the beginning of the pipe and at locations needed for maintenance. The end of the pipe shall terminate in a storm drain or other storm drain outfall, subject to the approval of the City Engineer. The project developer's engineer shall submit a final sub drain location map to the City Engineer prior to acceptance of the public improvements and/or project. It shall be the responsibility of the property owner to relocate a sub drain, if during the excavation of a pool or other subsurface structure, a sub drain is encountered. All property owners within the subdivision shall receive notice of the presence of these sub drains. Said notice shall be reviewed and approved by the City Attorney prior to distributing the notice.
106. The curb and gutter along the street shall have a subdrain installed at either the back of the curb or lip of gutter at the discretion of the City Engineer. This detail shall be shown on the improvement plans. Said drains shall be connected to the storm drain system or drained by other means acceptable to the City Engineer.
107. All existing septic tanks or holding tanks, if any, shall be properly abandoned pursuant to the requirements of the Alameda County Department of Health Services prior to the start of grading operations, unless specifically approved by the City Engineer.
108. The project developer shall submit detailed landscape and irrigation plans as part of the improvement plans. The irrigation plan shall provide for automatic controls.
109. The applicant shall post with the City, prior to approval of the subdivision map, a separate performance bond for the full value of all improvements that are not to be accepted by the City of Pleasanton.
110. All retaining walls along the street shall be placed behind the Public Service Easement (PSE), unless otherwise approved by the City Engineer.

### **Livermore-Pleasanton Fire Department**

111. The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.
112. Prior to any construction framing, the project developer shall provide adequate fire protection facilities, including, but not limited to a water supply and water flow in conformance to the City's Fire Department Standards able to suppress a major fire.
113. The Fire Prevention Bureau reviews building/civil drawings for conceptual on-site fire mains and fire hydrant locations only. Plan check comments and approvals DO NOT INCLUDE:
  - a. Installation of the on-site fire mains and fire hydrants. Specific installation drawings submitted by the licensed underground fire protection contractor shall be submitted to the Fire Prevention Bureau for approval.

- b. Backflow prevention or connections to the public water mains.
114. Electrical conduit shall be provided to each fire protection system control valve including all valve(s) at the water connections. The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.
115. Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12" high by 1" stroke. In all cases address numerals shall be of contrasting background and clearly visible in accordance with the Livermore-Pleasanton Fire Department Premises Identification Standards. This may warrant field verification and adjustments based upon topography, landscaping or other obstructions.
116. The following items will be provided prior to any construction above the foundation or slab. NOTE: Periodic inspections will be made for compliance.
- a. Emergency vehicle access will be required to be provided to the site (tract), including the area where construction is occurring.
  - b. Emergency vehicle access shall be a minimum of 20 feet in clear width. A clear height free of obstructions (power, cable, telephone lines, tree limbs, etc.) is required. This clearance shall be a minimum of 13 feet-6 inches. Inside turning radius of 45 feet and outside turning radius of 55 feet shall be provided.
  - c. Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height, measured to the roof eave, above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building.
  - d. The carrying capacity of the access route(s) shall be 69,000 pounds under all weather conditions.
  - e. Designated construction material storage and construction worker parking shall not obstruct the emergency vehicle access route(s).
  - f. On-site fire hydrants shall be in service. Fire hydrants shall be flushed and all valves open.

**Community Development Department**

117. The project applicant/developer shall submit a refundable cash bond for hazard and erosion control. The amount of this bond will be determined by the Director of Community Development. The cash bond will be retained by the City until all the

permanent landscaping is installed for the development, including individual lots, unless otherwise approved by the department.

118. The project developer shall submit a written dust control plan or procedure as part of the improvement plans.
119. The permit plan check package will be accepted for submittal only after the ordinance approving the PUD development plan becomes effective, unless the project developer submits a signed statement acknowledging that the plan check fees may be forfeited in the event that the ordinance is overturned or that the design has significantly changed. In no case will a permit be issued prior to the effective date of the ordinance.
120. The project developer shall pay any and all fees to which the property may be subject prior to issuance of permits. The type and amount of the fees shall be those in effect at the time the permit is issued.
121. If any prehistoric or historic artifacts, or other indication of cultural resources are found once the project construction is underway, all work must stop within 20 meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find prior to resuming groundbreaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of the State CEQA Guidelines. In the event of discovery or recognition of any human remains in any on-site location, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County coroner has determined, in accordance with any law concerning investigation of the circumstances, the manner and cause of death and has made recommendations concerning treatment and dispositions of the human remains to the person responsible for the excavation, or to his/her authorized representative. A similar note shall appear on the improvement plans.
122. All existing wells on the site shall be removed or sealed, filled and abandoned pursuant to Alameda County Ordinance 73-68, prior to the start of grading operations. Wells shall be destroyed in accordance with the procedures outlined on the permit obtained from Zone 7. Zone 7 may request the developer/subdivider to retain specific wells for monitoring the ground water. The developer/subdivider shall notify the City of Zone 7 desire to retain any well and make provisions to save the well.

### **CODE CONDITIONS OF APPROVAL**

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

#### **Building and Safety Division**

123. The project developer shall submit a building survey and/or record of survey and a site development plan in accordance with the provisions of Chapter 18.68 of the Municipal Code of the City of Pleasanton. These plans shall be approved by the Chief Building and

Safety Official prior to the issuance of a building permit. The site development plan shall include all required information to design and construct site, grading, paving, drainage, and utilities.

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

### **Livermore-Pleasanton Fire Department**

127. All construction shall conform to the requirements of the California Fire Code currently in effect, City of Pleasanton Building and Safety Division and City of Pleasanton Ordinance 2015. All required permits shall be obtained.
128. Fire flow for residential construction shall follow the 2013 California Fire Code Appendix B. The Fire Marshall has the discretion to reduce the flow this project. In no case shall the fire flow be less than 1,500 gallons per minute.
129. Excluding the historic home, automatic fire sprinklers shall be installed in all occupancies in accordance with City of Pleasanton Ordinance 2015. Installations shall conform to NFPA 13D for residential occupancies.
130. Excluding the historic home, Fire alarm system shall be provided and installed in accordance with the CFC currently in effect, the City of Pleasanton Ordinance 2015 and 2002 NFPA 72 - National Fire Alarm Code. Notification appliances and manual fire alarm boxes shall be provided in all areas consistent with the definition of a notification zone (notification zones coincide with the smoke and fire zones of a building). Shop drawings shall be submitted for permit issuance in compliance with the CFC currently in effect.
131. Underground fire mains, fire hydrants and control valves shall be installed in conformance with the most recently adopted edition of NFPA Pamphlet 24, "Outside Protection."
  - a. The underground pipeline contractor shall submit a minimum of three (3) sets of installation drawings to the Fire Department, Fire Prevention Bureau. The plans shall have the contractor's wet stamp indicating the California contractor license type, license number and must be signed. No underground pipeline inspections will be conducted prior to issuance of approved plans.
  - b. All underground fire protection work shall require a California contractor's license type as follows: C-16, C-34, C-36 or A.
  - c. All field-testing and inspection of piping joints shall be conducted prior to covering of any pipeline.

132. Dead-end fire service water mains shall not exceed 500 feet in length and/or have more than five Fire Department appliances\* shall be looped around the site or building and have a minimum of two points of water supply or street connection. Zone valves shall be installed as recommended under NFPA, Pamphlet 24 and the Fire Marshal.  
  
\*Note: Fire Department appliances are classified as fire sprinkler system risers, fire hydrants and/or standpipes.
133. Portable fire extinguisher(s) shall be provided and installed in accordance with the California Fire Code currently in effect and Fire Code Standard #10-1. Minimum approved size for all portable fire extinguishers shall be 2A 10B:C.
134. All buildings undergoing construction, alteration or demolition shall comply with Chapter 14 (California Fire Code currently in effect) pertaining to the use of any hazardous materials, flame- producing devices, asphalt/tar kettles, etc.
135. The building (s) covered by this approval shall conform to the requirements of the California Building Code currently in effect, the California Fire Code currently in effect and the City of Pleasanton Ordinance 2015. If required plans and specifications for the automatic fire sprinkler system shall be submitted to the Livermore-Pleasanton Fire Department for review and approval prior to installation. The fire alarm system, including water flow and valve tamper, shall have plans and specifications submitted to Fire Prevention for review and approval prior to installation. All required inspections and witnessing of tests shall be completed prior to final inspection and occupancy of the building(s).

### **URBAN STORMWATER CONDITIONS**

136. The project developer shall include erosion control measures, prepared and signed by the Qualified Storm Water Pollution Prevention Plan Developer (QSD), on the final grading plan, subject to the review of the City Engineer. These erosion control measures shall be as required by the state's Construction General Permit. The project developer is responsible for ensuring that the contractor is aware of such measures. All cut and fill slopes shall be revegetated and stabilized as soon as possible after completion of grading, in no case later than October 15. No grading shall occur between October 15 and April 15 unless approved erosion control measures are in place, subject to the approval of the project QSD and the City Engineer. Such measures shall be maintained until such time as a permanent landscaping is in place, site is stabilized and Notice of Completion (NOC) has been filed with the State Regional Water Board and/or accepted by City.
137. Homeowner Association / Maintenance Association shall be responsible for annual inspection, maintenance, and reporting of all stormwater NPDES facilities in accordance with the Operation and Maintenance Agreement executed between the City of Pleasanton and the applicant and recorded at the Alameda County Recorder's office.
138. The project shall comply with the City of Pleasanton's Stormwater NPDES Permit #CAS612008, dated November 19, 2015, and amendments (hereafter referred to as NPDES Permit). This NPDES Permit is issued by the California Regional Water Quality

Control Board, San Francisco Bay Region (hereafter referred to as Regional Water Quality Control Board). Information related to the NPDES Permit is available at the City of Pleasanton Community Development Department, Engineering Division, and on line at:

- <http://www.ci.pleasanton.ca.us/business/planning/StormWater.html>
- [http://www.waterboards.ca.gov/sanfranciscobay/water\\_issues/programs/stormwater/Municipal/index.shtml](http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/index.shtml)

## Design Requirements

NPDES Permit design requirements include, but are not limited to, the following:

- a. Source control, site design, implementation, and maintenance standards when a regulated project (such as a residential subdivision project) creates and/or replaces 10,000 square feet or more of impervious surface, including roof area, street, and sidewalk.
- b. Hydromodification standards when a regulated project creates and/or replaces a total impervious area of one acre or more.
- c. Compliance with a Diazinon pollutant reduction plan (Pesticide Plan) to reduce or substitute pesticide use with less toxic alternatives.
- d. Compliance with a Copper Pollutant Reduction Plan and a Mercury Pollutant Reduction Plan.

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

- a. The project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and onsite drainage control measures including bioretention swales. Irrigated bioretention swales shall be designed to maximize stormwater entry at their most upstream point. The grading and drainage plans shall be subject to the review and approval of the City Engineer prior to the issuance of a grading or building permit, whichever is sooner.
- b. In addition to natural controls, the project developer may be required to install a structural control(s), such as an oil/water separator(s), sand filter(s), or approved equal(s) in the parking lot and/or on the site to intercept and pre-treat stormwater prior to reaching the storm drain. The design, location(s), and a schedule for maintaining the separator shall be submitted to the City Engineer/Chief Building Official for review and approval prior to the issuance of a grading or building permit, whichever is sooner. The structural control shall be cleaned at least twice a year (once immediately prior to October 15 and once in January).
- c. The project developer shall submit to the City Engineer the sizing design criteria and calculations for a hydromodification facility, if required, and for the treatment of stormwater runoff. The design criteria and calculations shall be subject to the review and approval of the City Engineer and shall be submitted prior to the issuance of a grading or building permit, whichever is sooner.

- d. Building/Structures shall be designed to minimize the occurrence and entry of pests into buildings, thus minimizing the need for pesticides, as determined by the Chief Building Official prior to the issuance of a building permit.
- e. The project's landscape and irrigation plans shall be designed to: 1) minimize the use of fertilizers and pesticides that can contribute to stormwater pollution; and 2) promote surface infiltration. Prior to the installation of project landscaping and irrigation, the project landscape architect shall submit a landscaping and irrigation plan to the City Engineer for review and approval and submit written verification stating the project incorporates the following:
  - i. Plants tolerant of saturated soil conditions and prolonged exposure to water in areas that provide detention of water.
  - ii. Plants and soil amendments appropriate to site specific characteristics such as topography and climate.
  - iii. Landscaping and irrigation consistent with Bay-Friendly Landscaping.
  - iv. Water conservation techniques to promote surface infiltration.
- f. All metal roofs, gutters, and downspouts shall be finished with rust-inhibitive finish/paint as determined by the Chief Building Official.
- g. All projects using architectural copper roofing, gutters, downspouts, etc., shall utilize the following Best Management Practices for use and maintenance:
  - i. During installation, copper material shall be pre-patinated at the factory. If patination is done on-site; collect the rinse water in a tank and haul off-site for disposal. With prior authorization from Dublin San Ramon Services District (DSRSD), you may collect the rinse water in a tank and discharge to the sanitary sewer. Optionally, consider coating the copper materials with a clear coating that prevents further corrosion and stormwater pollution. The clear coating, if utilized, shall be reapplied (as recommended by the coating manufacturer) to maintain its efficacy.
  - ii. During maintenance, the following applies during washing and patination:
    - 1. Minimize washing of architectural copper as it damages the patina and any protective coating.
    - 2. Block all storm drain inlets downstream of the wash.
    - 3. Collect in a tank and dispose off-site, or discharge the wash water to the sanitary sewer (with prior authorization from DSRSD).
- h. During re-patination, collect the rinse water in a tank and dispose off-site or discharge to sewer (with prior authorization from DSRSD).

- i. Roof drains shall drain away from the building foundation. Stormwater flow shall drain to a landscaped area or to an unpaved area wherever practicable as determined by the City Engineer/Chief Building Official.

## Construction Requirements

140. The project shall comply with the "Construction General Permit" requirements of the NPDES Permit for construction activities (including other land disturbing activities) that disturb **one acre or more** (including smaller sites that are part of a larger common plan of development).

Information related to the Construction General Permit is on line at:

- [http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/construction.html](http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html)
  - [http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/docs/finalconstpermit.pdf](http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/finalconstpermit.pdf)
- a. The Construction General Permit's requirements include, but are not limited to, the following:
    - i. The project developer shall obtain a construction general permit (NOI) from the Regional Water Quality Control Board to discharge stormwater, and to develop and implement stormwater pollution prevention plans.
    - ii. The project developer shall submit a Stormwater Pollution Prevention Plan (SWPPP) to the City Engineer/Chief Building Official for review and approval prior to the issuance of a grading or building permit, whichever is sooner. A copy of the approved SWPPP, including all approved amendments, shall be available at the project site for City review until all engineering and building work is complete and City permits have been finalized. A site specific SWPPP must be combined with proper and timely installation of the BMPs, thorough and frequent inspections, maintenance, and documentations. SWPPP for projects shall be kept up to date with the projects' progress. Failure to comply with the most updated construction SWPPP may result in the issuance of correction notices, citations, and/ or stop work orders.
    - iii. The project developer is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measures, shall be included in the SWPPP and implemented as approved by City.
      1. The project developer shall include erosion control/stormwater quality measures on the project grading plan which shall specifically address measures to prevent soil, dirt, and debris from entering the public storm drain system. Such measures may include, but are not limited to, hydroseeding, hay bales, sandbags, and siltation fences and shall be



subject to the review and approval of the City Engineer/Chief Building Official. If no grading plan is required, necessary erosion control/stormwater quality measures shall be shown on the site plan submitted for a building permit, and shall be subject to the review and approval of the Building and Safety Division. The project developer is responsible for ensuring that the contractor is aware of and implements such measures.

2. All cut and fill slopes shall be revegetated and stabilized after completion of grading, but in no case later than October 15. Hydroseeding shall be accomplished before September 15 and irrigated with a temporary irrigation system to ensure that the vegetated areas are established before October 15. No grading shall occur between October 15 and April 15 unless approved erosion control/stormwater quality measures are in place, subject to the approval of City Engineer/Chief Building Official. Such measures shall be maintained until such time as permanent landscaping is in place.
3. Gather all sorted construction debris on a regular basis and place in the appropriate container for recycling; to be emptied at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater runoff pollution.
4. Remove all dirt, gravel, rubbish, refuse, and green waste from the street pavement and storm drains adjoining the site. Limit construction access routes onto the site and place gravel on them. Do not drive vehicles and equipment off paved or graveled areas during wet weather. Broom sweep the street pavement adjoining the project site on a daily basis. Scrape caked on mud and dirt from these areas before sweeping.
5. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
6. Create a contained and covered area on the site for the storage of cement, paints, oils, fertilizers, pesticides, or other materials used on the site that have the potential of being discharged into the storm drain system by being windblown or by being spilled.
7. Never clean machinery, equipment, tools, brushes, or rinse containers into a street, gutter, or storm drain.
8. Ensure that concrete/gunite supply trucks or concrete/plaster operations do not discharge wash water into a street, gutter, or storm drain.
9. Equipment fueling area (if used at the construction site): use a designated area away from the storm drainage facility; use secondary

containment and spill rags when fueling; discourage “topping off” of fuel tanks; place a stockpile of absorbent material where it will be readily accessible; check vehicles and equipment regularly for leaking oils and fuels; and dispose of rags and absorbent materials promptly and properly. Use of an off-site fueling station is strongly encouraged.

10. Concrete wash area: 1) locate wash out area away from storm drains and open ditches; 2) construct a temporary pit large enough to store the liquid and solid waste; 3) clean the pit by allowing concrete to set; 4) break up the concrete; and then 5) recycle or dispose of properly.

11. Equipment and vehicle maintenance area at the project site is not permitted; use an off-site repair shop.

b. Within 30 days of the installation and testing of the stormwater treatment and hydromodification facilities, the designer of the site shall submit a letter to City Project Inspector/Construction Services Manager certifying the devices have been constructed in accordance with the approved plans for stormwater and C3 design for the project. The letter shall request an inspection by City staff.

### **Operation and Maintenance Requirements**

141. The project shall comply with the operation and maintenance requirements of the NPDES Permit. All regulated projects (such as a residential subdivision projects) that create and/or replace 10,000 square feet or more of impervious areas shall enter into a recorded Stormwater Operation and Maintenance (O&M) Agreement for treating stormwater runoff from the site in perpetuity. The agreement is required to be recorded at the Alameda County Recorder’s Office in a format approved by the City.

- a. The Operation and Maintenance Agreement shall clarify that the property owner(s) of the site shall be responsible for the following in perpetuity:
  - i. Maintaining all private stormwater treatment measures on the project site.
  - ii. Annually submitting a maintenance report to the City Operations Services Department, Utilities Division, addressing the implementation of the Operation and Maintenance Agreement requirements.

The final Operation and Maintenance Agreement shall be submitted to the Engineering Division prior to the issuance of a grading or building permit, whichever comes first. The Agreement is subject to review and approval of the City Engineer/City Attorney, prior to recordation.

142. The Operation and Maintenance Agreement responsibilities shall include, but not be limited to the following:

- a. Repainting text near the drain inlets to state “No Dumping – Drains to Bay.”
- b. Ensuring maintenance of landscaping with minimal pesticide and fertilizer use.

- c. Ensuring no one is disposing of vehicle fluids and hazardous materials or rinse water from cleaning tools, equipment or parts into storm drains.
- d. Cleaning all on-site storm drains at least twice a year with one cleaning immediately prior to the rainy season. The City may require additional cleanings.
- e. Mowing and removing clippings from vegetated swales with grasses on a regular basis.

**{end}**

**EXHIBIT A.1  
DRAFT CONDITIONS OF APPROVAL**

**TRACT 8326  
536 & 550 St. John Street and Adjacent Vacant Parcel  
August 10, 2016**

**PROJECT SPECIFIC CONDITIONS OF APPROVAL**

**Planning Division**

1. The Vesting Tentative Map shall not be valid until the underlying zoning amendments (PUD-120 and P16-1201) have been adopted by the City Council and are in full force and effect.
2. The Final Subdivision Map plan check package will be accepted for submittal only after PUD-120 is adopted by the City Council, measured from the date of the ordinance.

**Engineering Department**

3. The applicant's title company shall record the final map, CC&Rs or maintenance agreement, Storm Water Operations and Maintenance Agreement, any grant deeds or easements, and any other required documents concurrently with the Alameda County Recorder's Office.
4. The applicant shall provide the City with a copy of the recorded final map in AutoCAD 2010 and PDF formats.

**STANDARD CONDITIONS OF APPROVAL**

**Planning Division**

5. Vesting Tentative Map 8326 shall be in substantial conformance to Exhibit B, dated "Received June 20, 2016" on file with the Planning Division, except as modified by the following conditions. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development.
6. Vesting Tentative Subdivision Map 8326 shall lapse two years from the effective date of this approval unless a final subdivision map is recorded or an extension is approved by the City.
7. Vesting Tentative Subdivision Map 8326 shall incorporate by reference all applicable conditions and requirements of PUD-120, the PUD Development Plan covering this subdivision, as approved by the City Council.
8. Planning Division approval is required before any changes are implemented in the design, grading, drainage, etc., of the subdivision map.

9. To the extent permitted by law, the project applicant shall defend (with counsel reasonably acceptable to the City), indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents from and against any claim (including claims for attorneys fees), action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorneys fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.

### **Engineering Department**

10. A "Conditions of Approval" checklist shall be completed and attached to all plan checks submitted for approval indicating that all conditions have been satisfied.
11. The in-lieu park dedication fees shall be paid to the City prior to approval of the map, at the rate then in effect, for the total number of buildable townhome lots on the map, unless this requirement has been otherwise satisfied.
12. Any existing assessment to which the property may be subject shall be cleared prior to the approval of the final map.
13. Prior to the first plan check, the applicant's engineer/surveyor shall submit a preliminary copy of the final map along with a preliminary copy of the title report and a copy of the adjoining deeds and/or recorded maps to the City. The City will forward these documents to its consultant who will estimate the cost for examining the map and certifying that the map is technically correct and in accordance with Section 66442 of the California Subdivision Map Act. After the consultant has provided a cost estimate, the applicant's engineer/surveyor may submit the first plan check along with a deposit for these costs along with all other standard plan check fees. Any unused portion of the estimate will be returned to the applicant after the map is recorded. Similarly, if the applicant withdraws their application in writing prior to the consultant having performed the work, any unused portion of the deposit will be returned to the applicant. Conversely, should consultant's estimate be insufficient to cover all of the consultant's time, the applicant will be required to pay the City the difference between the estimate and the actual cost prior to submittal of the map for the City Engineer's approval.
14. At the time applicant submits the fee for the consultant map review, the applicant shall also submit the following information to the City Engineer for review and approval:
  - a. Five prints of the final map.
  - b. One copy of the preliminary title report.
  - c. One set of the computer closures.
  - d. One legible copy of the latest recorded deed for the property being subdivided.

- e. One legible copy of the recorded deeds for each of the adjacent properties unless those properties are part of a recorded map which has been recorded within the last seven years; and
  - f. One legible copy of the recorded final map, parcel map, or record of survey used to prepare the final map.
15. Any dedications, open offers of dedication, or grants of easements may be dedicated and accepted on the face of the map. Agreements or other required items shall be recorded as separate documents concurrently with the recordation of the map.

**{end}**

# PRESERVATION ARCHITECTURE

June 15 2016

536 St. John St., Pleasanton  
Project Evaluation

## Introduction

This evaluation addresses the above property located within Downtown Pleasanton and which houses a single-family residence that has been identified as an historic resource for planning purposes under the California Environmental Quality Act (CEQA). The specific purpose of this evaluation effort is to address historic resource issues concerning the proposed on-site relocation of the house at 536 St. John Street along with associated proposed new development.

## Summary History

The property at 536 St. John St. houses a one-story over a partial basement, single-family residence on an open lot, set back some thirty feet from the sidewalk, with an entry path centered on the house, a driveway to the right (west) side, a small detached storage building behind the house, and a garage at the rear of the lot. The property is surrounded by larger, multi-family buildings.

Based on a recent historic resource inventory (attached), the house originally dates to 1900 but was substantially altered and added to in 1930, which is its present character. While its recreation was somewhat out of date even at the time of its alteration, its architecture is that of a Victorian (Queen Anne) Cottage and, also based on the record, its identified characteristics include:

- Partial length engaged front porch with square balustrade, turned posts and brackets, and square spindle screen
- Centered main entrance fitted with historic, glazed wood door
- 1/1 and 2/2 double-hung wood windows
- Wood channel board siding
- Wide frieze and applied acanthus ornament on rear section of main block, indicating original main block (constructed before 1907).

The historic record concludes that the building at 536 St. John St. – specifically its architecture – are distinctive and, on that basis, eligible for the California Register of Historical Resources (under CR criterion 3). The record additionally concludes that “536 St. John St. has many of the features of a modest, Queen Anne cottage form commonly constructed in Pleasanton in the late 19th and early 20th centuries...”, adding that the residence “acquired this appearance in the 1930s.” Additionally, the “property retains a high degree of integrity of design, materials, workmanship, feeling, association, and setting from the period of historic alteration.”

An enclosed porch with modern siding and sliding sash windows, located at the rear end of the east elevation, is not potentially historic, nor is the partial basement below the rear portion of the structure, and neither the property’s detached storage outbuilding behind the house nor the garage at the rear of the lot are potentially historic.

## Evaluation

Based on a current site plan, the proposed work would relocate the 536 St. John St. building on its existing site by repositioning it at the front, northwest corner of the property while adding a cluster





of new townhouses to the site. The existing house would remain in its present orientation to St. Johns St., while standing closer to the street and east side property line. Five new duplex townhouses would be added to the site, two along the adjacent frontage and three at the rear, with a new driveway at the east side of the property then crossing the site between the front and rear buildings. A carport would be added at the rear, southeast corner of the existing house, to be accessed from the driveway at the rear.

From the Pleasanton Downtown Design Guidelines (May 2006), under Preservation & Relocation (p10), relocation of an existing building of heritage value within Downtown should meet the following criteria:

- Moving the original building does not jeopardize historic status.

Additionally, the following relocation Policy #9 from the Pleasanton Downtown Specific Plan (from Section IX. Historic Preservation: Policies) must also be addressed:

- Future residential development (i.e., when additional dwelling units are being proposed on a property that has existing homes) should generally provide for the preservation and rehabilitation of existing on-site street frontage homes built before 1942 or which otherwise substantially contribute to the “small town” character of the neighborhood in terms of architecture and scale.

As noted, the building at 536 St. John has been identified as eligible for the CR for the distinctive architectural characteristics of its extant original (1907) and altered (1930) forms. Its site and location are not identified as character-defining.

While the building has been identified as CR eligible and, on that basis, is an historic resource for planning purposes under CEQA, it is not listed on a local, state or national historic register.

From a historic resources perspective, proposed on-site relocation of the existing house is far preferred to the alternative of off-site relocation. While the on-site setting will be effected by the proposed work, the proposed layout will retain the existing building, including its free-standing character and its orientation towards the street.

Consequently, the proposed on-site relocation would not alter its historic status (i.e., CR eligibility) as long as its identified characteristics are fully retained and relocated. Those characteristics are embodied in its original 1907 exterior form and elements combined with its 1930 exterior alterations (figs.2-4). The attached porch addition at the east side rear is not potentially historic and need not be retained (fig.5). However, the building’s character also includes the setting relative to its frontage and street (fig.6). While it is not proposed to replicate the front setback and yard along with the right side driveway, the proposal retains the house and its free-standing character on its original site and with its essential orientations.

Additionally, the project not only enables the rehabilitation of the existing residence on the original site but also enables the addition of new housing on its site and which, as similar such projects illustrate, can strongly reinforce the relative character of the older structure. The proposed multi-building project and parcel is also highly compatible with the immediate setting of the 536 St. John St. house. In sum, such a rehabilitation project as is proposed is, again from an historic resource perspective, all affirmative.

Finally, with respect to the physical moving of the structure, based on feasibility, the structure should be moved as a whole rather than be separated into parts. For the purposes of moving, the building requires protection of its exterior elements in order to prohibit direct and indirect damages. Finally, once relocated, the building’s character-defining exterior form and features should be repaired and rehabilitated for single-family residential reuse.



Signed:

A handwritten signature in black ink, appearing to read "Mark Hulbert".

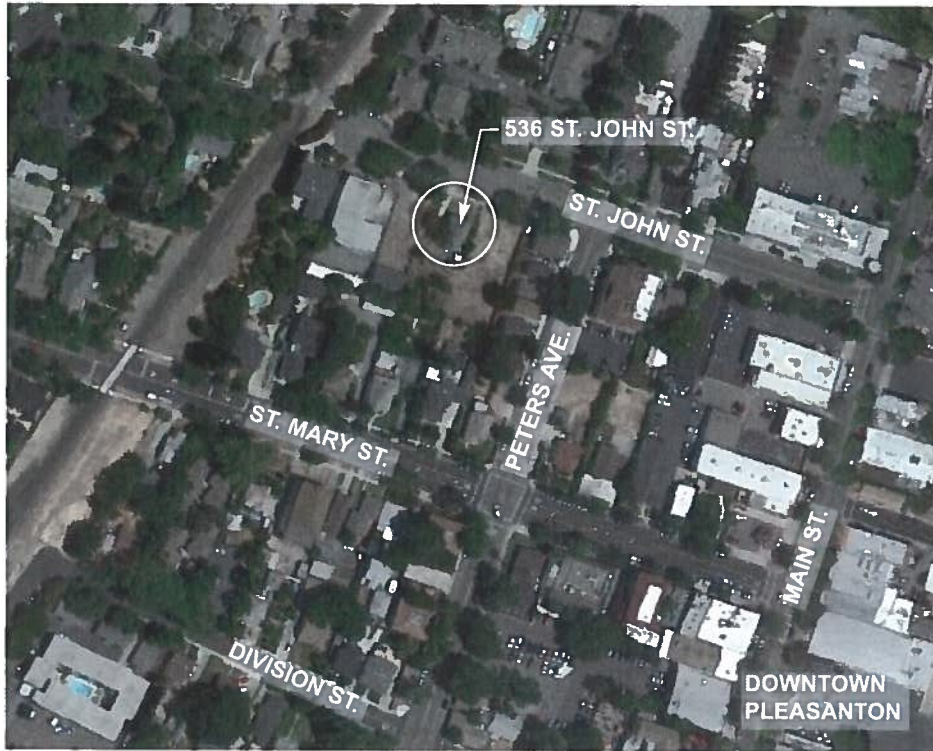
Mark Hulbert  
Preservation Architect

attached: figs.1-6 (pp3-6)

#### PROFESSIONAL QUALIFICATIONS

With thirty years as a professional preservation planner, historical architect and architect in San Francisco and the S.F. Bay Area, the author's experience includes numerous historic architectural, historic resource and project evaluations, along with extensive preservation and rehabilitation work on properties in San Francisco and throughout the Bay Area. The author exceeds the Secretary of the Interior's Standards for Professional Qualifications for historical architecture and architecture, holds a license to practice architecture in California, and also holds a certificate in architectural conservation from International Centre for the Preservation and Restoration of Cultural Property (ICCROM).





**Fig.1 – 536 St. John St. - Location Map** (googleearth, 2015 - north is up)



**Fig.2 – 536 St. John St. - Left (east) side and Front (with non-historic porch addition at far left)**







**Fig.3 – 536 St. John St. - Front structure at west side**



**Fig.4 – 536 St. John St. - Rear structure at west side**







**Fig.5 – 536 St. John St. - Rear (south) with non-historic porch addition and outbuilding at right**



**Fig.6 – 536 St. John St. - Front yard**



# PRESERVATION ARCHITECTURE

January 18, 2016

536 St. John St. ↔ 4372 Pleasanton Ave., Pleasanton  
Project Evaluation

## Introduction

This evaluation addresses the two above properties, both located within Downtown Pleasanton (see Downtown Design Guidelines, p6). The former property houses a single-family residence that has been identified as an historic resource for planning purposes under the California Environmental Quality Act (CEQA). The latter property houses a residence that has been identified as lacking historic resource potential. The specific purpose of this evaluation effort is to address historic resource issues concerning the proposed relocation of the house at 536 St. John Street to the 4372 Pleasanton Avenue site.

## Summary History

The property at 536 St. John St. houses a one-story over a partial basement, single-family residence on an open lot, set back some thirty feet from the sidewalk, with an entry path centered on the house, a driveway to the right (west) side, a small detached storage building behind the house, and a garage at the rear of the lot. The property is surrounded by larger, multi-family buildings.

Based on a recent historic resource inventory (attached), the house originally dates to 1900 but was substantially altered and added to in 1930, which is its present character. While its recreation was somewhat out of date even at the time of its alteration, its architecture is that of a Victorian (Queen Anne) Cottage and, also based on the record, its identified characteristics include:

- Partial length engaged front porch with square balustrade, turned posts and brackets, and square spindle screen
- Centered main entrance fitted with historic, glazed wood door
- 1/1 and 2/2 double-hung wood windows
- Wood channel board siding
- Wide frieze and applied acanthus ornament on rear section of main block, indicating original main block (constructed before 1907).

The historic record concludes that the building at 536 St. John St. – specifically its architecture – are distinctive and, on that basis, eligible for the California Register of Historical Resources (under CR criterion 3). The record additionally concludes that “536 St. John St. has many of the features of a modest, Queen Anne cottage form commonly constructed in Pleasanton in the late 19th and early 20th centuries...”, adding that the residence “acquired this appearance in the 1930s.” Additionally, the “property retains a high degree of integrity of design, materials, workmanship, feeling, association, and setting from the period of historic alteration.”

An enclosed porch with modern siding and sliding sash windows, located at the rear end of the east elevation, is not potentially historic, nor is the partial basement below the rear portion of the structure, and neither the property’s detached storage outbuilding behind the house nor the garage at the rear of the lot are potentially historic.

As noted, the proposed project would relocate the 536 St. John St. building to another residential site in the immediate neighborhood (fig.1), in so doing displacing another older residence yet which has been identified as not potentially historic (see 4372 Pleasanton Ave. HRI, attached).

## Evaluation

From the Pleasanton Downtown Design Guidelines (May 2006), under Preservation & Relocation (p10), relocation of an existing building of heritage value within Downtown should meet the following criteria:

- The relocated building [shall be] compatible with the new area in terms of scale and architectural style; and
- Moving the original building does not jeopardize historic status.

Additionally, the following relocation policies from the Pleasanton Downtown Specific Plan (from Section IX. Historic Preservation: Policies, pp7-10) must also be addressed:

- Permit historic houses to be relocated within the Downtown where: (1) the new neighborhood contains older homes; (2) the replacement home is consistent with the design quality of the relocated home; and (3) the replacement home is compatible with the neighborhood's architectural styles and scale (Policy #4).
- Future residential development (i.e., when additional dwelling units are being proposed on a property that has existing homes) should generally provide for the preservation and rehabilitation of existing on-site street frontage homes built before 1942 or which otherwise substantially contribute to the "small town" character of the neighborhood in terms of architecture and scale. Exceptions may be permitted to: (1) relocate such homes to other appropriate Downtown locations for permanent preservation and rehabilitation; or (2) demolish and replace such homes which are specifically found by the City to lack historic and/or architectural significance (Policy #9).

The proposed relocation would be highly compatible and appropriate, as the residential building at 536 St. John would be relocated to a nearby residential site directly within the Downtown and also consisting of older homes, as the relocated building will be highly compatible with the scale and architecture at its new location (ex: a very similar period residence stands directly across Division St. from the receiver site), and where it will be fully rehabilitated for reuse.

As noted, the building at 536 St. John has been identified as eligible for the CR for the distinctive architectural characteristics of its extant original (1907) and altered (1930) forms. In the HRI, its site and location are not identified as character-defining.

While the building has been identified as CR eligible and, on that basis, is an historic resource for planning purposes under CEQA, it is not listed on a local, state or national historic register.

Consequently, its relocation would not alter its historic status (i.e., CR eligibility) as long as its identified characteristics are fully retained and relocated. Those characteristics are embodied in its original 1907 exterior form and elements combined with its 1930 exterior alterations (figs.2-4). The attached porch addition at the east side rear is not potentially historic and need not be retained (fig.5). However, the building's character also includes the setting relative to its frontage and street (fig.6). Thus, its relocation should replicate the front setback and yard along with the right side driveway (see attached plan).

With respect to the physical moving of the structure, based on feasibility, the structure should be moved as a whole rather than be separated into parts. For the purposes of moving, the building requires protection of its exterior elements in order to prohibit direct and indirect damages. Finally, once relocated, the building's character-defining exterior form and features should be repaired and rehabilitated for single-family residential reuse.

Signed:



Mark Hulbert  
Preservation Architect

Attachments:

- Professional Qualifications (p4);
- Figs.1-6 (pp.4-6);
- 536 St. John St. HRI (3pp);
- 4372 Pleasanton Ave. HRI (3pp);
- 4372 Pleasanton Ave. Site Plan (1p);
- 4372 Pleasanton Ave. Relocation Plan (1p).

## PROFESSIONAL QUALIFICATIONS

With thirty years as a professional preservation planner, historical architect and architect in San Francisco and the S.F. Bay Area, the author's experience includes numerous historic architectural, historic resource and project evaluations, along with extensive preservation and rehabilitation work on properties in San Francisco and throughout the Bay Area. The author exceeds the Secretary of the Interior's Standards for Professional Qualifications for historical architecture and architecture, holds a license to practice architecture in California, and also holds a certificate in architectural conservation from International Centre for the Preservation and Restoration of Cultural Property (ICCROM).



**Fig.1 – Location Map** (googleearth, 2015 - north is up)



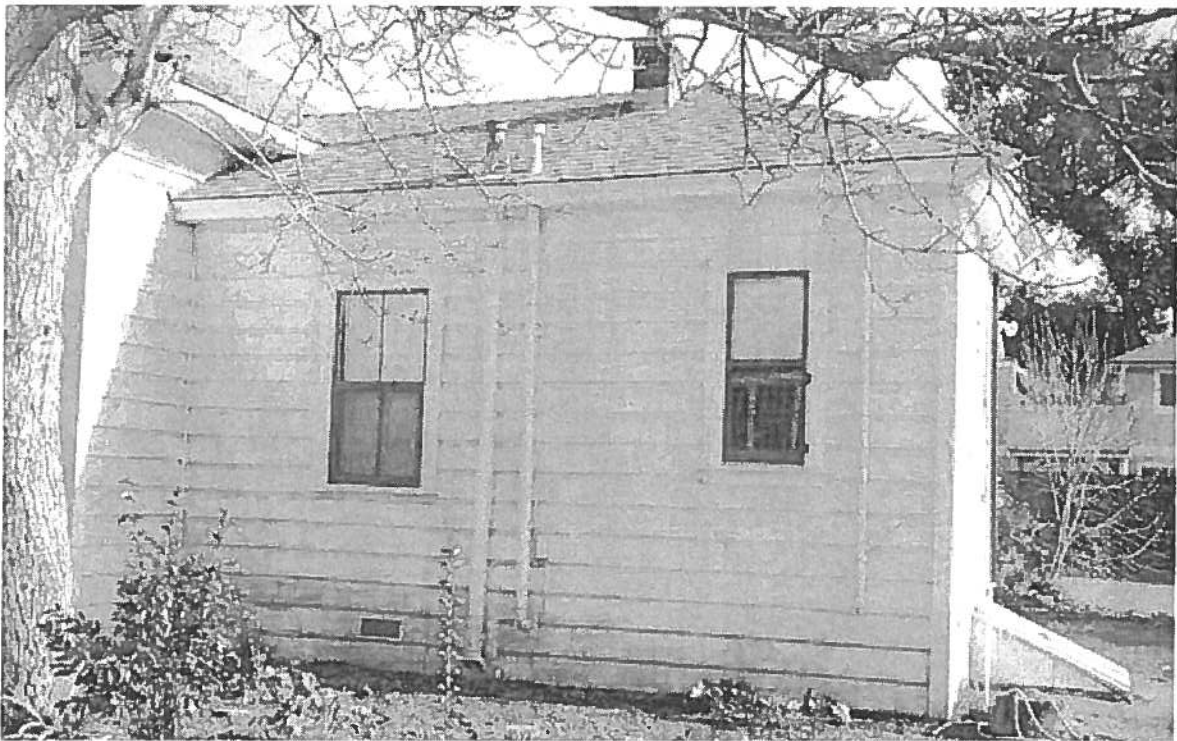
**Fig.2 – 536 St. John St. - Left (east) side and Front (with non-historic porch addition at far left)**

536 ST. JOHN/4372 PLEASANTON AVE.  
PROJECT EVAL-011816-P4

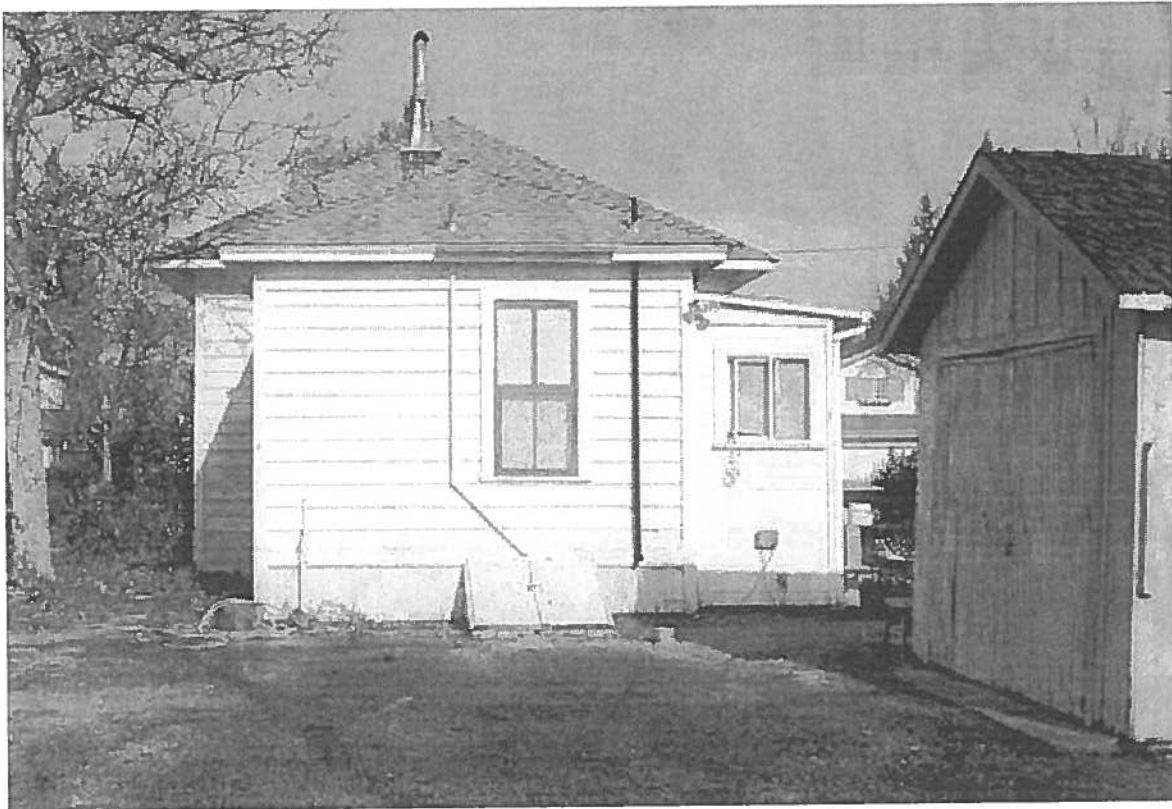




**Fig.3 – 536 St. John St. - Front structure at west side**



**Fig.4 – 536 St. John St. - Rear structure at west side**



**Fig.5 – 536 St. John St. - Rear (south) with non-historic porch addition and outbuilding at right**



**Fig.6 – 536 St. John St. - Front yard**



# PRIMARY RECORD

Primary # \_\_\_\_\_  
HRI \_\_\_\_\_

Trinomial # \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 4

\*Resource Name or # (Assigned by recorder) 536 St. John Street

**P1. Other Identifier:** \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County Alameda  
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Livermore Date 2015 T \_\_\_\_\_ ; R \_\_\_\_\_ % of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_ ; \_\_\_\_\_ B. M.

c. Address 536 St. John Street City Pleasanton Zip 94566

d. UTM: (Give more than one for large and/or linear resources) Zone \_\_\_\_\_ ; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 094 -0122-018-00

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

536 St. John Street is a single-story dwelling with a hipped roof and gable-roofed ell. The property reflects a substantial renovation and addition campaign in the 1930s that added to the front of the building and reconfigured the roof form (See Construction History). The property features:

- Partial length engaged front porch with square balustrade, turned posts and brackets, and square spindle screen
- Centered main entrance fitted with historic, glazed wood door
- 1/1 and 2/2 double-hung wood windows
- Wood channel board siding
- Wide frieze and applied acanthus ornament on rear section of main block, indicating original main block (constructed before 1907).
- Enclosed porch with T1-11 siding and modern sliding sash windows on east elevation of ell

The property also contains a detached garage at the rear of the lot.

\*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.):

\*P5a. Photograph or Drawing (Photograph required for buildings, structures or objects)



P5b. Description of Photo: (View, date, accession #)  
Looking SW from St. John St.  
January 2015

\*P6. Date Constructed/Age and Sources:  Historic  Prehistoric  Both  
1900, City of Pleasanton

\*P7. Owner and Address:  
Mills, Nancy C. & Dunkley, Arthur  
W. & Anne L. Trs. Etal  
239 Main St, Pleasanton, CA 94566

\*P8. Recorded by: Name, affiliation, and address)  
Elaine Stiles and Katherine Petrin  
Architectural Resources Group  
Pier 9, The Embarcadero  
San Francisco, CA 94111

\*P9. Date Recorded: April 2015

\*P10. Survey Type: (Describe)  
 Intensive

Reconnaissance

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Pleasanton Downtown Historic Context Statement, 2013

\*Attachments: NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure & Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photographic Record  Other (List) \_\_\_\_\_

# BUILDING, STRUCTURE AND OBJECT RECORD

B1. Historic Name: \_\_\_\_\_  
 B2. Common Name: \_\_\_\_\_  
 B3. Original Use: Single family residential B4. Present Use: Single family residential  
 \*B5. Architectural Style \_\_\_\_\_  
 \*B6. Construction History: (Construction date, alterations, and date of alterations)  
 See page 3  
 \*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
 \*B8. Related Features: Detached garage

B9a. Architect: \_\_\_\_\_ b. Builder: \_\_\_\_\_  
 \*B10. Significance: Theme: Residential Development Area: Early 20<sup>th</sup> Century Expansions and Additions  
 Property Queen Anne Cottage  
 Type: (modified) Applicable Criteria: 3/C  
 Period of Significance: \_\_\_\_\_  
 (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

536 St. John Street is located within the original Kottinger subdivision plan for the City of Pleasanton. With the confirmed continuance of the Western (later Central/Southern) Pacific Railroad through Pleasanton in the late 1860s, large property holders in the vicinity of the Pleasanton town site began rapidly subdividing property into house lots and laying out streets. In 1868, John Kottinger laid out a regular grid of streets on his irregularly shaped parcel of land between Division Street on the south, the Arroyo del Valle on the north, and Main Street on the east, creating a series of regular, square property blocks and various partial blocks and lots in anticipation of continuance of the grid south of Division Street at a later date (Thompson 1878, Pleasanton Downtown Historic Context Statement).

In the early 1910s, Manuel and Katherine (or Catherine) Goularte (alternatively Goulard) owned the property. Manuel immigrated to the US in 1909 from the Azore Islands. He is listed in the 1910 and 1920 US Census as a farmer. The Goulartes owned this property into the 1940s. In later years, Manuel worked doing odd jobs and as a gardener at a private home (Pleasanton 1912, 1940; US Census 1910, 1920, 1930, 1940).

536 St. John St. has many of the features of a modest, Queen Anne cottage from commonly constructed in Pleasanton in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The property acquired this appearance in the 1930s, however, when owners wanted to expand the property. It appears the Goulartes or their builder chose to model the expanded house on a common local building form. The property retains a high degree of integrity of design, materials, workmanship, feeling, association, and setting from the period of historic alteration. The property is not significantly associated with any historic events or persons in the history of Pleasanton.

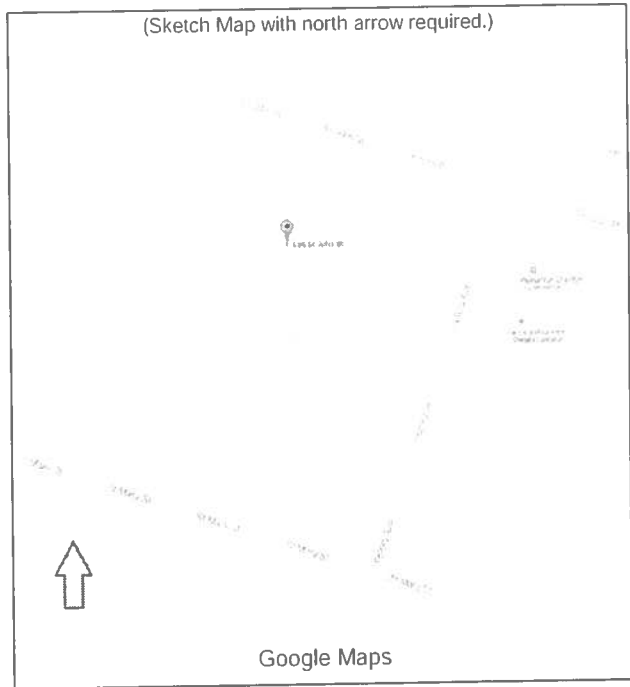
(continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes) \_\_\_\_\_  
 \*B12. References: See page 3

B13. Remarks:  
 \*B14. Evaluator: Elaine Stiles and Katherine Petrin  
Architectural Resources Group  
Pier 9, The Embarcadero  
San Francisco, CA 94111

\*Date of Evaluation: April 2015

(This space reserved for official comments.)



## CONTINUATION SHEET

Page 3 of 4

\*Resource Name or #      536 St. John Street  
(Assigned by recorder)

Recorded By:    Architectural Resources Group

Date: April 2015

Continuation     Update

### B6. Construction History (continued from page 2)

Sanborn map research indicates that 536 St. John St. was originally constructed as a single-story dwelling with a side-gable plan, full-length front porch, ell and enclosed addition along the full length of the east elevation of the ell (Sanborn 1907, 1929). Sometime between 1929 and 1943, the Goulartes altered the property to take its current form, adding to the front, enclosing part of the front porch and reconfiguring the roof form. They also opened up the ell addition to create a porch along one side of the ell (Sanborn 1943). Review of City of Pleasanton building permit records revealed no permits of note.

### B10. Significance (continued from page 2)

536 St. John St. appears eligible for the California Register of Historic Resources under Criterion 3.

### B12. References: (continued from page 2)

City of Pleasanton. Assessor's Block Book ca. 1912. Collection of the Amador-Livermore Valley Historical Society, Pleasanton, CA.

City of Pleasanton. Assessor's Block Book ca. 1940. Collection of the Amador-Livermore Valley Historical Society, Pleasanton, CA.

City of Pleasanton, Planning Department. Building Permit Records. Pleasanton, CA.

City of Pleasanton and Architectural Resources Group. City of Pleasanton Downtown Historic Context Statement, 2013.

Sanborn Map Company. Pleasanton, Alameda Co. Cal. 1888, 1893, 1898, 1903, 1907, 1929, 1943. Collection of the Amador-Livermore Valley Historical Society, Pleasanton, CA.

Thompson & West. "Map of Washington Corners ; Map of Haywards Park, Homestead, Union, Alameda Co., CA; Niles or Vallejo Mills, Alameda Co., CA ; Map of Pleasanton, Alameda Co., CA, 1878. Collection of the Bancroft Library, University of California, Berkeley, CA.

US Bureau of the Census. US Census for Pleasanton, Alameda County, California. 1890, 1900, 1910, 1920, 1930, 1940.

# PRIMARY RECORD

Primary # \_\_\_\_\_  
HRI \_\_\_\_\_  
Trinomial # \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

\*Resource Name or # (Assigned by recorder) 4372 Pleasanton Avenue

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County Alameda  
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Livermore Date 2015 T \_\_\_\_\_ ; R \_\_\_\_\_ ; \_\_\_\_\_ % of \_\_\_\_\_ % of Sec \_\_\_\_\_ ; \_\_\_\_\_ B. M.

c. Address 4372 Pleasanton Avenue City Pleasanton Zip 94566

d. UTM: (Give more than one for large and/or linear resources) Zone \_\_\_\_\_ ; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 094 -0125-006-02

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

4372 Pleasanton Avenue is a single-story, end gable dwelling with a rectangular plan. The property is set on a large, T-shaped lot with access via Pleasanton Avenue, Division Street, and St. Mary Street. The property features:

- Main block and attached front section with hipped roof
- Centered main entrance with glazed, paneled wood door
- Rows of divided, wood awning sash on front extension
- Secondary entrance on north elevation with newer glazed vinyl door and divided, full-length sidelights
- Narrow rear addition with shed roof
- Wood shingle siding
- Exposed rafters along the roofline on all elevations

The lot also contains an in-ground pool which appears associated with 530 St. Mary's Street and a new barn or outbuilding.

\*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.):



P5b. Description of Photo: (View, date, accession #)

Looking SE from Pleasanton Ave.  
January 2015

\*P6. Date Constructed/Age and

Sources:  Historic  
 Prehistoric  Both

1900, City of Pleasanton  
Btn 1907 and 1929, Sanborn maps

\*P7. Owner and Address:

Apperson, William W & Ann D Trs  
530 St Mary St  
Pleasanton, CA 94566

\*P8. Recorded by: Name, affiliation, and address)

Elaine Stiles and Katherine Petrin  
Architectural Resources Group  
Pier 9, The Embarcadero  
San Francisco, CA 94111

\*P9. Date Recorded: April 2015

\*P10. Survey Type: (Describe)  
 Intensive

Reconnaissance

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Pleasanton Downtown Historic Context Statement, 2013

\*Attachments: NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure & Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photographic Record  Other (List) \_\_\_\_\_

# BUILDING, STRUCTURE AND OBJECT RECORD

B1. Historic Name: \_\_\_\_\_  
B2. Common Name: \_\_\_\_\_

B3. Original Use: Single family residential B4. Present Use: Single family residential

**\*B5. Architectural Style** \_\_\_\_\_

**\*B6. Construction History:** (Construction date, alterations, and date of alterations)

See page 3

**\*B7. Moved?**  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

**\*B8. Related Features:** \_\_\_\_\_

B9a. Architect: \_\_\_\_\_ b. Builder: \_\_\_\_\_

**\*B10. Significance:** Theme: Residential Development Area: Early 20<sup>th</sup> Century Expansions and Additions

**Property**  
Period of Significance: \_\_\_\_\_ Type: Vernacular, end gable Applicable Criteria: \_\_\_\_\_  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

4372 Pleasanton Avenue is located within the original Kottinger subdivision plan for the City of Pleasanton. With the confirmed continuance of the Western (later Central/Southern) Pacific Railroad through Pleasanton in the late 1860s, large property holders in the vicinity of the Pleasanton town site began rapidly subdividing property into house lots and laying out streets. In 1868, John Kottinger laid out a regular grid of streets on his irregularly shaped parcel of land between Division Street on the south, the Arroyo del Valle on the north, and Main Street on the east, creating a series of regular, square property blocks and various partial blocks and lots in anticipation of continuance of the grid south of Division Street at a later date. Development in this portion of the Kottinger Plan area was relatively slow until the arrival of the Western Pacific Railroad on the west side of Pleasanton around 1910 (Pleasanton Downtown Historic Context Statement).

4372 Pleasanton Avenue was constructed sometime between 1907 and 1929, likely by the Apperson Family, who owned all of the property on the block bounded by St. Mary St., Pleasanton Ave, Division St. and the Western Pacific Railroad tracks. In 1930, Christian and Minnie Jensen rented the property. Elizabeth and R.W. Apperson are listed as the owners of the property in the early 1940s (Pleasanton 1940). In 1940, Mary Mancezes and her daughter Virginia rented the property. Mary worked as an ironer in a local laundry (US Census 1940).

4372 Pleasanton Avenue is a modest end gable dwelling that does not embody the distinctive characteristics of a type or period of construction. The property has an end gable form, but is not consistent with other vernacular end gable dwellings of the period in Pleasanton. The property is not significantly associated with any historic events or persons in the history of Pleasanton.

4372 Pleasanton Avenue does not appear to be eligible for the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) \_\_\_\_\_

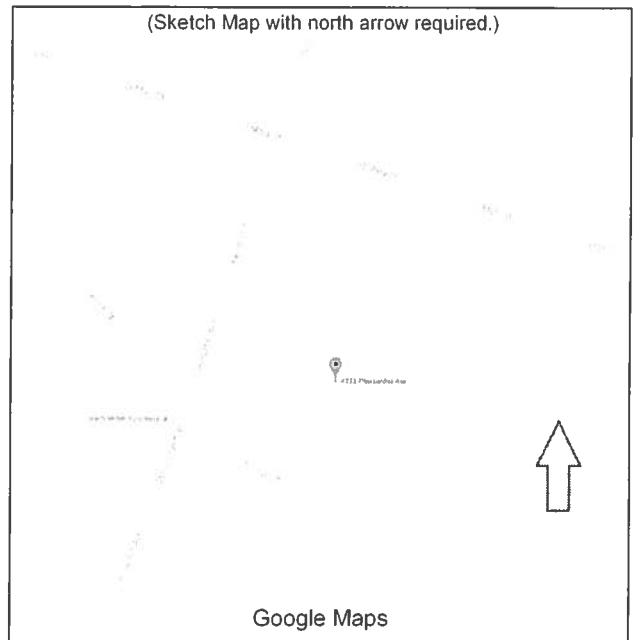
**\*B12. References:** See page 3

B13. Remarks: \_\_\_\_\_

**\*B14. Evaluator:** Elaine Stiles and Katherine Petrin  
Architectural Resources Group  
Pier 9, The Embarcadero  
San Francisco, CA 94111

**\*Date of Evaluation:** April 2015

(This space reserved for official comments.)



Page 3 of 3

\*Resource Name or # 4372 Pleasanton Avenue  
(Assigned by recorder)

Recorded By: Architectural Resources Group

Date: April 2015

Continuation  Update

**B6. Construction History** (continued from page 2)

Sanborn map research indicates that 4372 Pleasanton Ave has changed little since construction in the early 20<sup>th</sup> century. In 1929 and 1943 the property was a single story dwelling with footprint consistent with the existing building (Sanborn 1929, 1943). Review of City of Pleasanton building permit records revealed no permits of note.

**B12. References:** (continued from page 2)

City of Pleasanton. Assessor's Block Book ca. 1912. Collection of the Amador-Livermore Valley Historical Society, Pleasanton, CA.

City of Pleasanton. Assessor's Block Book ca. 1940. Collection of the Amador-Livermore Valley Historical Society, Pleasanton, CA.

City of Pleasanton, Planning Department. Building Permit Records. Pleasanton, CA.

City of Pleasanton and Architectural Resources Group. City of Pleasanton Downtown Historic Context Statement, 2013.

Sanborn Map Company. Pleasanton, Alameda Co. Cal. 1888, 1893, 1898, 1903, 1907, 1929, 1943. Collection of the Amador-Livermore Valley Historical Society, Pleasanton, CA.

US Bureau of the Census. US Census for Pleasanton, Alameda County, California. 1890, 1900, 1910, 1920, 1930, 1940.

**P15-0551, Catalyst Development Partners**

**Work Session to review and receive comments on a Preliminary Review application to relocate the existing single-family residence from 536 St. John Street to 4372 Pleasanton Avenue and construct 12 townhomes at 536 and 550 St. John Street and the adjacent vacant lot. Zoning for the properties are RM-1,500 (Multi-Family Residential), Core Area Overlay District (536 and 550 St. John Street) and R-1-6,500 (One-Family Residential), Core Area Overlay District (4372 Pleasanton Avenue).**

Natalie Amos presented the staff report and described the scope, layout, and key elements of the proposal.

Todd Deutscher, Applicant, Catalyst Development Partners: In planning the development of this site we've worked very hard with staff to try and come up with something that was consistent with the Downtown Design Guidelines and we weren't as concerned with the max density we could put in or the max height. We tried something that I would consider the economically and morally highest and best use for Pleasanton, so that when you walk by the site it gives a very good feel. I think that the maximum density is about 21 units and this plan ended up being 12. We elected not to even pursue a three-story product here just because there's no need to...we can achieve our goals internally and still maintain the consistency of the roof lines in the neighborhood by doing the product that we did. The parking is 2-car garages. Both parking spots are covered for each unit. And I know one of the comments that planner Amos had shared with me was regard to the fence in the rear and the adjacent neighbors there. I think we would preliminarily propose a good neighbor fence with a one foot lattice above it. However, we're open to other proposals that may provide a better aesthetic or sound barrier. I think the only concern there is just making sure that all of the neighbors agree on whatever that might be because now it's just not us but it's also those people have rights too as to what they're going to see in their backyard and it's being replaced.

We have Robert Lee from William Hezmalhalch Architects here if you guys have any questions specific to the architecture. We gave you imagery but he can discuss with you in more detail about the floor plans, what the back units and frontage may look like and things like that and I'd be happy to answer any questions you might have or defer to him if they're more specific.

Chair Ritter: How long have you been working with staff on this project?

Deutscher: We started last summer so we've had a number of iterations in the design. The first couple got booted and for good reason, we started with more units. We originally started with the historic house being moved on the site over to the northeastern corner and it wasn't aesthetically pleasing. It just kind of created an odd situation. So we elected to consider different alternatives and location that would be consistent with the historical report from a CEQA architect who could evaluate that and come up with alternatives. I do want to point out that the 4372 Pleasanton Avenue site which is in your staff report is one of a number of proposed sites that would meet that criteria. That was the first one we had and we wanted to make sure that we came to this meeting with something that was technically qualified but we're still working with the owners of that property. It's not a final, and we do have other properties that we're

working with too. But whatever it is, we'll meet the standards that were described in Natalie's two points below there.

But keeping it on the site, nobody liked the look of it, the efficiency of it and I think it just took away from the historic feel of the historic property in and of itself too.

Chair Ritter: Okay, we have four speaker cards. Robert Lee?

Robert Lee, Architect: If you guys have any questions, I'm free to answer any you might have, as this is a workshop session.

Commissioner Nagler: One quick question. This is obviously a conceptual design, but where on the continuum of a conceptual design and pretty close to what you're going to put in the showroom is this façade?

Lee: So the floor plans in working with Todd are pretty much what they would like to build. The elevation character that you see along St. John's Street is what we're proposing. The elevation for the 6 units in the back, we have not developed those and based on what we heard tonight from you of what you would like to see, we'll go back and design those 6 units and bring it back to you, staff, and the Commission.

Chair Ritter: Have you done any other architectural work in Pleasanton?

Lee: A lot with Ponderosa Homes, infill sites along Ironwood, the senior community. That was planned and designed by our firm, the recent one on Stanley Boulevard; I think there were 13 or 14 lots. We designed those. Historically with Ponderosa and other builders throughout, we've been in the Tri-Valley area for a number of years. Our firm is based in San Ramon and we're doing a lot of projects throughout the Bay Area.

Chair Ritter: Great. So you understand Pleasanton.

Lee: Yes, I even have a house in Pleasanton.

Chair Ritter: Great, thank you.

Commissioner O'Connor: So we received I think one or two emails from neighbors. What would it take to provide any kind of guest parking? One space, two spaces, three spaces? Is there nothing available? Do we have to eliminate a unit to put anything in?

Lee: Yes, if we could put up the site plan and we can go through a little bit of it. We are preserving seven on-street parking spaces on St. John Street since we have one limited access into this site. On the right hand side we have one driveway serving the 12 units so we're not having 12 driveways breaking out St. John Street. So after we worked with staff, we basically hide the garages as much as possible and preserve both the landscape that is existing on St. John Street as well as the existing surface parking on St. John Street for residents as well as guests that come to the Downtown. If we were to provide an extra guest space on our property, there may be room in between the two tri-plexes. They are 13 feet apart, but I think the Fire Department might like to keep that clear to be able to access fire from St. John to the units in the back without having to try



to truck it. So there would be a little bit of a compromise between the Fire Department access and one guest space, but if you were to add any more guest space, it would eliminate a unit. One guest space takes up 9 feet, or 9x19, but unless we push the houses further back towards the back, they will be more private driveways than a parking spot for any random guests.

Commissioner O'Connor: So I couldn't tell how much space is in between those rear units where it's a little bit wider in the front? Is it large enough to hold a car?

Lee: No, and in between the units, the front doors are kind of....if you see the little black dots on the side of each of those duplexes...that's a walkway and there's a little porch area. So between the porch and the buildings, there's probably about an 8-foot separation so there wouldn't be enough room for a car there.

Commissioner O'Connor: And on the two outside ends what would be I guess a fence line?

Lee: Right. We would either have to eliminate the porch on the houses and still really study if you put a parking space and you have to open your door once you do park there, it is pretty tight. What they originally had was a large six-plex building, but the massing and scale of that building was not consistent with the surrounding neighborhood so we divided those into 3 smaller duplex units. I think the scale of the buildings will be more receptive to the surrounding neighborhoods, whether they have two stories versus three stories. So we were really trying to meet the character of the neighborhoods rather than making one or two big buildings. You know, then we can maybe have parking but the scale would be different from what we see here.

O'Connor: Do you know how many curb cuts are in the front of these three lots? How many curb cuts are there today? Because now it only looks like you need one. So are we filling in two other curb cuts that would have been for driveways for the other two lots?

Lee: Right now I know the existing home had a driveway with two lots on both sides.

Amos: There are two curb cuts along the project frontage.

Commissioner Nagler: So we're eliminating one.

Lee: Yes, we're eliminating one.

Amos: There's 3 lots currently, so that's why. They have a curb cut along where there's a garage in the back through here. They have a curb cut here and they have another curb cut through here for this vacant parcel here.

O'Connor: So there are three today and we only need one, so we're actually filling in two?

Lee: Potentially, we may be getting one or two extra parking spaces on St. John, but we have not taken the exact measurement of the existing condition and how many parking spaces fit in there. With the proposed one curb cut, we are providing 7 parking spaces.

Chair Ritter: And no guest spaces.

Lee: We're assuming St. John Street will have a guest parking space.

Commissioner Nagler: The assumption is that each owner will have two cars.

Lee: The requirement is one enclosed and one uncovered space. We're providing two covered spaces per residence.

Commissioner O'Connor: This area can be real tight for parking for anyone. Staff, is there a way to tell the owners of these units that they can't park on the street? You know, a lot of people fill up their garages with things and even if you put that in the conditions of approval, there's really not an easy way to manage that. So if they don't have the two spaces available, they'll also be out on the street as well as the guests. I don't know how to solve that real tight parking area.

Amos: Your experience is exactly the same that we all discussed before which is, we have the requirement in the conditions of approval that it is disclosed in the CC&Rs and you can try to have enforcement of that, but whether someone decides to park in the street because they know a guest is coming and maybe offer the guest the parking space just to make sure they have it, we can't enforce that. People try lots of different techniques but because it is a public street, we can't tell people they can't park there.

Commissioner Nagler: We could though have time specific restricted parking, right?

Amos: There could be that depending on where the City Council or the traffic engineer recommends it. We have started enforcing that now on Main Street again and on some of the side streets, so that is happening.

Beaudin: We do have a downtown parking strategy and implementation plan. We just got it in draft this week. So I don't want to put all of the burden of downtown parking on that plan but I do think there will be additional opportunities just a block from this location. We've resurfaced as temporary parking, I believe it was 42 spaces, and I haven't seen a car park there yet.

Commissioner Nagler: I did the other night. It was full.

Beaudin: It was full? Oh, excellent, so I haven't seen that during the day. I'm hoping employees start to migrate there but we are creating spaces where we can and we'll be looking for other opportunities like that as part of the implementation part of the plan. We are looking for ways to add additional parking supply downtown and better managing the supply that we have, and it may come down to limiting the duration of on street parking and really staying the course on our enforcement.

Commissioner O'Connor: Did I hear you say temporary parking?

Beaudin: Yeah, we're calling it temporary because half of it is actually owned by the railroad so we need to find a better solution, longer term, or come to some agreement with the railroad. But I'm calling it temporary for the time being because we own half of it, and it's not real pavement. We didn't go through the refinishing process we would have with landscaping and those types of things because we need to find a better long-term solution.

Chair Ritter: So to get more on-site parking, you would either have to go up or eliminate some units. I guess those are the two options?

Deutscher: So if you guys were considering more guest spaces, is there a major number for the number of guest spaces that would be required on a site like this beyond the 7 that are on the street? I think there is a parking measure where it's limited to maybe two hours for parking on St. John Street. That would prevent someone from parking there all day long. We would be open to that suggestion and definitely the CC&Rs would require each homeowner to occupy two parked cars in their garages. Many associations do that and if there is a violation, they assign violation fees. So we would be open to implementing something like that in the CC&Rs as well. But the last resort is to remove any units.

Commissioner O'Connor: I'm assuming there's no contemplation as a rental project. This is an all for sale project?

Deutscher: Correct.

Commissioner Allen: Can I ask a question since we're all on parking, can you refresh us on apartments? You had asked what the standard was for guest parking. We have a standard for apartments and what is that ratio? This is not to say this is an apartment, but just for apartments, what is our standard that we have?

Amos: Again, it depends. It's based on the number of bedrooms. So if you have two bedrooms then you have to have one and one-half parking space in a core overlay district. It'd be something like one space and one and one-half space if you're having a guest.

Weinstein: Just to clarify too, small projects in the core area overlay, or less than ten units in the core area overlay, have no guest parking requirement if you're talking about apartments. So I just wanted to clarify that.

Commissioner Nagler: But it's actually an interesting question, thank you. So if the apartment standard wasn't in the overlay district, we'd be talking about two guest parking spots, right?

Commissioner O'Connor: One per seven units, so it would require two spaces.

Deutscher: The other design solution just to throw it out there is just the current parking requirement is one covered and one uncovered. You could do a one-car garage enclosed and then have the other space next to the garage as kind of a carport and that could be open for the residents' guests to park there versus the residents parking two

spaces in the garages. It's one garage space, one carport for their guest to park on their lot and each lot would have one guest space and one enclosed garage.

Commissioner Allen: That's an interesting concept and it's a little bit along the lines of what Kimberly Commons did. I don't know that it's right or wrong, but Kimberly Commons when it was approved, they specifically said they weren't going to have a closed garage. That was agreed upon during deliberations because they wanted to make sure people wouldn't be putting all their stuff there. And they thought if it was more of a carport design it would reduce the likelihood people would use a garage for storage.

Commissioner O'Connor: You could stuff your garage and always park outside and your spouse would be on the street.

Commissioner Allen: Yes, but we should hope one that would use it.

Deutscher: I'd like to reiterate for the Commissioners that we will put it in our CC&Rs with regard to the concern that you raised. I think trying to have one uncovered...excuse me, one carport and one garage, it probably would have an adverse aesthetic as well as marketability and economic characteristic for the project. Again, we are losing a couple of curb cuts and we are doing two covers versus one cover, so I would prefer to do this as we move forward from the buyer expectation and control standpoint than try to physically adjust the project and potentially have a material and adverse effect on trying to meet a metric that way.

Commissioner Allen: Can I ask just one last question around this problem that we always face about garages and how they're used because, for example, I live in a homeowners association that has the rules that your garage is supposed to be used for parking and I've been on the board. We can't enforce it. It's unenforceable for the most part. But, is there a way to have a garage door that has some kind of window in it? If there was a way to have a garage door that has some kind of window in it then at least the homeowners association has the ability or someone else does to look and see, and that may prevent people from using the garage as storage. And I don't know if there's a garage door that does that that's on the market.

Weinstein: I'm sure that's something that could be included as part of the project. In doing so, you would sort of weigh if there were security considerations or durability considerations or aesthetic considerations. But I don't think there's anything that would prevent the Planning Commission from requiring or to asking for a window in the garage door.

Commissioner O'Connor: You know there's only six units I think when people open their garage door that you could tell if they were storing something. You know, it's not a big complex that's really spread out.

Commissioner Allen: I don't know that we'd go there, but we deal with this all the time.

Commissioner O'Connor: They might self-enforce because if there is so little parking on St. John down in here that if you want to be able to put your car away, that's the only

place to go because there's no parking on the street. They may do it just out of need without having to be forced. Don't remove it from the CC&Rs but I don't know that there is much more we can do.

Ritter: I have two speaker cards. Alice Mohr? Thank you for coming and staying so late.

Alice Mohr: I live on St. Mary's Street in Pleasanton. I came because I'm concerned that my property is right in the back of the back part of that property and I wanted to see what the plans were because I was worried they might be considering three stories. When I saw how many townhouses they wanted to put on the property, I was concerned with three stories, which I think is out of character for that area, and I particularly don't want a three story house behind me, but that's beside the point.

The other thing I was going to ask is that if it could be a solid fence, like you know, one of those cement panel type fences that goes across the back of the property. And then I noticed in the plans that I was reading, if I interpret it correctly, it doesn't look like the setback from the back houses there to the back property on what would be the south is the minimum. It looks like it's supposed to be 30 feet and I think it's like 16-20 feet that they have there and I was just wondering if that's a problem. And then the other thing is that I think the estimate for parking on St. John depends on whether you're going to park there after midnight especially on certain nights like Barone's Thursday Night in the summertime. The parking is really, really terrific around there until the bar closes. Then it lightens up, but it's hard to even put out your trash on St. Mary's Street on those Thursday nights. But, I like the music!

The other thing is the Wednesday nights in the summertime; the parking's a little stiffer. But other than special event things, there is some parking on St. John Street. I do a regular dog walk so I keep up. So that was my concern; that the buildings not be too high and because I recognize it's a commercial property and they can put whatever the Planning Commission allows them. I was just going to say what I sort of would like. Thanks very much for listening to me.

Chair Ritter: Ok, we have the last speaker card, Linda Behers?

Linda Behers: I've lived on St. John Street, across the street, for 19 years, coming up on 20 years and I've lived in Pleasanton since 1989 so I understand Pleasanton. The first I heard about the project was when I got the proposed card, so I read the report last Friday when it was posted and I emailed Natalie and followed up with a phone call to make sure she received it. I know in the report tonight you had asked developers to talk with the neighborhood and no one has approached us as far as I'm aware. I'm the president of the St. John Court Board. I am representing my own interests but I've heard my neighbors talk and I know a few of them mentioned that they sent in their emails. So you're already starting to address some of our concerns about the parking. We have responsibility for enforcing our own parking issues. We do have guest parking spots. Even with our guest parking, our two per unit resident parking—we have residents parking on St. John Street on a regular basis, so we know there's people already out there from our 28 homes. My concern is the 12 additional units and what kind of parking would come along with it, because you can't assume just two cars per home. Some

people have 3-4 cars, with kids home, kids home from college, and we have a lot of difficulty even tagging cars in our own complex that are using resident and guest parking for 2-3 days—those types of things. So that was when I put out a solution there. I wondered if there could be less units or what could be done to increase some of the space for the parking.

This wonderful lady mentioned the Barone's night. I do enjoy the music and I'm very grateful that I don't need to park on the street, but I do see people coming down the end of the street doing U-turns, looking around so that traffic gets backed up. Sometimes I just want to get home and get to dinner and I see the traffic backed up all the way down here to Bernal as people look for parking. So if there's hope on that parking, that would be awesome with those spaces there.

I also am concerned about the future homeowners and what their expectations are for parking on the street. I don't want to see those future homeowners coming into our guest and resident parking because I have to chase people out of my dedicated outdoor spot, even though it says "reserved" they are going to take it over. So I have to tag or tow them and I don't want to have to tow anybody out of that parking spot.

Lastly, I would just say as you're coming north on Peters and you make that left turn onto St. John, there's a lot of traffic that comes down from the north and they have the right-of-way. They almost always kind of start to cut you off. They cross that double yellow line on Peters that runs north. So my concern there is future accidents that are going to be happening as more homeowners go in that direction.

Commissioner O'Connor: What do you think about a limited time for parking on the street? Like a 2 hour or 3 hour limit?

Behers: I think you'd have some unhappy homeowners who are currently needing to park on St. John for greater than 2 hours. I think you would hear their complaints of, you know what I need to leave my car out there half the day and now I have to move it after two hours. Maybe if there was resident permit parking, you know, like they do in the City, where residents get privilege, that could be an option, and maybe just the random guests that are just kind of coming and going would be limited to the two or three hours for the Barone evenings. That might be very helpful.

Commissioner O'Connor: So you think currently homeowners are parking on the street as opposed to their designated parking?

Behers: I think we have the garage storage issue that Nancy has brought up as well. It's very difficult to enforce, right? Plus, you have a neighbor that you're going to have to say, your garage is filled with storage and we're going to keep writing you up. Being on the Board we'll go through a number of notifications and then get to fines, but we're an all-volunteer board member so we have to take our personal time to monitor those things and it's not something that's very enjoyable to keep dinging your neighbors for what they're doing for their garages, what they're doing with their parking. They know where you live and they knock on your door and you've got a bigger issue going on then.

Commissioner Nagler: Just to follow-up on your question, I live on Walnut Drive and the City allowed us to do restricted parking by time but to your point, the residents can get one permit per home. So there is a possibility or variation where you could do something that allows the residents access.

Chair Ritter: Great feedback, thanks so much for coming.

Behers: Certainly, and I know the parking goes beyond Barone's nights. It's during the fair as well.

Chair Ritter: And I do know as this process goes they'll be a lot more outreach from the applicant to the neighborhood so this is the start of the process.

Behers: Okay, yeah, this is my first time here.

Chair Ritter: Thanks for coming. All right, back to us. Do you guys have any questions for staff or should we go through these bullets? So I was thinking, what I could do is go through each bullet, if you guys say your thoughts and if everybody agrees with the thought, put your hand up or say 'I agree' and if you don't, you don't need to. Adam was asking if we could narrow it down to bullets and what our thoughts are on this so we could come up with recommendations. Does that sound okay? So let's just go to the first one:

- A. *Does the Planning Commission support demolishing the existing home at 4372 Pleasanton Avenue and relocating the historic home at 536 St. John Street to the Pleasanton Avenue site?*

Chair Ritter: Do we want to do a comment? I'll just say I agree.

Commissioner Allen: I agree.

Commissioner Nagler: I have a quick comment which speaks to the applicant's point. I totally support the idea of moving the historical home, but if that doesn't turn out to be the site, what I would ask is that by the time this project comes back to this Commission for approval, that the site be nailed down so that we can make an actual decision about whether that site's the right place to put the house.

Commissioner Allen: I agree.

Commissioner O'Connor: I agree.

Chair Ritter: I agree. Okay, and discussion point B.

- B. *Is the proposed density for the St. John Street site acceptable?*

Commissioner Nagler: I personally think that the scale of the building is appropriate to the neighborhood. I think it's terrific that it is two stories. Had it been a three-story proposal it would have been something to think about, so I think the density's fine. But, I do think that this question is a very close cousin to the question about guest parking.

Chair Ritter: We're getting to that one.

Commissioner O'Connor: I agree, I'm okay with the density, but I'd like to talk more about the parking and setbacks.

Commissioner Allen: Setbacks are included in the density.

Commissioner O'Connor: If that's part of the density question, we should talk a little bit.

Amos: It could also be a part of C, for the conceptual.

Chair Ritter: Nancy, are you okay with the proposed density other than the parking and setback?

Commissioner Allen: Other than the setback discussion and the parking.

Chair Ritter: Ok, let's go to C.

*C. Does the Planning Commission support PUD zoning for the 536 St. John Street site and the conceptual site plans for the two sites?*

Commissioner O'Connor: We do need to go to setbacks. I think the building height is going to be fine at two stories. I'm sure we're not going up to 40 feet and we'll hopefully be around 30 feet tall. I notice the requirements say 20-foot setback but we have a lot of places where they are not at 20 feet. I'm more concerned with the rear for people who live behind this project. So instead of a 30-foot rear setback we're somewhere between 10-24 feet.

Beaudin: The rear setback is somewhere between 20-24 feet.

Commissioner O'Connor: 20-24 feet is for Plan 2. This other one says 10-14 feet.

Amos: There's a bonus option on the back for them to do a small addition. I believe it's called a California room.

Lee: It's a covered porch in a backyard. It's a very popular feature we're adding to new homes these days. It is a single-story covered structure. Instead of a homeowner putting a pergola or trellis in the back, we would include it as part of the design feature of the house.

Commissioner O'Connor: Is it equivalent to a pergola?

Lee: Yes, the square footage is like a patio area that has a roof on it but no walls.

Commissioner Nagler: What's the roof height relative to the roof height of the home?

Lee: It would be a one-story between 12 and 15 feet.



Commissioner O'Connor: Okay, so it's open. It says Plan 2; 20-24 feet. Why do we have this 4 foot...?

Lee: There's one part of the site that jogs 4 feet.

Commissioner O'Connor: So we're talking about 20-foot setbacks where 30 feet is the norm? I don't know if neighbors would be okay if we did a taller fence or if there's an option to give them more privacy and sound...

Lee: You could look at trees in the backyard of those units to provide vertical screening for the residents behind them because a fence only goes up so high, but if you put the trees and different vegetation in, it has an opportunity to grow higher to provide the privacy for the existing residents, but still allow the 20-foot setback. As part of the application coming in, we would provide a landscape plan, and identify what species of trees could grow in the backyard, and then maybe the size of a planter box we put in there.

Commissioner O'Connor: This is a two-story structure so you can always look out your window and look at somebody else's backyard if they are a single-story home or even if they are a two-story. I was thinking more of sound attenuation. Usually landscaping does not do much for sound. A lot of people think it does but it really doesn't.

Lee: If sound is the consideration, I think one option is the block wall. That helps out.

Deutscher: We're not trying to create a Mona Lisa there, but certainly something that's pleasing to look at and gets the job done. That's fine.

Commissioner O'Connor: And there's a benefit to the new owners of these units as well because they only have so many feet. They can't get away from the sound or anything else.

Deutscher: And if you look at the aerial, you'll see the neighboring yards. Many of the neighboring yards have very, very mature, if not heritage, trees along there anyways, but we're absolutely willing to do some sort of sound wall if you will that is satisfactory to the City.

Commissioner O'Connor: Yes, I think that would be better than trees or something. This isn't a very big backyard. If you put trees in there then your backyard is gone.

Chair Ritter: Staff, is that enough for C?

Weinstein: Yes, that's good, so we can explore two options.

Commissioner Allen: I agree with your comments about the rear setback, and on the front setback, what did we do for the Peter's project with Mike Carey? What is the front setback?

Weinstein: I think the Peters project was something like 25 feet, but the important thing to consider with that project is that there were garages in the front. We wanted that

additional setback in the front to get some guest parking, so this is a different architecture and different sort of street interface.

Commissioner Allen: How about the project by the Bank of America?

Amos: Are you referring to the one on Peters and West Angela? The one the City developed?

Commissioner Allen: Kimberly Commons.

Amos: Kimberly Commons' setback is essentially about the same; 10 to maybe 15 feet, but I think it is more closer toward what the applicant is proposing on the front ones along the Peter Avenue side. If you're referring to the one developed more recently on Peters and West Angela, that one has a significantly more reduced setback. That went up to the stairs and I think it was 8 feet to reach those stair entry areas.

Commissioner Allen: Right, that's not a good example and that's why I asked.

Lee: I don't know if you have the floor plans in your packet, but based on Plan 1 and walking through the front elevation, the front of that house, they are kind of designed as a row house where the front porch and front doors in this development; each of the homes face St. John Street just like the garages. What we're doing is adding an 8-foot porch on the front and we have a little study area on the ground floor next to the living room that has a little bump out. That little bump out we took from the existing home that's on the site now and kind of use that as a little character reference. So we're really trying to replicate some of the older style homes that were in the downtown area and we have two steps up to the front porch, bringing the porch and the front door closer to the street versus pushing it further back. We want that interaction between the resident sitting on the front porch and people walking on the sidewalk. So we figured that design feature, incorporating a porch element in the front door, and the social interaction for potential home buyers that live at these residents will be part of the community. So they will kind of monitor activity on St. John Street and bring it out to the front area.

Commissioner O'Connor: So does that 10-foot setback go to the front of the porch itself so the actual living room wall is 18 feet back?

Amos: It's taken from the building wall or study wall to the property line, about 10 feet, 3 inches.

Lee: So the porch extends two feet into that ten feet, so the porch is eight feet from the back of the walk.

Commissioner Nagler: But the point is that you could have the 16-foot setback if you eliminated the porch and eliminated the study, right?

Lee: Then you would have primary garage on the front of it.

Commissioner O'Connor: You'd have 10 feet to the study and 16 feet to the front door.

Lee: Our living space behind that porch is only about 28 feet and that includes a powder, a stairwell and a small living room. So if you take out any front space for additional front setback, you do get a bigger front yard, but....

Commissioner O'Connor: I wasn't suggesting that. I was just getting a feel of how far back the front door was from the property line.

Lee: The front door is about 16 feet.

Amos: You'll see per the site plan or the PowerPoint, it's just over 16 feet from this property line to this wall. From here to the building wall it's 10 feet.

Commissioner Allen: Building wall being the front of the porch?

Amos: No, the front of the study area.

Lee: The little pop out on this first floor. The second floor steps back from the first floor so there is a little bit of relief on that. The second floor steps back about six feet from the edge of the porch and six to eight feet with a little jog in that. We're considering maybe putting a deck off of that where you can have access from the master bedroom. The master bedroom faces the St. John Street, and we would option it off as a deck option for the buyers. It would have a little French door that opens out to the second level deck that looks down toward St. John Street. On the homes on the back they don't have that offered because we want to maintain the privacy of neighbors.

Commissioner O'Connor: So that would come over the front porch?

Lee: Yes, they would go over the front porch. To address the private open space, they will get as much private open space on the ground floor as well as the second level.

Chair Ritter: I think I'm okay with the setbacks with the openness of them. It's not like it's a big wall coming out.

Lee: Right. If you want to add more character to the street, maybe we could put a little picket fence or some kind of low wall in the front to define the public space on the St. John sidewalk; maybe set it back two feet and have a little private yard fence or possible gate before getting to your front porch. It kind of creates a small town feel that Downtown Pleasanton is, so we could be adding more features to the front yard and front yard landscaping to create that quaintness and charm for these buildings.

Chair Ritter: I'm not in favor of those little fences. It's too tight. You can put them on a bigger area.

Commissioner O'Connor: If you have only eight feet to the front porch and you want to set it back two feet, you only have six feet just to give a picket look.

Lee: Or you can do a hedge without the fence. That kind of creates the same buffer zone of private/public space.

Commissioner Allen: So my initial impression on this is if these were individual stand-alone row houses, more like Kimberly Commons, small new homes, then this kind of setback feels okay to me. With a triplex, it feels more massive to me, and therefore, I'm feeling like I want a setback that is greater.

Chair Ritter: I would look at it the other way. I think because they have an open porch, it feels like it's not right at the curb.

Commissioner O'Connor: So the difference is that at the ground floor, the porch sets back and you step right onto the staircase going up.

Commissioner Allen: Now are you talking about the Kimberly Commons?

Chair Ritter: No the other one.

Commissioner Allen: No, I'm not talking about the other one. The other one's not a good example to me. That is overwhelming. I'm talking about the Kimberly Commons which are small little cottage stand-alone units right around the corner.

Amos: The one on the corner is actually closer; the duplex, that's on the corner of Peters and St. John. That definitely has a closer setback on that side, but the rest is more comparable to this proposal here with further setbacks.

Chair Ritter: That actually feels high.

Commissioner Allen: What does?

Chair Ritter: Kimberly Commons.

Commissioner Allen: The Peter Street side. So now are you confirming that it is 10 feet or you said 10-15 earlier? I'm just trying to figure out if you know what it is.

Amos: Yes, I'm confirming that you can kind of see in the image, to the east of the project, you can see where the building envelopes are and where that line is also on the site plan as well, so they are about the same setbacks.

Commissioner Allen: These are the ones on Peters Street?

Amos: Correct, with the exception of the duplex on the corner.

Commissioner Nagler: I'm okay with it, as long as you heard the guidance on the back side that the fence line needs to be more of a wall than a fence. It needs to be a substantive structure that is aesthetically pleasing but acts both as a visual and a sound barrier.

Lee: Yes.

Commissioner O'Connor: And in the front when we talk about front setback, I think it would be nice to see, and we'd have to see some visuals later, but like you said, a lower

hedge that separates or even a little picket fence that is more decorative; something that brings that Pleasanton feel. There are a few houses down there where this is done.

Chair Ritter: Ok, discussion point D.

*D. Is the proposed parking for the 536 St. John Street site acceptable?*

Commissioner O'Connor: I don't think there's a way to fix it, but I think we should look at considering the resident parking permit.

Seto: I should clarify. Currently right now the only resident parking system that the City enforces is near the high schools to prevent high school students from parking in residential neighborhoods when they should be parking on the campus.

Commissioner O'Connor: And how do you know if it is a student?

Commissioner Nagler: And Walnut Drive.

Seto: And Walnut Drive. The permits are issued for the residents to put in their cars for them to park.

Commissioner Nagler: So for example from 8:00 a.m. to 3:00 p.m. you can't park there.

Commissioner O'Connor: And what does it say on Walnut Drive? What are those permits?

Commissioner Nagler: Similar; Monday through Friday, during business hours you have to have a resident permit.

Commissioner Allen; Is that because of the schools nearby?

Commissioner Nagler: No, it's because around the corner on Ray Street, there's an office complex that crowds workers into it and without that parking restriction on Walnut Drive during the day, there's traffic coming and going.

Commissioner O'Connor: So this is a different area because we've got Barone's at night and especially on weekends, and I don't know how we would say it's now only for residents.

Commissioner Allen: I'm not excited about doing that, restricting it to just residents, and the reason is, it's back to if residents choose to use their garage for storage, then they'll want to park on the street and I don't want to incentivize reserving that for them to park on the street if they choose to use their garage for storage.

Commissioner O'Connor: I'm just trying to figure out how to get a guest to come over if there's no parking there.

Commissioner Allen: They have to deal with it just like we do.

Commissioner Nagler: Every resident gets a plaque they can put in the car.

Commissioner O'Connor: Absolutely, but I think going back, you have that card and like Nancy is saying, the resident is actually parking in the street and not using their garage.

Chair Ritter: Can they put a sign on the street, since we're gaining 2 parking spaces on the street, can you put a curbside guest parking sign? Even though you don't enforce it?

Seto: No.

Commissioner Nagler: The parking issue I really think comes down to a simple choice and I think we just need to give the applicant some guidance. Either we believe that there ought to be guest parking attendant to the development for this one and every one that's going to come after it, in talking about the earlier point about precedent. Because we obviously are seeing a trend downtown when older properties are being repurposed for multiple, interesting units and we're just going to see an ever increasing number because it's the way we're infilling, and we have to decide whether we're going to require that parking be handled on a unit by unit basis or not. In the end, for this project, it comes down to whether or not there ought to be 12 or 11 units.

Commissioner Allen: I think that's the fundamental question.

Chair Ritter: I agree. It seems like, for this project, you need two guest parking spaces on the lot.

Commissioner Allen: I agree.

Chair Ritter: And you've got to figure out how to use 11 lots.

Commissioner Nagler: And for us the choice on this project and every other project is: what's the balance of interest, the public interest, between the parking challenge versus us wanting to create enough housing opportunities in the downtown core to create a viable neighborhood, and it's a trade-off. You know, it's not necessarily black and white. Everything is incremental, but it's sort of that choice, right?

Chair Ritter: And, it's a space they could do something with and we're not doing in-lieu fees, so it's a perfect opportunity to say we need two extra spaces.

Commissioner Allen: I agree, and it's somewhat consistent. The other little design issue that was a little bit of a worry to me which supports taking out one unit to help parking was that there was one unit in the back that had a front-facing garage and that showed from the street.

Amos: That would be Lot 7.

Commissioner Allen: Lot 7 had a front-facing garage that was offset and it showed on the street, and our policy is that there shouldn't be front-facing garages showing on the street. I mean it's a side issue but another reason why that one unit was a little problematic. So taking it out seems to fit two different reasons.

Lee: Can I address that? The one unit you can see from the street, Lot 7, its 100 feet back from St. John Street. If you take a conventional single family home anywhere in

Pleasanton that has a pulled back garage they're probably not set back 100 feet. So we're significantly greater than your conventional single family with detached garages that are pulled back. Garages are visible throughout Pleasanton so if we could somehow meet your guest parking ratio and come up with a solution, hopefully you'd be open to that versus taking out Lot 7.

Commissioner O'Connor: I think what Nancy was saying is that's an added bonus. We wouldn't take the unit out just because the garage door was showing, but we're looking for 2 parking spaces.

Lee: So the decision is for 2 guest spaces. Maybe we could come up with a creative solution. If you had 12 units with 2 additional parking spaces, the parking ratio comes out about 2.17 per unit is the ratio. So if we could somehow meet that 2.17 without taking out a unit, would you guys be willing to do that?

Commissioner Allen: They'd be guest spaces, they wouldn't be tied to a unit. They wouldn't be used by anyone within the unit and, let me just test, I don't think we want to do it by going up to 40 feet.

Lee: The possible design solution is that instead of the 3 duplexes in the back, maybe it becomes 2 triplexes with a little more separation.

Commissioner O'Connor: Or one 6-plex. It's in the back.

Lee: Or one 6-plex.

Commissioner Nagler: It's fair to say we're open to it.

Beaudin: May I ask the Commission, you were just talking about making two spaces magically appear here. We're gaining the two spaces on the street by closing those curb cuts, or possibly only one depending on how the curb cuts get measured. If push comes to shove and it means a design concession, is one space on street gained and one space in the project sufficient? That street space is not for the project, but they are essentially giving one towards the supply. So I'm just asking.

Commissioner O'Connor: It would only take about two minutes to fill up that little space.

Beaudin: But it's not there today. It's trying to get the best possible residential development and hoping that 10 years from now cars all park themselves and they'll stack at the end of the cul-de-sac and it's not going to matter.

Commissioner Allen: So my comment is the same reason Commissioner O'Connor stated. I'm not supportive of that because other people will likely use the street parking and I think it needs to be dedicated to those units. I'm comparing this to the Spring Street, the final Spring Street project; the Knuppe project that the Council had go back and redo the parking. It's a project like that which is nice and now has the two-car garage and it has 2 spaces behind each garage for guests. Remember in our workshop how we said that? This project is pretty tight because it just has a two-car garage but there is no driveway behind the garage. Had there been a driveway behind the garage,

then I would have been open to not requiring guest parking. In this case, it's so tight that I think we need it.

Chair Ritter: Yes, I agree. Okay, let's move on because we only have two left here.

E. *Is the architecture of the townhomes acceptable?*

Commissioner O'Connor: I like them.

Chair Ritter: I think they look great.

Commissioner Nagler: Good quality. I think they look great.

F. *What other information would assist the Planning Commission in its decision on the proposal (e.g., color and material board, photo simulations, photo illustrations)?*

Chair Ritter: I'll just bring it up—one thing we always like is the 3-D visual of what the neighbors will look at. Since these are not three stories I don't think we need story poles... but that helps when you're out talking to the public and 3-D is always good. Any other comments? Okay, staff, did we give enough feedback? Thank you for coming and listening to this. It helps us understand what you're doing, so just talk to the public. It makes it a lot easier.

Lee: Thank you very much.

Deutscher: Thank you.



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**Preliminary Arborist Report**  
**536 St. John Street**  
**Pleasanton, CA**

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**June 20, 2016**



**Preliminary Arborist Report**  
**536 St. John Street**  
**Pleasanton, CA**

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***Tree Inventory Map***  
***Tree Assessment***

# Preliminary Arborist Report

## 536 St. John Street

### Pleasanton, CA

#### ***Introduction and Overview***

Catalyst Development Group is planning to redevelop the site at 536 St. John Street in Pleasanton, CA. We included three lots in the assessment: a vacant lot, a lot with a single family home and a lot with a garage. HortScience, Inc. was asked to prepare a **Preliminary Arborist Report** for the site as part of the development application to the City of Pleasanton.

This report provides the following information:

1. An evaluation of the health and structural condition of the trees within the proposed project area based on a visual inspection from the ground.
2. An assessment of the development impacts to the trees based on the drawings provided by the client.
3. An appraisal of value of the trees according to the procedures described in the *Guide for Plant Appraisal* (Council of Tree and Landscape Appraisers).
4. Guidelines for tree preservation during the design, construction and maintenance phases of development.

#### ***Assessment Methods***

Trees were assessed on and June 6 and 13, 2016. The assessment included all trees within and adjacent to the site measuring 6" and greater in diameter. The assessment procedure consisted of the following steps:

1. Identifying the tree as to species;
2. Tagging each tree with a numerically coded metal tag and recording its location on a map;
3. Measuring the trunk diameter at a point 54" above grade;
4. Evaluating the health and structural condition using a scale of 1 – 5:
  - 5 - A healthy, vigorous tree, reasonably free of signs and symptoms of disease, with good structure and form typical of the species.
  - 4 - Tree with slight decline in vigor, small amount of twig dieback, minor structural defects that could be corrected.
  - 3 - Tree with moderate vigor, moderate twig and small branch dieback, thinning of crown, poor leaf color, moderate structural defects that might be mitigated with regular care.
  - 2 - Tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated.
  - 1 - Tree in severe decline, dieback of scaffold branches and/or trunk; most of foliage from epicormics; extensive structural defects that cannot be abated.
5. Rating the suitability for preservation as "high", "moderate" or "low".

Suitability for preservation considers the health, age and structural condition of the tree species, and its potential to remain an asset to the site.

**High:** Trees with good health and structural stability that have the potential for longevity at the site.

**Moderate:** Trees with somewhat declining health and/or structural defects than can be abated with treatment. The tree will require more intense management and monitoring, and may have shorter life span than those in 'high' category.

**Low:** Trees in poor health or with significant structural defects that cannot be mitigated. Tree is expected to continue to decline, regardless of treatment. The species or individual tree may have characteristics that are undesirable for landscapes, and generally are unsuited for use areas.

**City of Pleasanton Urban Tree Protection Requirements**

The Pleasanton Municipal Code Chapter 17.16 controls the removal and preservation of *Heritage* trees within the City. *Heritage* trees are defined as:

1. Any single-trunked tree with a diameter of 18 inches or more measured four and one-half feet above ground level;
2. Any multi-trunked tree of which the two largest trunks have a diameter of 18 inches or more measured four and one-half feet above ground level;
3. Any tree 35 feet or more in height;
4. Any tree of particular historical significance specifically designated by official action;
5. A stand of trees, the nature of which makes each dependent upon the other for survival or the area's natural beauty.

*Heritage* trees may not be removed, destroyed or disfigured without a permit.

**Description of Trees**

Fourteen (14) trees, representing seven species, were evaluated (Table 1). Three trees were growing off-site (#49, 53 and 56), and three street trees were assessed (#43, 51 and 54). Across all species, trees were in good condition (8 trees) with three trees in fair condition, two trees in poor condition and one dead tree. Descriptions of each tree are found in the **Tree Assessment** and approximate locations are plotted on the **Tree Assessment Map** (see Exhibits).

**Table 1. Condition ratings and frequency of occurrence of trees  
 536 St. John Street, Pleasanton, CA**

Common Name	Scientific Name	Condition				Total
		Dead (0)	Poor (1-2)	Fair (3)	Good (4-5)	
African fern-pine	<i>Afrocarpus falcatus</i>	-	-	-	1	1
English hawthorn	<i>Crataegus laevigata</i>	-	-	-	1	1
Modesto ash	<i>Fraxinus velutina</i> 'Modesto'	-	-	-	2	2
English walnut	<i>Juglans regia</i>	1	1	2	-	4
Coast live oak	<i>Quercus agrifolia</i>	-	-	1	3	4
Valley oak	<i>Quercus lobata</i>	-	-	-	1	1
Black locust	<i>Robinia pseudoacacia</i>	-	1	-	-	1
<b>Total</b>		<b>1</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>14</b>

Four (4) coast live oaks were assessed. The coast live oaks were in good condition (3 trees) with one tree in poor condition. The oaks ranged from young (6" trunk diameter) to mature (28" trunk diameter) with an average diameter of 17". The largest coast live oak was growing on the eastern boundary of the property. It had been recently pruned to construct the fence and the canopy was one sided to the west (Photo 1).

Four (4) English walnuts were assessed. The walnuts were in fair condition (2 trees) with one tree in fair condition and one dead walnut. The walnuts were semi-mature with an average diameter of 17". The dead walnut was a street tree along St. John Street (Photo 2).

Two large in diameter Modesto ash street trees were assessed along St. John Street. These trees were mature with diameters of 28". Both ashes were in good condition but had been pruned around overhead utilities (Photo 3, following page).

Between the garage and the fence were a black locust and five dead trees. The dead trees had been completely girdled and the live black locust was 80% girdled (Photo 4, following page).

One valley oak was growing in the middle of the properties. It had unusual structure with stems dividing and then fused together, but was young (10" DBH) and in good condition.

Three trees (#44, 55 and 56) qualified as *Heritage* trees. Along with the three street trees (#43, 51 and 54), a total of six trees are protected. *Heritage* and street trees are protected and cannot be removed without a permit. Protected status of individual trees is provided in the ***Tree Assessment***.



**Photo 1** – Coast live oak #55 had been recently pruned to install the fence and had a crown one sided to the west.



**Photo 2** – English walnut #43 was a dead tree growing along St. John Street.



**Photo 3 (above)** – Both of the Modesto ash street trees (#51 pictured) had been pruned for overhead utilities.



**Photo 4 (left)** – Black locust #52 had been approximately 80% girdled. Five dead trees near #52 had been completely girdled.

### ***Suitability for Preservation***

Before evaluating the impacts that will occur during development, it is important to consider the quality of the tree resource itself, and the potential for individual trees to function well over an extended length of time. Trees that are preserved on development sites must be carefully selected to provide greater assurance they survive development impacts, adapt to a new environment, and perform well in the landscape.

Our goal is to identify trees that have the potential for long-term health, structural stability and longevity. Evaluation of suitability for preservation considers several factors:

- **Tree health**

Healthy, vigorous trees are better able to tolerate impacts such as root injury, demolition of existing structures, changes in soil grade and moisture, and soil compaction than are non-vigorous trees. For instance English walnut #43 is dead and should be removed regardless of construction plans.



- **Structural integrity**  
Trees with significant amounts of wood decay and other structural defects that cannot be corrected are likely to fail. Such trees should not be preserved in areas where damage to people or property is likely.
- **Species response**  
There is a wide variation in the response of individual species to construction impacts and changes in the environment. In general, coast live oaks are relatively tolerant of construction impacts and site changes while English walnut is intolerant of site disturbance.
- **Tree age and longevity**  
Old trees, while having significant emotional and aesthetic appeal, have limited physiological capacity to adjust to an altered environment. Young trees are better able to generate new tissue and respond to change.
- **Invasiveness**  
Species that spread across a site and displace desired vegetation are not always appropriate for retention. This is particularly true when indigenous species are displaced. The California Invasive Plant Inventory Database (<http://www.cal-ipc.org/paf/>) lists species identified as being invasive. Pleasanton is part of the Central West Floristic Province. Black locust has a *limited* invasiveness rating.

Each tree was rated for suitability for preservation based upon its age, health, structural condition and ability to safely coexist within a development environment. Table 2 provides a summary of suitability ratings. Suitability ratings for individual trees are provided in the **Tree Assessment** (see Exhibits).

We consider trees with high suitability for preservation to be the best candidates for preservation. We do not recommend retention of trees with low suitability for preservation in areas where people or property will be present. Retention of trees with moderate suitability for preservation depends upon the intensity of proposed site changes.

**Table 2: Tree suitability for preservation  
536 St. John Street, Pleasanton**

<b>High</b>	These are trees with good health and structural stability that have the potential for longevity at the site. Seven trees had high suitability for preservation.
<b>Moderate</b>	Trees in this category have fair health and/or structural defects that may be abated with treatment. These trees require more intense management and monitoring, and may have shorter life-spans than those in the "high" category. Three trees had moderate suitability for preservation.
<b>Low</b>	Trees in this category are in poor health or have significant defects in structure that cannot be abated with treatment. These trees can be expected to decline regardless of management. The species or individual tree may possess either characteristics that are undesirable in landscape settings or be unsuited for use areas. Three trees had low suitability for preservation.

### ***Preliminary Evaluation of Impacts and Recommendations***

Appropriate tree retention develops a practical match between the location and intensity of construction activities and the quality and health of trees. The **Tree Assessment** was the reference point for tree health and condition. I referred to the Site Plan created by MacKay & Somps to evaluate the impacts to trees from the proposed development.

The plan proposes to construct 10 townhomes, a driveway, bioretention areas, and move the existing home to the northwestern corner. Due to the density of construction, tree preservation will be limited to street and off-site trees.

Eight trees (3 *Protected*) will be removed to accomplish the planned construction (trees #44-48, 50, 54 and 55) and trees #43 (*Protected*) and 52 should be removed because of their health (Table 3). The three off-site trees and one of the street trees should survive the impacts associated with site development (#49, 51, 53 and 56).

**Table 3: Preliminary tree disposition  
536 St. John Street, Pleasanton**

<b>Tag #</b>	<b>Species</b>	<b>Diameter</b>	<b>Disposition</b>
43	English walnut	16	Remove
44	English walnut	18	Remove
45	Valley oak	10	Remove
46	English walnut	12,11	Remove
47	Coast live oak	8,6,5	Remove
48	English walnut	16	Remove
49	English hawthorn	7	Potentially preserve
50	Coast live oak	6	Remove
51	Modesto ash	28	Potentially preserve
52	Black locust	9	Remove
53	African fern-pine	7	Potentially preserve
54	Modesto ash	28	Remove
55	Coast live oak	28	Remove
56	Coast live oak	20,14	Potentially preserve

Two *Protected* trees in good health will be removed based on the current construction plans. Modesto ash #54 will have construction within a few feet of its trunk to build the driveway connecting the units with St. John Street. Coast live oak #55 would require pruning and root loss to construct unit 6 as well as the bioretention. I do not expect either tree to tolerate these impacts. If the design team is interested in preserving these trees, they need to be accurately located (including elevation) before I suggest design revisions.

The three off-site trees should survive impacts that do not go beyond the property line. Modesto ash #51 should be able to survive impacts if development is kept 10 feet off the trunk. This Tree Protection Zone is described in the Tree Protection Guideline below. Pruning for clearance will likely be required to relocate the house.



**Appraisal of Value**

The City of Pleasanton requires the value be established of all trees to be removed. To accomplish this we used the standard methods found in *Guide for Plant Appraisal*, 9th edition (published in 2000 by the International Society of Arboriculture, Champaign IL). In addition, we referred to *Species Classification and Group Assignment* (2004), a publication of the Western Chapter of the International Society of Arboriculture. These two documents outline the methods employed in tree appraisal.

The value of landscape trees is based upon four factors: size, species, condition and location. Size is measured as trunk diameter, normally 54" above grade. A multi-branched tree which has major branches below 54" above the natural grade is measured just below the first major trunk fork.

The species factor considers the adaptability and appropriateness of the plant in the Bay area. The *Species Classification and Group Assignment* lists recommended species ratings and evaluations. Condition reflects the health and structural integrity of the individual, as noted in the *Tree Assessment Form*. Location considers the site, placement and contribution of the tree in its surrounding landscape.

The appraised value of the 10 trees recommended for removal is \$39,550. The value of the four trees to be preserved is \$5,350. The appraised value of each tree is provided in Table 4.

**Table 4. Appraised value of trees  
 536 St. John St., Pleasanton**

Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Appraised Value
43	English walnut	16	Yes	-
44	English walnut	18	Yes	\$ 900
45	Valley oak	10	No	\$ 3,250
46	English walnut	12,11	No	\$ 1,200
47	Coast live oak	8,6,5	No	\$ 2,450
48	English walnut	16	No	\$ 1,000
49	English hawthorn	7	No	\$ 800
50	Coast live oak	6	No	\$ 750
51	Modesto ash	28	Yes	\$ 7,100
52	Black locust	9	No	\$ 100
53	African fern-pine	7	No	\$ 1,100
54	Modesto ash	28	Yes	\$ 7,100
55	Coast live oak	28	Yes	\$ 12,400
56	Coast live oak	20,14	Yes	\$ 6,750
<b>Total</b>				<b>\$ 44,900</b>

### ***Preliminary Tree Preservation Guidelines***

The following recommendations will help reduce impacts to trees from development and maintain and improve their health and vitality through the clearing, grading and construction phases.

#### **Design recommendations**

1. Project plans affecting the trees shall be reviewed by the Consulting Arborist with regard to tree impacts. These include, but are not limited to, demolition plans, site plans, improvement plans, utility and drainage plans, grading plans and landscape and irrigation plans.
2. A **Tree Protection Zone** shall be established around each tree to be preserved. Modesto ash #51 has a **Tree Protection Zone** of a circle with a radius of 10 feet. No grading, excavation, construction or storage of materials shall occur within that zone without approval of the Consulting Arborist.
3. Include trees to be preserved and **Tree Protection Zones (TPZs)** on all construction plans.
4. No underground services including utilities, sub-drains, water or sewer shall be placed in the **Tree Protection Zone**.
5. Irrigation systems must be designed so that no trenching will occur within the **Tree Protection Zone**.
6. As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings and pavements on expansive soils near trees should be designed to withstand differential displacement.
7. Ensure adequate but not excessive water is supplied to trees; in most cases occasional irrigation will be required. Avoid directing runoff toward trees.

#### **Pre-construction treatments and recommendations**

1. Tree(s) to be removed that have branches extending into the canopy of tree(s) to remain must be removed by a qualified arborist and not by construction contractors. The qualified arborist shall remove the tree in a manner that causes no damage to the tree(s) and understory to remain. Tree stumps shall be ground 12" below ground surface.
2. All tree work shall comply with the Migratory Bird Treaty Act as well as California Fish and Wildlife code 3503 & 3503.5 to not disturb nesting birds. Tree pruning and removal should be scheduled outside of the breeding season to avoid scheduling delays. Breeding bird surveys should be conducted prior to tree work. Qualified biologists should be involved in establishing work buffers for active nests.
3. Prune trees to be preserved to clean the crown of dead branches 1" and larger in diameter, raise canopies as needed for construction activities. All pruning shall be done by a State of California Licensed Tree Contractor (C61/D49). All pruning shall be done by Certified Arborist or Certified Tree Worker in accordance with the Best Management Practices for Pruning (International Society of Arboriculture, 2002) and adhere to the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A300). The Consulting Arborist will provide pruning specifications prior to site demolition. Branches extending into the work area that can remain following demolition shall be tied back and protected from damage.

**Recommendations for tree protection during construction**

1. Prior to beginning work, the contractors working in the vicinity of trees to be preserved are required to meet with the Consulting Arborist at the site to review all work procedures, access routes, storage areas and tree protection measures.
2. All contractors shall conduct operations in a manner that will prevent damage to trees to be preserved.
3. Any grading, construction, demolition or other work that is expected to encounter tree roots should be monitored by the Consulting Arborist.
4. Construction trailers, traffic and storage areas must remain outside fenced areas at all times.
5. Any root pruning required for construction purposes shall receive the prior approval of and be supervised by the Consulting Arborist.
6. If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.
7. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the **Tree Protection Zone**.
8. Any additional tree pruning needed for clearance during construction must be performed by a Certified Arborist and not by construction personnel.

**Maintenance of impacted trees**

Preserved trees will experience a physical environment different from that pre-development. As a result, tree health and structural stability should be monitored. Occasional pruning, fertilization, mulch, pest management, replanting and irrigation may be required. In addition, provisions for monitoring both tree health and structural stability following construction must be made a priority. As trees age, the likelihood of failure of branches or entire trees increases. Therefore, annual inspection for structural condition is recommended.

If you have any questions about my observations or recommendations, please contact me.

**HortScience, Inc.**



**Ryan Gilpin, M.S.**  
**Certified Arborist #WE-10268A**

## **Exhibits**

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**Tree Assessment Map**

**Tree Assessment**



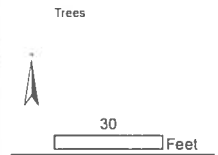
## Tree Inventory Map

536 St. John St.  
Pleasanton, CA

Prepared for  
Catalyst Development Partners  
June 2016

- Notes
- 1 Aerial image provided by ESRI
  - 2 Tree locations are approximate

### Legend



325 Ray Street  
Pleasanton, CA 94566  
Phone (925) 484-0211  
Fax (925) 484-0596

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNR/Airbone DS, USDA, USDA, USDA, AeroGRID, IGN, GEBCO, Swire, and the GIS User Community

# Tree Assessment

536 St. John Street  
Pleasanton, CA  
Jun 13, 2016



Tree No.	Species	Trunk Diameter (in.)	Protected Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
43	English walnut	16	Yes	0	-	Street tree; dead.
44	English walnut	18	Yes	2	Low	Multiple trunks arise from 12 feet; mostly dieback; epicormic; declining.
45	Valley oak	10	No	4	Moderate	Codominant trunks arise from 6 feet with seam; stems fused
46	English walnut	12,11	No	3	Low	Multiple trunks arise from 3 feet; crown one sided north; moderate dieback; dense epicormic growth.
47	Coast live oak	8,6,5	No	4	High	Multiple trunks arise below ivy; cannot see base; bushy, crown to
48	English walnut	16	No	3	Moderate	Codominant trunks arise from 15 feet; half covered in climbing vine; crown two dimensional; dense foliage.
49	English hawthorn	7	No	4	High	Off-site; base 2 feet from fence; multiple trunks arise from 6 feet; bushy; difficult to see majority of tree.
50	Coast live oak	6	No	4	High	Good young tree; bushy, part of hedge.
51	Modesto ash	28	Yes	4	High	Street tree; displacing sidewalk; multiple trunks arise from 8 feet, under utilities; pruned for utilities.
52	Black locust	9	No	2	Low	Growing between two buildings; almost completely girdled; narrow form; wound where rubbing against building.
53	African fern-pine	7	No	4	High	Off-site; difficult to see.
54	Modesto ash	28	Yes	4	High	Street tree; multiple trunks arise from 7 feet; under utilities; pruned for utilities.
55	Coast live oak	28	Yes	4	High	Property line tree; multiple trunks arise from 4 feet with deep seam; two recent pruning wounds of 8 inch diameter branches;
56	Coast live oak	20,14	Yes	3	Moderate	Off-site; twisting codominant trunks arise below fence; dense crown; clear to 20 feet.

Charles M. **Salter**  
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1 July 2016

Todd Deutcher  
**Catalyst Development Partners**  
18 Crow Canyon Court, Suite 190  
San Ramon, CA 94583  
Email: tdeutcher@catdevpartners.com

Subject: **536 St. John Street Residences, Pleasanton, CA**  
**Environmental Noise and Vibration Study**  
Salter Project: 16-0381

Dear Todd:

As requested, we have conducted an environmental noise study for the project. The purpose of the study is to determine the noise environment at the proposed site, compare the measured data with applicable standards, and propose mitigation measures as necessary. This report summarizes the results of our study. It also summarizes our measurements and analysis of ground-borne vibration, which the State Building Code does not address.

## PROJECT CRITERIA

### *State Building Code*

Part 1 of the Supplement to the 2013 California Building Code, effective 1 July 2015, requires that the indoor noise level in residential units not exceed  $DNL^1$  45 dB where the exterior noise level is greater than  $DNL$  60 dB.

### *City Guidelines*

The City of Pleasanton Noise Element's<sup>2</sup> interior noise standard is consistent with the State requirement for multi-family housing. Additionally, there is a goal of a typical maximum interior noise level ( $L_{max}^3$ )

- 1  $DNL$  (Day-Night Average Sound Level) – A descriptor for a 24-hour A-weighted average noise level.  $DNL$  accounts for the increased acoustical sensitivity of people to noise during the nighttime hours.  $DNL$  penalizes sound levels by 10 dB during the hours from 10 PM to 7 AM. For practical purposes, the  $DNL$  and  $CNEL$  are usually interchangeable.  $DNL$  is sometimes written as  $Ldn$ .
- 2 City of Pleasanton Noise Element of General Plan, 2005-2025, adopted 21 July 2009.
- 3  $L_{max30}$  (Typical Maximum Sound Level) – There is no standardized metric to quantify “typical” maximum sound levels in an environment (instead of the absolute maximum sound level for a measurement period). The metric  $L_{max30}$  comes from a paper by Rob Greene (“Max Level Intrusive Noise Limit: 1982 National Conference on Environmental and Occupational Noise”). It is based on the logarithmic average of the noisiest 30 percent of single events (e.g., train passbys, aircraft flyovers).

Charles M. Salter, PE  
David R. Schwind, FASA  
Eric (Broadhurst) Mori, PE  
Philip N. Sanders, LEED AP  
Thomas A. Schindler, PE  
Durand R. Begault, PhD, FAES  
Ken Graven, PE, RCDD, CTS-D  
Anthony P. Nash, PE  
Cristina L. Miyar  
Jason R. Duty, PE  
Lloyd B. Ranola  
Thomas J. Corbett, CTS  
Eric A. Yee  
Joshua M. Roper, PE, LEED AP  
Peter K. Holst, PE, LEED AP  
Ethan C. Salter, PE, LEED AP  
Craig L. Gilian, RCDD  
Alexander K. Salter, PE  
Jeremy L. Decker, PE  
Rob Hammond, PSP, NICET III  
Andrew J. McKee  
Steven A. Woods  
Josh J. Harrison  
Vinay C. Patel  
Valerie C. Smith, PE  
Benjamin D. Piper  
Elisabeth S. Kelson  
Ryan G. Raskop, AIA, NCARB  
Brian C. Wourms  
Diego Hernandez  
Ryan A. Schofield  
Alex T. Schiefer  
Abner E. Morales  
Adrian L. Lu  
Greg R. Enestein  
Philip J. Perry, PMP  
Steve L. Leiby  
Kenneth W. Lim  
Felipe Tavera  
Blake M. Wells, LEED GA  
Katherine M. Moore  
Jordan I. Roberts  
Sybille M. Roth  
Bryce M. Graven  
Heather A. Salter  
Dee E. Garcia  
Catherine F. Spurlock

of 50 dB in bedrooms at night and 55 dB in other rooms and bedrooms during the day. We have used the more stringent criterion for this analysis (e.g.,  $L_{max30}$ ).

The City considers outdoor noise levels in residential locations below DNL 60 dB to be “normally acceptable”. Noise levels between DNL 60 dB and 75 dB are considered “conditionally acceptable” and noise levels above DNL 75 dB are considered “normally unacceptable”. These standards do not apply to private backyards.

**Ground-Borne Vibration Due to Rail**

Although not a City guideline, the Federal Transit Administration (FTA)<sup>4</sup> lists ground-borne vibration (GBV) criteria according to several use categories and various frequencies of events. Table 1, below, includes the FTA general assessment criteria for ground-borne vibration.

**Table 1: FTA Criteria**

Land Use Category	GBV Impact Levels (VdB re 1 $\mu$ -in/sec)		
	Frequent Events	Occasional Events	Infrequent Events
Category 2: Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB

“Frequent” events are defined as more than 70 vibration events of the same source per day. “Occasional” events are defined as between 30 and 70 vibration events of the same source per day and “Infrequent” events are fewer than 30 vibration events of the same source per day. The Altamont Corridor Express (ACE) has 8 trains per day that pass the site. While freight trains also pass by the site, they are unscheduled and irregular, but we would not expect there to be enough passbys to exceed 30 vibration events in total for the day. Based on the frequency of these events, the criteria of 80 VdB is applicable at the residences.

**NOISE ENVIRONMENT**

The project site is located in the City of Pleasanton and is bounded by St. John Street, Union Pacific Rail Road Tracks, and Peters Avenue. The major noise sources affecting the project site are vehicular traffic along St. John Street, Peters Avenue, and trains. The train tracks are approximately 180 feet away from the project site, which results in more noise exposure at the site from this noise source. It is likely that there will be higher noise levels at upper floors due to the trains.

To quantify the existing noise environment at the project site, we conducted continuous noise measurements between 14 and 18 June 2016. We placed two long-term noise monitors (LT-1 and LT-2) at locations around the site. The monitors were at a height of approximately 12-feet

<sup>4</sup> Federal Transit Administration, “Transit Noise and Vibration Impact Assessment”, May 2006.

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above grade. The measured levels and a description of the monitor locations are shown in the following table and Figure 1.

We calculated noise levels at the various building facades using our measured data. A future traffic analysis was not provided for this project. However, we have added 1 dB to the data in our calculations to account for future traffic increases.<sup>5</sup>

**Table 2: Summary of Noise Measurement Results**

Site	Location	Measured DNL (dBA <sup>6</sup> )	Measured L <sub>max30</sub> (dB)
LT-1	Along St. John Street, 30 feet south of the St. John Street centerline, 236 feet west of Peters Avenue centerline, 12 feet above grade	70	89
LT-2	Along Peters Avenue Street, 40 feet east of the Peters Avenue centerline, 147 feet south of St. John Street centerline, 12 feet above grade	68	82

**ASSESSMENT OF GROUNDBORNE VIBRATION**

We conducted attended vibration measurements on 14 June 2016 (see Figure 1 for measurement locations). The two measurement locations were set back approximately 180 feet and 310 feet from the centerline of the tracks. We measured a total of four trains passing the site (four ACE trains). During our visit, there were no freight trains. The vibration levels of those trains are shown below in Table 2 below.

**Table 3: On-Site Measured Vibration Data (VdB re 1 μ-in/sec) for ACE Trains**

Train Event	Train Direction	180 ft setback (V1)	310 ft setback (V2)
ACE	Westbound	90	79
ACE	Westbound	89	80
ACE	Eastbound	89	81
ACE	Eastbound	88	78

<sup>5</sup> The California Department of Transportation assumes a traffic volume increase of three-percent per year, which corresponds to a 1 dB increase in DNL over a ten-year period.

<sup>6</sup> A-Weighted Sound Level – The A-weighted sound pressure level, expressed in decibels (dB). Sometimes the unit of sound level is written as dB(A). A weighting is a standard weighting that accounts for the sensitivity of human hearing to the range of audible frequencies. People perceive a 10 dB increase in sound level to be twice as loud.

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Measured train vibration levels exceeded the FTA general assessment criteria. It should be noted that vibration levels in this report were measured at-grade. The FTA document identifies that vibration will change as it enters the building. However, the effect of the building on vibration is dependent on the structural design.

## RECOMMENDATIONS

### *Residential Interior Noise*

We calculated the window and exterior door  $STC^7$  ratings needed to meet the project criteria using the building and unit plans dated 16 May 2016 and the Site Plan dated 2 June 2016. The recommended  $STC$  ratings are for full window assemblies (glass and frame), rather than just the glass itself. Tested, sound-rated assemblies should be used.

For reference, typical one-inch glazing assemblies (two 1/4-inch thick panes with a 1/2-inch airspace) achieve an  $STC$  rating of about 32. Where  $STC$  ratings above 33 are required, at least one pane will need to be laminated.

To meet the indoor  $DNL$  45 dB criterion, it will be necessary for some of the facades to be sound-rated. The window and exterior door  $STC$  ratings needed to meet the criterion are shown on Figure 2.

For our calculations, we assumed the following:

- Bedrooms will have carpet
- All other rooms will have hard-surfaced flooring
- Room sizes and locations are as shown on the unit plans
- Window sizes and locations are as shown on unit plans and elevations

Where windows need to be closed to achieve an indoor  $DNL$  of 45 dB, an alternative method of supplying fresh air (e.g., mechanical ventilation) should be considered. This applies to all residences. This issue should be discussed with the project mechanical engineer.

### *Rail Vibration*

Reducing potential rail vibration in the building could include the following approaches: stiffening the structure, or even trenching. We would be available to discuss this with your structural engineer and provide them with our measured data so they could assess what potentially could be done to reduce rail vibration from the trains to below 80 VdB.

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7  $STC$  (Sound Transmission Class) – A single-number rating defined in ASTM E90 that quantifies the airborne sound insulating performance of a partition under laboratory conditions. Increasing  $STC$  ratings correspond to improved airborne sound insulation.

We also recommend providing a disclosure statement to all tenants and residents making them aware of the potential for ground-borne vibration due to train passbys.

\*

\*

\*

This concludes our environmental noise and vibration study for the 536 St. John Street Residences project. Please call with any questions or if you require additional information.

Sincerely,

**CHARLES M. SALTER ASSOCIATES, INC.**



Diego Hernandez  
Senior Consultant

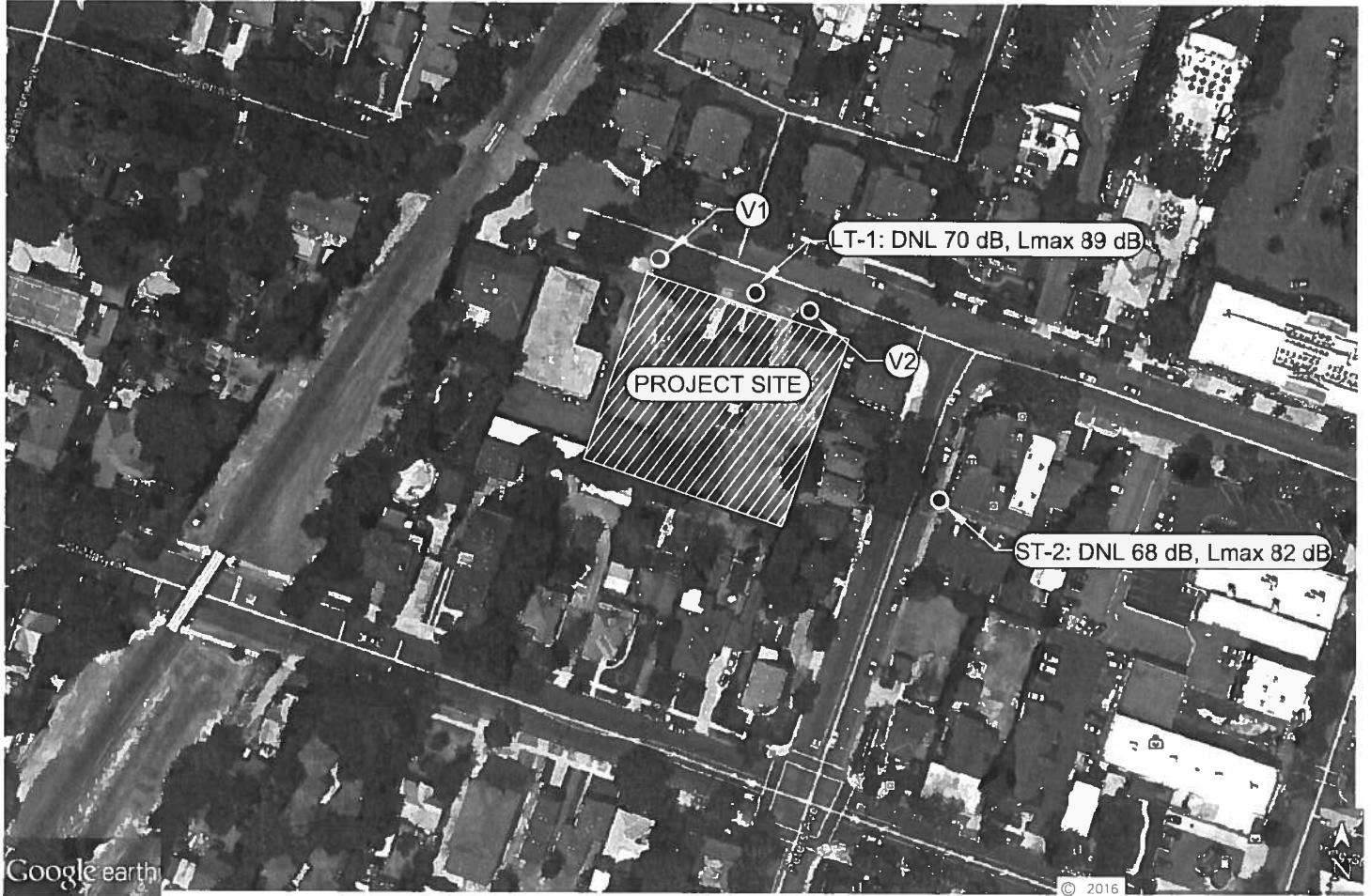


Ethan C. Salter, PE, LEED AP  
Principal Consultant

Enclosures as noted

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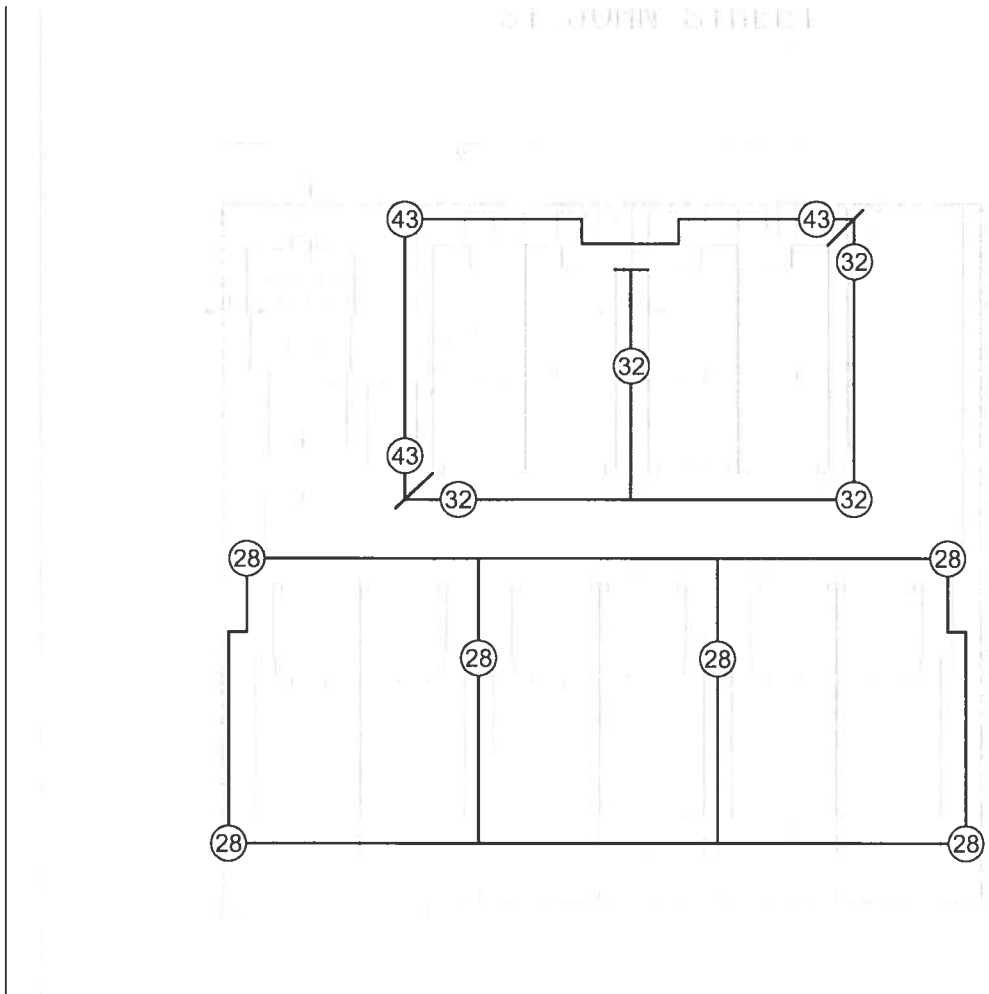


536 ST. JOHN STREET RESIDENCES  
MEASUREMENT LOCATIONS AND MEASURED  
NOISE LEVELS

FIGURE 1

CSA #  
16 0381

DH/ECS  
07.01.16

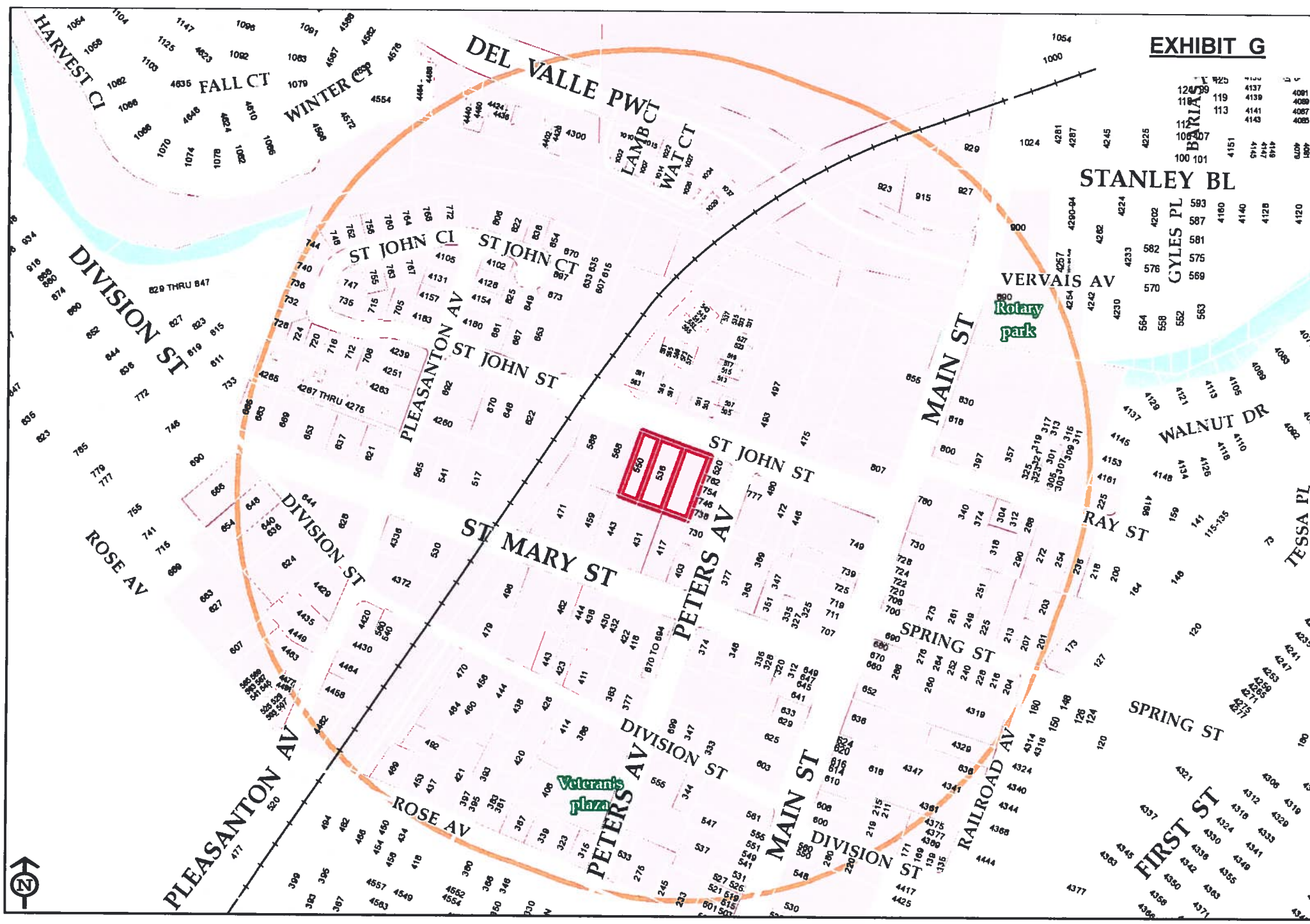


536 ST JOHN STREET RESIDENCES  
MINIMUM RECOMMENDED STC RATINGS FOR  
WINDOWS AND EXTERIOR DOORS (ALL LEVELS)

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FIGURE 2

Salter #	DH/ECS
16 0381	07.01.16



PUD-120, 536 & 550 St. John Street, Catalyst Development Partners



**Natalie Amos**

---

**From:** Rick Congdon  
**Sent:** Tuesday, July 19, 2016 3:04 PM  
**To:** Natalie Amos  
**Subject:** P16-1201, PUD-120, Trace 8326, Catalyst Development Partners

Natalie - I am the occupant of [REDACTED] Peters Ave, Pleasanton CA 94566-6593.

I just received a notice in the mail about a rezoning of the lots behind my property located at [REDACTED] Peters Ave.

It appears that Catalyst Development Partners is looking to build a 10 Unit two story townhome complex behind [REDACTED] Peters Ave.

The notice indicated that the hearing was for three parcels - 550 and 536 St John street AND adjacent vacant parcel. Do you know if that "vacant adjacent parcel" is the parcel directly behind my property at [REDACTED] Peters Ave?

Please advise. Thanks. Rick

Rick Congdon  
[REDACTED] Peters Ave  
Pleasanton, CA 94566-6593

- 
- 
- 
-

## Natalie Amos

---

**From:** Scott Raty  
**Sent:** Wednesday, July 20, 2016 3:37 PM  
**To:** Natalie Amos  
**Subject:** quick downtown question

Natalie,  
Quick question regarding P16-1201 on St. John Street.

How many on-site parking spaces will there be for the 11 total units?  
Thanks.

Scott Raty. President/CEO  
Pleasanton Chamber of Commerce  
925.846.5858 x204

*"Providing exposure, access, representation, leadership for businesses large and small."*



## Natalie Amos

---

**From:** SKM Construction  
**Sent:** Sunday, July 24, 2016 8:28 AM  
**To:** Natalie Amos  
**Subject:** PUD- 120

Hi Natalie,

As the owner of the adjacent [REDACTED] St. John property I have reviewed the proposed plan and would like to see a 8 foot block wall separating the properties. If this could be done, I would be in support of this project.

Thank You,

Steve Maestas

SKM Construction

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