

EXHIBIT A
RECOMMENDED CONDITIONS OF APPROVAL

Case PUD-82
4171 and 4189 Stanley Boulevard

SPECIAL CONDITIONS OF APPROVAL
Planning

1. Prior to issuance of building permits for the project, a tentative map shall be approved by the City and recorded.
2. No additions or expansions are permitted to any house or garage in the development. Accessory structures shall conform to the approved accessory structure site development standards.
3. Unless otherwise specified in the conditions of approval, indicated in the accessory structure site development standards, or shown on the PUD development plan, all uses and site development standards shall be those of the R-1-6,500 District.
4. Unless otherwise approved by the Director of Community Development, the precast soundwall shall match the design shown on the PUD development plan. The soundwall color shall be submitted for review and approval by the Director of Community Development with the subdivision improvement plans.
5. Fencing within the development shall conform to the fencing plan. Minor modifications to the fencing plan may be approved by the Director of Community Development without a PUD modification.
6. The site development standards for accessory structures shall be modified:
 - a. To indicate that setbacks for covered patios, trellises, sheds, etc. shall be measured from the farthest architectural projection.
 - b. To indicate that decks and patios shall not interfere with the rear or side yard drainage installed by the developer.
 - c. To specify how setbacks are measured for the lots with the courtyards and easement areas (Lots 1-4, 9-10, and 13-14).
 - d. To indicate that the wall material for detached and attached patios that are enclosed on two or more sides shall be limited to glass, screen lattice, or

similar type of construction. Solid base walls of wood, stone, or stucco are permitted up to four feet from finished grade. Enclosed patios shall be non-conditioned space.

Said modifications shall be incorporated into a final site development standard document which shall be subject to the review and approval by the Director of Community Development prior to issuance of a building permit.

7. The project developer shall provide all initial home buyers with copies of the project conditions of approval and the site development standards for accessory structures.
8. 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 and vibration impacts from said railroad.
 - c. That additions to the homes and garages are prohibited.
 - d. That the residents, tenants, guests, etc. are prohibited from parking in the private 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 garage and that each resident shall utilize the garages for the parking of vehicles.

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

9. The project developer/subdivider shall create the applicable access, use, maintenance, etc. easements for the private street, guest parking spaces, and courtyard areas, subject to the review and approval of the City Attorney and Director of Community Development.

10. The site plan shall be modified as follows:
 - a. The City's planned Stanley Boulevard street improvements shall be shown along the project frontage.
 - b. The street opening radii at Stanley Boulevard shall match that shown on the grading and drainage plan.
 - c. The air conditioning unit for Lot 9 shall be located in the northern side yard area.

Said revisions shall be subject to the review and approval by the Director of Community Development prior to issuance of a building permit.

11. All four building elevations of each model and elevation type shall be submitted for the review and approval by the Director of Community Development prior to issuance of a building permit.
12. The placement of the elevation style (i.e., Spanish or Andalusian) for each lot shall be submitted for the review and approval by the Director of Community Development prior to issuance of a building permit. The same elevation style shall not be used on the same model when they are located adjacent to each other (i.e., Lots 5 and 6, Lots 7 and 9, and Lots 10 and 11).
13. Wood-, fiberglass-, or vinyl-framed/sashed windows shall be utilized on the homes. 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, window mullions shall be raised and located on the exterior of the window unless the required noise mitigation for this project prevents compliance with this requirement. 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.
14. Except as otherwise approved by the Director of Community Development, the stucco on the buildings shall have a relatively smooth hand-troweled look finish. The stucco finish shall be noted on the building permit plans. Prior to installation, the applicant shall submit a sample of the stucco wall finish for review and approval by the Director of Community Development.
15. The developer shall comply with the recommendations of the noise and vibration study entitled "Noise and Vibration Assessment Study for the Planned Single-Family Development, Stanley Boulevard, Pleasanton" by Edward L. Pack Associates, Inc., dated April 20, 2010. Prior to issuance of a building permit, the

applicant's noise consultant shall specify the minimum STC rating required for each window of each lot. Bathroom windows shall comply with the "living spaces" STC ratings indicated on Table I of the noise study. Details of the noise and vibration mitigation shall be submitted in conjunction with the plans submitted for issuance of building permits and shall be subject to the review and approval by the Director of Community Development prior to issuance of building permits for the project. The applicant's noise consultant shall review the applicable noise mitigations shown on the building permit plans to ensure that the recommendations have been properly incorporated into the design. The consultant shall certify in writing that such recommendations have been followed.

16. The applicant shall provide automatic opening sectional roll-up garage doors on the garages of the houses covered by this approval. Unless otherwise approved by the Director of Community Development, the door design and material shall conform to the PUD development plan.
17. Scored permeable paving or decorative concrete pavers shall be used for all of the driveways. The driveway paving material and color(s) shall be submitted for review and approval by the Director of Community Development with the subdivision improvement plans.
18. The landscape and fencing plans shall be modified as follows:
 - a. Landscaping along the Stanley Boulevard street frontage shall be adjusted to accommodate the City's planned Stanley Boulevard street improvements.
 - b. The street opening radii at Stanley Boulevard shall match that shown on the grading and drainage plan.
 - c. The City right-of-way line shall be accurately identified.
 - d. If written permission is not provided from the adjacent property owners to allow the project's new fencing and/or soundwalls to be located on the shared property lines between the project site and the adjacent properties, then the fencing/walls and footings shall be located entirely on the project site.
 - e. The heights and location of the precast soundwall shall conform to the heights and location indicated in the April 20, 2010, noise study.

Said revisions shall be subject to the review and approval by the Director of Community Development prior to issuance of a building permit.

19. A final landscape plan and irrigation plan shall be submitted to and approved by Director of Community Development as part of the improvement plans prior to issuance of an on-site permit. Said landscape plan shall be consistent with the

approved landscape plan plus any conditions of approval, and shall be detailed in terms of species, location, size, quantities, and spacing. Plant species shall be of a drought tolerant nature with an irrigation system that maximizes water conservation throughout the development (e.g., drip system).

20. The project shall comply with the State of California's Model Water Efficient Landscape Ordinance. A licensed landscape architect shall verify the project's compliance with the ordinance: 1) prior to the issuance of a building permit; and 2) prior to final inspection. The verification shall be provided to the Planning Division.
21. Unless otherwise shown on the approved landscape plan, all trees used in landscaping be a minimum of fifteen (15) gallons in size and all shrubs a minimum of five (5) gallons.
22. Before each house final, all front yard landscaping shall be installed, reviewed, and approved by the Planning Division.
23. 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 light fixtures proposed for the exterior of the buildings.
24. If written permission is not provided from the adjacent property owners to allow the project's retaining walls to be located on the shared property lines between the project site and the adjacent properties, then the retaining walls and footings shall be located entirely on the project site.
25. Prior to the first framing or structural inspection for each home, the project developer shall provide to the Director of Community Development a building height certification performed by a licensed land surveyor or civil engineer. Said certification shall allow for the installation of finished roof materials.
26. Prior to receiving a foundation inspection for each structure, the applicant shall submit a pad elevation certification prepared by a licensed land surveyor or registered civil engineer to the Chief Building Official and Director of Community Development, certifying that the pad elevations and building locations (setbacks) are pursuant to the approved plans.
27. Details of any permanent project identification signage shall be submitted for the review and approval by the Director of Community Development with the subdivision improvement plans.
28. The PUD plans shall be revised, as applicable, to eliminate the approximately 1,375-square-foot parcel within Stanley Boulevard that was previously dedicated

to the City.

29. Only gas fireplaces, pellet fueled wood heaters, or EPA certified wood-burning appliances may be installed inside or outside of the homes.
30. All residences in the PUD shall be constructed to allow for future installation of a photovoltaic (PV) system. The applicant shall comply with the following requirements for making all units on the subject site photovoltaic-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; and
 - 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.

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 homeowners 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.

31. 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. 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.
32. Prior to issuance of a building permit, the applicant shall contribute \$2,500 per new unit to the Bernal Property Reserve Fund.
33. Prior to issuance of a building permit, the applicant shall contribute the appraised value of the trees to be removed (excluding tree nos. 62 and 83 as identified in the tree report) to the City's Urban Forestry Fund for tree mitigation. Should the

applicant decide to install landscaping for all yard areas around the homes, then the applicant shall receive credit for the cost of the trees installed in the rear and side yard areas beyond that currently shown on the PUD plan.

34. The electrical plans for the homes shall provide telecommunications infrastructure consistent with state-of-the-art methods (e.g., cabling for DSL, broadband, or wireless service, wiring for total room access, etc.) in effect at the time that building permit(s) are issued. The plan shall be part of the building permit plan set.
35. The State of California's Green Building Standards Code, "CALGreen," shall apply, if applicable.
36. Water conservation devices shall be installed as part of the project. The water conservation devices shall be stated on the plans submitted for the issuance of a building permit.
37. The project shall comply with the current City/Pleasanton Garbage Service recycling and composting programs.

SPECIAL CONDITIONS OF APPROVAL Engineering

38. Unless otherwise approved by the City Engineer, the applicant shall install an additional catch basin further down stream (pipe) on the project site to provide a drainage release in the event one of the inlets gets plugged.
39. If the applicant's project precedes prior the City's Capital Improvement Project to reconstruct Stanley Boulevard, the applicant shall install the storm drain pipe in Stanley Boulevard to the westerly side of Santa Rita Road/Main Street unless otherwise approved by the City Engineer. If the City's Capital Improvement Project for Stanley Boulevard proceeds prior to approval of the Final Map, the applicant shall pay a pro-rata share of the storm drain line to serve this development.
40. The applicant shall pay a pro-rata share of the City's Capital Improvement Project to reconstruct Stanley Boulevard along the project frontage prior to the approval of the final map.
41. If the applicant's project precedes prior the City's Capital Improvement Project to reconstruct Stanley Boulevard, then the applicant shall construct an interim street tie-in. The exact layout of the tie-in shall be determined at the improvement plan checking stage.

42. The applicant shall demonstrate to the satisfaction of the City engineer that the sanitary sewer laterals have sufficient cover and slope to serve all the units in this development; the sanitary sewer lateral invert information shall be shown on the Tentative Map.
43. There shall be a valley gutter between Stanley Boulevard and the in-tract street to prevent storm water on Stanley Boulevard from flowing onto the private street.
44. The water lateral to the existing house located on the property shall be abandoned in accordance with City standards.
45. The applicant shall dedicate a Public Service Easement (PSE) over the private street and extending 5 feet outside of the edge of the street for City maintenance of the water main and laterals, sanitary sewer main, and joint trench for the dry utilities. The applicant shall also dedicate an 8-foot wide a Public Service Easement (PSE) along the Stanley Boulevard project frontage.
46. If the applicant's project proceeds the City's decision to underground overhead utilities along Stanley Boulevard, then the applicant shall install new services to the proposed units within this development underground in conduit to the nearest "utility approved" riser pole. The developer/subdivider shall also be responsible for paying a pro-rata share as determined by the City Engineer for undergrounding of the overhead utility lines across the project frontage including the service lines to this proposed development. Said payment shall be paid to the City prior to the approval of the final map.

SPECIAL CONDITIONS OF APPROVAL

Fire

47. The dwelling units covered by this approval shall be equipped with an automatic fire sprinkler system. Plans and specifications for the automatic fire sprinkler system shall be submitted to the Building and Safety Division 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 dwelling units.
48. The private street shall be designated as a fire lane and identified as such by red curb striping and posted with signs on both sides of the street at locations approved by the Fire Department. Signs shall be according to state standards and read "No Parking - Fire Lane" and must be shown on the improvement plans.

STANDARD CONDITIONS OF APPROVAL
Community Development Department

49. 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.
50. The project developer shall submit a written dust control plan or procedure as part of the improvement plans.
51. 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 is significantly changed. In no case will a permit be issued prior to the effective date of the ordinance.
52. 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.
53. 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 Appendix K of the State CEQA Guidelines. In the event of discovery or recognition of any human remains in any on-site location, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County coroner has determined, in accordance with any law concerning investigation of the circumstances, the manner and cause of death and has made recommendations concerning treatment and dispositions of the human remains to the person responsible for the excavation, or to his/her authorized representative. A similar note shall appear on the improvement plans.
54. 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's desire to retain any well and make provisions to save the well. Additionally, the developer/subdivider may

request special approval for temporary use of an existing well for construction water or a more permanent use such as non potable outdoor landscaping. The developer/subdivider shall make such request in writing to the City Engineer.

STANDARD CONDITIONS OF APPROVAL

Planning

55. The proposed development shall be in substantial conformance to Exhibit B, dated "Received" July 30, 2009, May 27, 2010, and August 25, 2010, on file with the Planning Division, except as modified by these conditions. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development.
56. The PUD development plan approval shall lapse two years from the effective date of this ordinance unless a building permit is obtained.
57. 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 attorney's 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.
58. The project developer shall work with the Pleasanton Unified School District and the Director of Community Development to develop a program, in addition to the school impact fees required by State law and local ordinance, to off-set this project's long-term effect on school facility needs in Pleasanton.
59. Prior to building permit submittal, a list of the green building measures used in the design of the units covered by this approval shall be provided to the Planning Division for the review and approval by the Director of Community 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 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 applicant shall provide written verification by the project engineer, architect, landscape architect, or designer.

60. All conditions of approval shall be attached to all permit plan sets submitted for review and approval, whether stapled to the plans or located on a separate plan sheet.
61. Planning Division approval is required before any changes are implemented in site design, grading, house design, house colors or materials, green building measures, landscape material, etc.
62. Prior to 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.
63. The developer and future homeowners 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.
64. The developer and future homeowners are encouraged to use best management practices for the use of pesticides and herbicides.
65. The project developer shall comply with the recommendations of the tree report prepared Ed Brennan, dated January 9, 2010. 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.
66. The project developer shall post cash, letter of credit, or other security satisfactory to the Director of Community Development in the amount of \$5,000 for each tree required to be preserved, up to a maximum of \$25,000. This cash bond or security shall be retained for one year following acceptance of public improvements or completion of construction, whichever is later, and shall be forfeited if the trees are destroyed or substantially damaged. No trees shall be removed other than those specifically designated for removal on the approved plans or tree report.
67. The approved building materials and colors shall be stated on the plans submitted for issuance of building permits.
68. 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.

69. A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.
70. 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.

STANDARD CONDITIONS OF APPROVAL

Landscaping

Landscaping Requirements:

71. 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.
72. 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 until such time as permanent landscaping is in place.

Tree Requirements:

73. 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 to be saved may be trimmed or pruned without prior approval by the Community Development Director.
 - b. No equipment may be stored within or beneath the driplines of the existing trees to be saved.
 - c. No oil, gasoline, chemicals, or other harmful materials shall be deposited or disposed within the dripline of the trees to be saved 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 to be saved.

STANDARD CONDITIONS OF APPROVAL
Building

74. All retaining walls higher than four feet from the top of the wall to the bottom of the footway shall be constructed of reinforced concrete, masonry, or other material as approved by the Director of Community Development, or shall be an approved crib wall type. Calculations signed by a registered civil engineer shall accompany the wall plans.
75. 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.
76. Prior to issuance of building or demolition 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 and demolition waste measured by weight or volume. Proof of compliance shall be provided to the Chief Building Official prior to final inspection. During demolition and 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.

STANDARD CONDITIONS OF APPROVAL
Engineering

77. A "Conditions of Approval" checklist shall be completed and attached to all plan checks submitted for approval indicating that all conditions have been satisfied.
78. The project applicant or developer shall comply with the recommendations of the project's geotechnical consultant. The project applicant or 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.
79. The project applicant or developer shall arrange and pay for the geotechnical consultant to inspect and approve all foundation, retaining, and wall and drainage geotechnical aspects of project construction. The consultant shall be present on site during grading and excavation operations. The results of the inspections and the as-built conditions of the project shall be certified in writing by the

geotechnical consultant for conformance to the approved plans and geotechnical report and submitted to the City Engineer for review and approval prior to occupancy.

80. The project applicant or developer shall grant an easement to the City over those parcels needed for public service easements (P.S.E.) and which are approved by the City Engineer, or other easements, which may be designated by the City Engineer.
81. The project applicant or 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.
82. All existing septic tanks or holding tanks shall be properly abandoned, pursuant to the requirements of the Alameda County Department of Health Services prior to the start of grading operations, unless specifically approved by the City Engineer.
83. The haul route for all materials to and from this development shall be approved by the City Engineer prior to the issuance of a permit.
84. 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 underground in conduit or in a joint utility trench.
85. 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 applicant or developer. This shall include slurry seal, overlay, or street reconstruction if deemed warranted by the City Engineer.
86. This approval does not guarantee the availability of sufficient water and/or sewer capacity to serve the project.
87. A final map shall be required to subdivide the property into 14 lots. With the map, the project developer shall set forth the maintenance areas of the proposed development and maintenance responsibilities. The project developer shall record CC&R's at the time of recordation of the map which shall create a maintenance association for the development. The CC&R's shall be subject to the review and approval of the City Attorney prior to recordation of the map. The maintenance association shall be responsible for the maintenance of all private utilities, the common access driveway, and other common areas and facilities on the site. The City shall be granted the rights and remedies of the association, but not the obligation, to enforce the maintenance responsibilities of the property owners association.

88. The project developer/subdivider shall create drainage easements across the project for the benefit of the individual lots, subject to the review and approval of the City Engineer.
89. The project developer/subdivider shall create utility easements across the project for the benefit of the individual lots, subject to the review and approval of the City Engineer.
90. The tentative map shall contain a brief legal description of any parcel being re-subdivided, a statement of lot and total acreage, and a statement referencing any separate documents required to be recorded with the map.
91. There shall be no direct roof leaders connected to the street gutter or storm drain system, unless otherwise approved by the City Engineer.
92. The project applicant or developer and/or the project applicant's/developer's contractor(s) shall obtain an encroachment permit from the City Engineer prior to moving any construction equipment onto the site.
93. The project applicant or developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and drainage control measures, including concrete-lined V-ditches, to protect all cut and fill slopes from surface water overflow. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of a subdivision grading permit.
94. The project applicant or developer shall include erosion control measures on the final grading plan, subject to the approval of the City Engineer. The project applicant or developer is responsible for ensuring that the contractor is aware of such measures. All cut and fill slopes shall be re-vegetated and stabilized as soon as possible after completion of grading, in no case later than October 15. No grading shall occur between October 15 and April 15 unless approved erosion control measures are in place, subject to the approval of the City Engineer. Such measures shall be maintained until such time as permanent landscaping is in place.
95. Storm drainage swales, gutters, inlets, outfalls, and channels not within the area of a dedicated public street approved by the City Engineer shall be privately maintained by the property owners or through an association approved by the City.
96. The project applicant or developer shall be responsible for the installation of the lighting system serving the development. The lights shall be LED units. The lighting system design shall conform to the Illuminating Engineering Society (IES). Approval for the number, location, and type of electroliers shall be subject

to the review and approval of the City Engineer.

97. The project applicant or developer shall submit detailed landscape and irrigation plans as part of the improvement plans. The irrigation plan shall provide for automatic controls.
98. All retaining walls and monument signs along the street shall be placed behind the Public Service Easement (PSE), unless otherwise approved by the City Engineer.
99. A water meter shall be provided to each lot of record within the development unless otherwise approved by the City Engineer.
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. The in-lieu park dedication fees shall be paid to the City prior to approval of the map, at the rate then in effect, for the total number of buildable lots on the map, unless this requirement has been otherwise satisfied.
102. Prior to approval of the improvement plans, the project applicant or developer shall comply with all applicable conditions of outside agencies having jurisdiction.
103. The applicant shall post with the City, prior to approval of the final map, a separate performance bond for the full value of all subdivision improvements that are not to be accepted by the City of Pleasanton.
104. The applicant/developer's title company shall record the final map, CC&R's, Storm Water Operations and Maintenance Agreement, any grant deeds or easements, and any other required documents concurrently with the Alameda County Recorder's Office. After the recording of these documents the City shall be provided with a legible recorded copy.
105. 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.

STANDARD CONDITIONS OF APPROVAL

Fire

106. The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.

107. 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.
108. All fire sprinkler system water flow and control valves shall be complete and serviceable prior to final inspection. Prior to the occupancy of a building having a fire alarm system, the Fire Department shall test and witness the operation of the fire alarm system.
109. 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:
 - 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.
 - Backflow prevention or connections to the public water mains.
110. 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. The carrying capacity of the access route(s) shall be 69,000 pounds under all weather conditions.
 - d. Designated construction material storage and construction worker parking shall not obstruct the emergency vehicle access route(s).

CODE REQUIREMENTS

Planning

(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.)

111. The project shall meet all requirements of the City's Growth Management Program, as determined by the Director of Community Development.

CODE REQUIREMENTS

Building

(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.)

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

CODE REQUIREMENTS

Fire

(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.)

115. All construction shall conform to the requirements of the 2007 California Fire Code and City of Pleasanton Ordinance 1965. All required permits shall be obtained.
116. Underground fire mains, fire hydrants, and control valves shall be installed in conformance with the most recently adopted edition of NFPA Pamphlet 24, "Outside Protection."
 - The underground pipeline contractor shall submit a minimum of three (3) sets of installation drawings to the Fire Department, Fire Prevention Bureau. The plans shall have the contractor's wet stamp indicating the California contractor license type, license number and must be signed. No underground pipeline inspections will be conducted prior to issuance of approved plans.
 - All underground fire protection work shall require a California contractor's license type as follows: C-16, C-34, C-36 or A.
 - All field-testing and inspection of piping joints shall be conducted prior to covering of any pipeline.

117. All buildings undergoing construction, alteration or demolition shall comply with Chapter 14 (2007 California Fire Code) pertaining to the use of any hazardous materials, flame-producing devices, asphalt/tar kettles, etc.
118. 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.
119. The building(s) covered by this approval shall conform to the requirements of the 2007 California Building Code, 2007 California Fire Code, and the City of Pleasanton Ordinance #1965. 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).

STANDARD URBAN STORMWATER CONDITIONS OF APPROVAL

The project shall comply with the California Regional Water Quality Control Board, San Francisco Bay Region, Municipal Regional Stormwater NPDES Permit, Order R2-2009-0074, NPDES Permit No. CAS612008, October 14, 2009:

(http://www.waterboards.ca.gov/sanfranciscobay/board_info/agendas/2003/february/02-19-03-12finalto.doc;

and:

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

The project shall also comply with the "Construction General Permit" by the California Regional Water Quality Control Board, San Francisco Bay Region:

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

Design Requirements

120. The Permit design requirements include, but are not limited to, the following:

- a) Source control, sight design measures, and design and implementation of stormwater treatment measures are required when commercial, industrial, or residential development creates and replaces 10,000 square feet or more of impervious surface, including roof area, streets, and sidewalk.
- b) Hydro-modification standards are required when a new development or redevelopment project creates and replaces total impervious area of one acre or more.
- c) The Permit requires a proactive Diazinon pollutant reduction plan (aka Pesticide Plan) to reduce or substitute pesticide use with less toxic alternatives.
- d) The Permit requires complying with the Copper Pollutant Reduction Plan and the Mercury Pollutant Reduction Plan.

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

- a) The project applicant or developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures including bio-swales. Irrigated bio-swales shall be redesigned as needed to the satisfaction of the City Engineer to optimize the amount of the stormwater running off the paved surface that enters the bio-swale at its most upstream end. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of any building permits.
- b) In addition to natural controls, the project applicant or developer shall install a structural control such as an oil/water separator, sand filter, or an approved equal in the parking lot to intercept and pre-treat stormwater prior to reaching the storm drain. The design, locations, and a schedule for maintaining the separator shall be submitted to the City Engineer/Chief Building Official for review and approval prior to issuance of building permits. The structural control shall be cleaned at least twice a year: once immediately prior to October 15 and once in January.
- c) The project applicant or developer shall submit sizing design criteria to treat stormwater runoff at the time of improvement plan submittal and an updated detailed copy of calculations with subsequent submittals.
- d) Landscaping shall be designed to minimize irrigation and runoff, promote surface infiltration where appropriate and acceptable to the project soils engineer, and minimize the use of fertilizers and pesticides that can contribute to stormwater pollution.

- Structures shall be designed to prohibit the occurrence and entry of pests into buildings, thus minimizing the need for pesticides.
 - Where feasible, landscaping shall be designed and operated to treat stormwater runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to water shall be specified. Soil shall be amended as required. (See planting guideline by Alameda County Clean Water Program.)
 - Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency, and plant interactions to ensure successful establishment.
 - Landscaping shall also comply with City of Pleasanton ordinances and policies regarding water conservation.
- e) All metal roofs, if used, shall be finished with rust-inhibitive paint.
- f) Roof drains shall discharge and drain away from the building foundation. Ten percent of the stormwater flow shall drain to landscaped area or to an unpaved area wherever practicable.
122. A regular program of sweeping/ vacuuming, litter control, and spill cleanup shall be implemented. Such program shall be submitted to the Director of Community Development for review and approval prior to issuance of permits.

Construction Requirements

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

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

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

Stormwater

123. The project applicant or developer shall submit a Stormwater Pollution Prevention Plan (SWPPP) for review by the City Engineer/Chief Building Official prior to issuance of building or engineering permits. A reviewed copy of the SWPPP shall be available at the project site until engineering and building

permits have been signed off by the inspection departments and all work is complete. A site specific SWPPP must be combined with proper and timely installation of the BMPs, thorough and frequent inspections, maintenance, and documentation. Failure to comply with the reviewed construction SWPPP may result in the issuance of correction notices, citations or stop work orders.

124. The amendments to the SWPPP and all the inspection forms shall be completed and available at the site for inspection by the city, county, or state staff.

125. The project applicant or developer is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure, shall be included in the SWPPP and implemented as approved by the City.

- a) The project applicant or developer shall include erosion control/stormwater quality measures on the final grading plan which shall specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydroseeding, hay bales, sandbags, and siltation fences and are subject to the review and approval of the City Engineer/Chief Building Official. If no grading plan is required, necessary erosion control/stormwater quality measures shall be shown on the site plan submitted for an on-site permit, subject to the review and approval of the Building and Safety Division. The project applicant/developer is responsible for ensuring that the contractor is aware of and implements such measures.
- b) All graded areas shall be re-vegetated and stabilized after completion of grading, but in no case later than October 15. Hydroseeding shall be accomplished before September 15 and irrigated with a temporary irrigation system to ensure that the grasses are established before October 15. No grading shall occur between October 15 and April 15 unless approved erosion control/stormwater quality measures are in place, subject to the approval of City Engineer/Chief Building Official. Such measures shall be maintained until such time as permanent landscaping is in place.
- c) Gather all sorted construction debris on a regular basis and place it 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.
- d) Remove all dirt, gravel, rubbish, refuse, and green waste from the street pavement and storm drains adjoining the site. Limit construction access routes onto the site and place gravel on them. Do not drive vehicles and equipment off paved or graveled areas during wet weather. Broom sweep the street pavement adjoining the project site on a daily basis. Scrape caked-on mud and dirt from these areas before sweeping.

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

Operation Requirements

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

126. All projects, unless otherwise determined by the City Engineer or Chief Building Official, shall enter into a recorded Stormwater Treatment Measures Inspection and Maintenance Agreement for ongoing maintenance and reporting of required stormwater measures. These measures may include, but are not limited to:

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

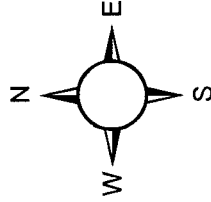
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LOCATION MAP

City of Pleasanton

GIS

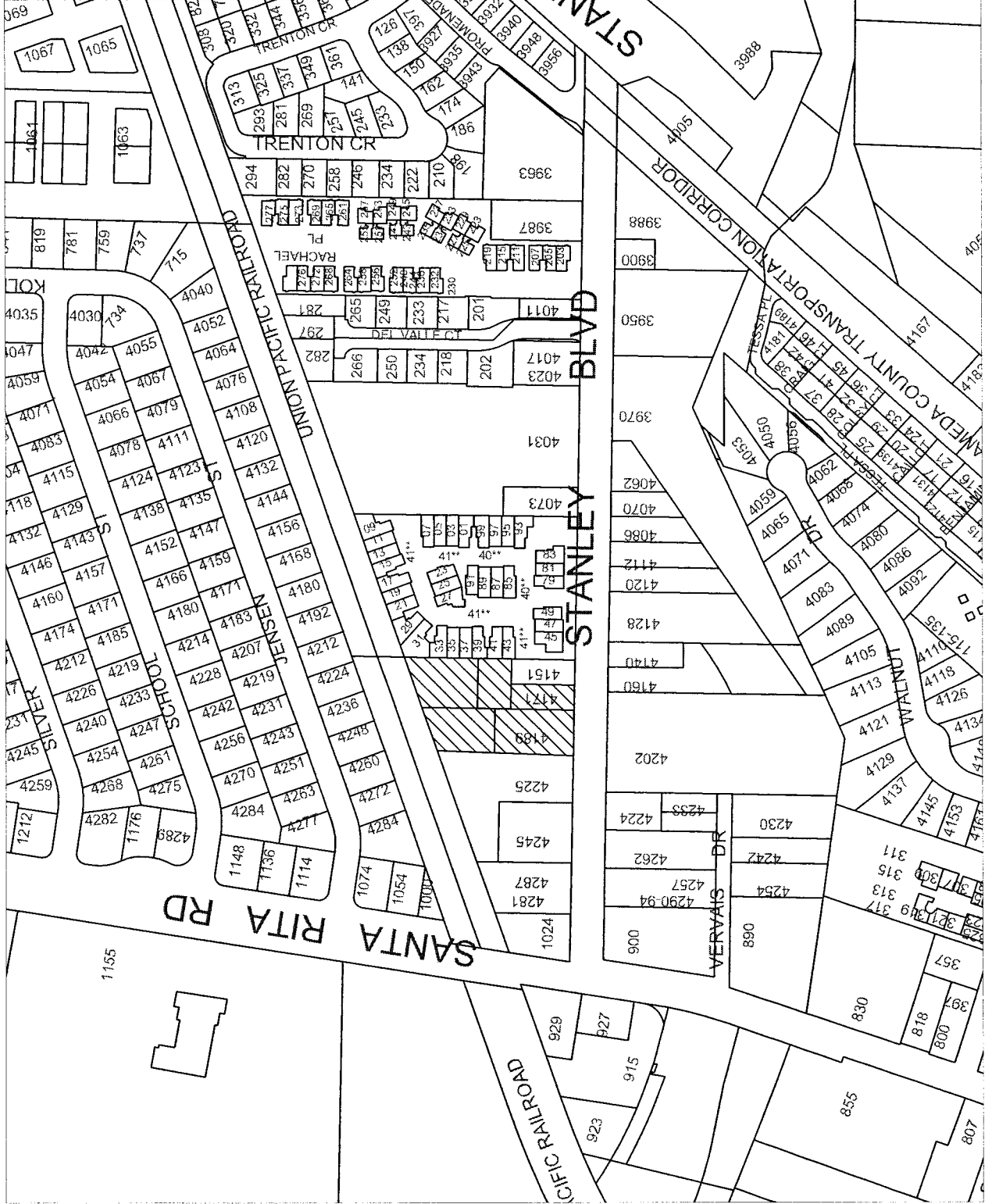
Department



Scale 1 in = 300 ft



Printed 9/2/2010





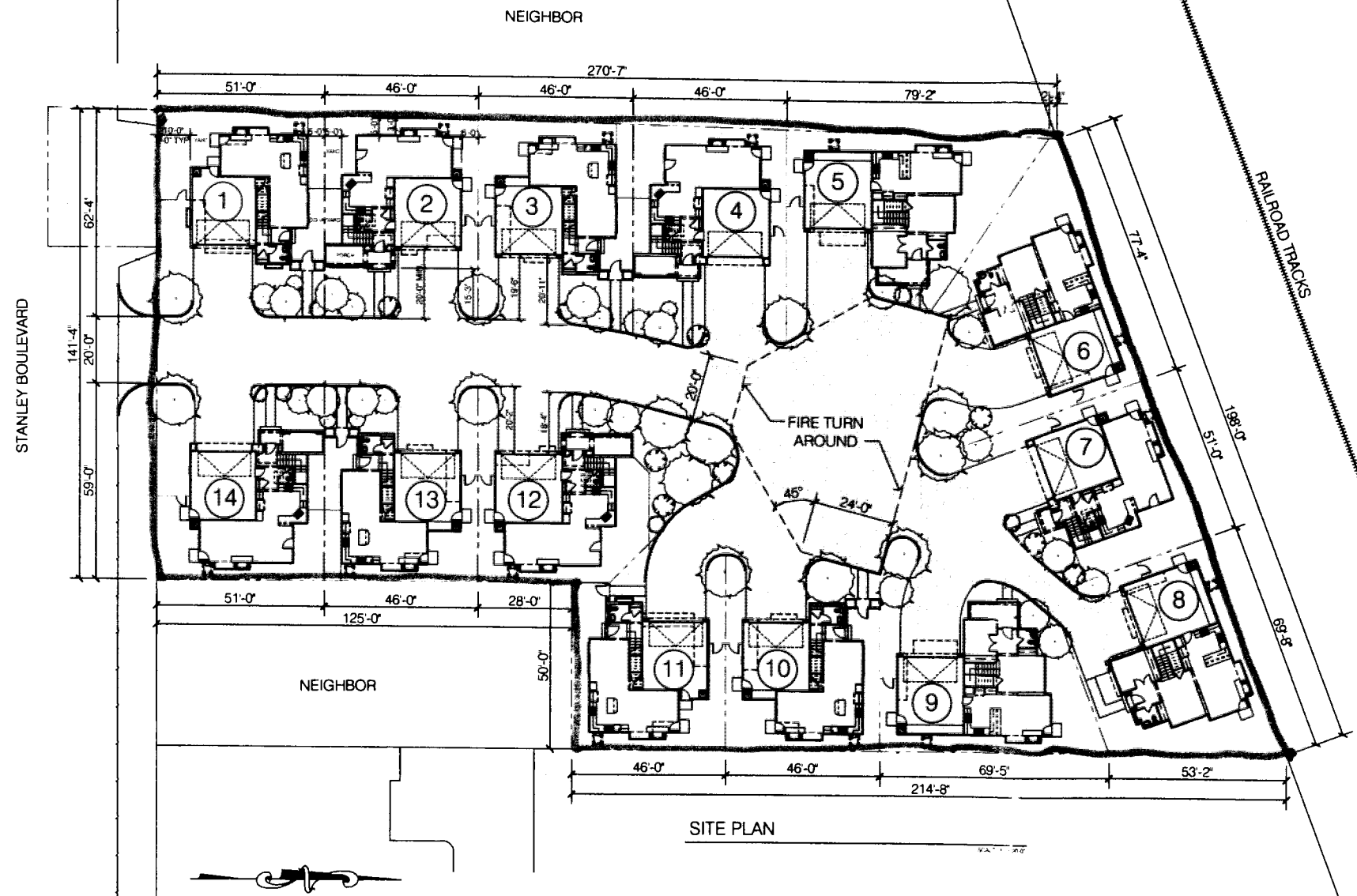








PRELIMINARY SITE PLAN FROM
THE WORK SESSION **EXHIBIT F**



PROJECT DATA

APN # 946-1689-017, 946-1689-018, 946-1689-019
STANLEY BOULEVARD
4171 & 4189 STANLEY BLVD., PLEASANTON, CA

PROJECT AREA CALCULATION

GROSS PROJECT SITE 52,510 S.F.
INDIVIDUAL LOT SIZE 2,390 S.F. - 3,420 S.F.

BUILDING TYPE	UNITS	PARKING
SINGLE FAMILY HOMES	14	28 COV. 28 UNCOV.
TOTAL UNITS AND PARKING	14	56 SPACES

UNIT MIX

- (5x) PLAN 1 : 1,609 - 1,649 S.F. EACH UNIT
2 - 3 BEDROOMS
2 CAR GARAGE
- (5x) PLAN 2 : 1,764 - 1,789 S.F. EACH UNIT
2 - 3 BEDROOMS
2 CAR GARAGE
- (4x) PLAN 3 : 2,140 S.F. - 2,176 S.F. EACH UNIT
3 - 4 BEDROOMS
2 CAR GARAGE

PROJECT SETBACKS

FRONT YARD : 10'-0" AVERAGE / 5'-0" MINIMUM
SIDE YARD : 5'-0" MINIMUM / 10'-0" AT STANLEY BLVD
REAR YARD : 5'-0" MINIMUM

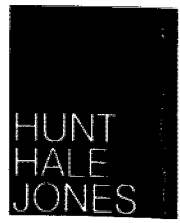
CONTACT INFO.

PROJECT CONTACT:	ARCHITECT:
DONATO BUILDERS, INC.	HUNT HALE JONES
1854 WARSAW AVENUE LIVERMORE, CA 94550 TEL. (925) 245-0694 FAX. (925) 454-8605	444 SPEAR STREET, SUITE 200 SAN FRANCISCO, CA 94105 TEL. (415) 512-1300 FAX. (415) 288-0288

VICINITY MAP



STANLEY BOULEVARD
DONATO BUILDERS INC.
4171 & 4189 STANLEY BOULEVARD
PLEASANTON, CA



Architecture | Planning | Interiors
444 Spear Street, Suite 200
San Francisco, CA 94105
www.hunthalejones.com
t. 415-512-1300
f. 415-288-0288

SITE PLAN
DR 2
SCALE: AS NOTED
DATE: 10.02.07
PROJECT: 288002

PREV-695, Dave DiDonato, Donato Builders, Inc.

Work session to review and provide comment for a proposal for a PUD rezoning and development plan to construct 14 two-story single-family detached homes n an approximately 1.2-acre site located at 4189 Stanley Boulevard.

Ms. Soo summarized the staff report and presented the background, scope, and layout of the proposed project.

Commissioner Fox inquired about the layout of the project, particularly about the fire turnaround. She noticed that between Lots 4 and 5, and Lots 6 and 7, there was an extension of landscaping that came out on either side into the fire turnaround area. She inquired whether there was a particular reason why it came out so far. She stated that she believed that if it were to be reduced, the fire turnaround area would be a bit larger.

Ms. Soo replied that the layout of the turnaround met the requirements of the Fire Department.

Commissioner Fox noted that the layout was unusual and that it did not appear to be a typical cul-de-sac configuration. She inquired whether the Pleasanton Heritage Association (PHA) was given notice on this item and whether it had any comments. Ms. Soo noted that the PHA had not been noticed. She added that staff was interested in the Commission's comments and that it was not a project that would need to go to the PHA for comments.

Ms. Decker noted that the fire turnaround evolved from the original application. She stated that the site plan originally came in for review with almost completely paved drive and common area with no landscaping. An effort had been made to provide additional landscaped area, and this particular proposal provided more landscaped areas. She noted that the hammerhead turnaround fit within it, and the amount of green space was optimized up to that turnaround. She noted that this proposal could be modified accordingly.

Commissioner Fox noted that the floor area ratio (FAR) was approximately 70 percent and inquired whether there were other 70-percent FAR's in the Downtown area. She further inquired whether that would push the envelope. Ms. Soo stated that she did not recall any 70-percent FAR's Downtown but that she had not performed the research to verify that information.

Commissioner Narum noted that this was a private road and inquired what criteria were used to determine what constituted a private road and a public road.

Ms. Decker replied that the determination of whether a road was public or private was based on how the structural section may be developed and whether or not the City or the applicant may request to have it be public or private. She stated that there may be subdivisions with 28-foot or 32-foot road widths that comply with the structural section, but the development may request that it be private. She noted that in this case, the width of the road was less than any of the City's standards, and, thus, it was considered more of a driveway than a street. She added that from the City's viewpoint, it would be preferable to have it be a private road and to serve more as an access drive than an actual street.

With regard to the lot on the east side, Commissioner Narum inquired about the setbacks of the townhouses (Lots 9-11) from the property line. Ms. Decker believed that the rear yard setback was three feet. Commissioner Narum inquired about the setback on the adjoining property and inquired whether there were six to seven feet between the houses to the rear and what lay behind them. Ms. Decker noted that staff would confirm those dimensions when the project returns to the Planning Commission. She noted that it appeared from the aerial that it looked to be approximately 15 to 20 feet to the property line but that it was not necessarily an accurate representation.

Commissioner Olson inquired about the rough distance from the railroad tracks to Units 6, 7, and 8. Ms. Decker noted that it was approximately three feet to the property line but was approximately 53 feet to the centerline of the railroad tracks.

Commissioner Olson inquired whether that was roughly equivalent to the property just to the east. Ms. Decker confirmed that was the case and that there was uniformity in terms of the distance between the tracks and the developments.

Commissioner O'Connor noted that he saw two floor plans and had thought there were three floor plans. He noted that they were listed as Residence 1 and Residence 2 twice but with different square footages and different layouts. Chair Blank noted that the Commission could check with the applicant for clarification on the architecture.

Commissioner Fox noted that in looking at Concept C, the plan view of the landscaping, it appeared to look different than the actual DR-2 site plan. She noted that it appeared that the fingers were tapered back and inquired whether Concept C was meant to be the same as the DR-2 site plan or whether it was the original concept. Chair Blank noted that the dates on the plans were 10/07 and 3/08 and suggested that the Commission ask that question of the applicant.

Commissioner Fox noted that it appeared to her that there were no sidewalks since this was a private road. She inquired about the width of the proposed private road versus the width of a normal public street. Ms. Decker replied that a normal street with one side available for parking would be 28 feet and that typically, most developments were 32 to 36 feet in width. The applicant proposed a width of 20 feet, which was the same dimension used for EVAs; this road had no sidewalks and potentially would have a curb.

THE PUBLIC HEARING WAS OPENED.

Dave DiDonato, applicant, noted that he had created responses to the staff report and added that there were some inconsistencies that were lost in the translation. He distributed those responses and believed that the information would clarify some of the confusion. He noted that his architect and landscape architect would address the technical questions and that he would address the questions of density. He noted that the initial staff comments, dated November 9, 2007, indicated that the densities of the 14-unit development were consistent with the land use designations. At that time, staff asked whether the applicant would be able to increase the densities for the site, which he took under consideration. He noted that after review, he returned with his findings and had determined that it was not feasible for this site for economic and

environmental reasons, including the additional cost and liability associated with multifamily attached housing. He stated that he felt the 14-unit layout with the mixture of the existing greenery, the houses, and the layout created a good blend of a high-density site in that area. He noted that he believed that to go any higher would require more concrete, congestion, and roofs; those were the reasons they proceeded with this project. He noted that there was some conversation about setbacks and the heights of buildings and that the document he distributed should clarify some of those concerns.

Terry Camp, Camp + Camp Associates, Landscape Architect, complimented staff on being extremely helpful. He added that he had a long-term relationship with Mike Fulford, City Landscape Architect, who had been very helpful in identifying the streetscape on an otherwise nondescript street tree theme. He displayed a PowerPoint presentation and noted that they were able to attempt to unify the streetscape. He added they had received the improvement section for the right-of-way from George Farrell of the Engineering Department so they could see how they would interface with the public right-of-way, and how the private access drive has its own character. He noted that Commissioner Fox was correct in that his site plan was different. He noted that there were some descriptions of the fire apparatus turnaround on the slide, which was the defining criterion for the amount of space. He noted that they pierced the perimeter of the turnaround with the planting islands and described a grass ring product within the island. He noted that it was built similar to turf stone, built on a road base that was built on a fiberglass mat, backfilled with soil, and had a compressive strength to handle the 40,000-pound apparatus. He noted that the cities and Fire Departments buy off on this material, which enables them to get away from a three-point turn quasi-cul-de-sac design just for the purpose of the apparatus. He added that it would also enable them to get more greenery.

Mr. Camp noted that they included private courtyard entries with three different examples of Mediterranean motifs in the vernacular of the architectural characters and materials, including a flagstone, a pattern tile, and an impressed concrete product. He stated that a visitor into the courtyard would see a deep outdoor living environment in addition to the private open space. He noted that the private open space ranged anywhere from 500 to 800 square feet, which was slightly under one-quarter acre or 9,800 square feet of usable private open space. He added that they examined the potential sociology of the units and carefully crafted the outdoor living environments to work with the indoor space plan. He noted that while there was a fair amount of hardscape, they had outdoor living areas associated with family rooms, outdoor kitchens, dining rooms, a wall fountain, and a pathway connecting the two outdoor living areas. He noted that in effect, a garden environment could be imported into the dining room, a design which, in his opinion, reflected an appropriate indoor and outdoor spatial relationship.

Michael Paulza, Hunt, Hill, Jones Architects, addressed the discussion points brought up by the Commission. With respect to Point 3 (parking), he stated that he understood they were required to provide two parking spaces per home enclosed in a garage, plus, the layout provided two on-site spaces on the unit driveways for guests. They also provided four off-site spaces on Stanley Boulevard, creating 32 parking spaces for the complex, which brought 30 spaces overall in addition to what was required for the project. He stated that with respect to the setbacks, the Pleasanton Municipal Code dictates five-foot setbacks, which were provided and in conformance. He added that the rear setback for the units was five feet and pointed out the

setbacks on the screen, noting that the media center and fireplace encroached into the setback, as allowed by the Pleasanton Municipal Code. He noted that the City suggested that there be 18-foot parking aprons, potentially bringing the rear to seven feet rather than three feet. He noted that there were no rear setbacks less than five feet in the complex.

Mr. Paulza noted the open space provided for the units and displayed the two plans on the screen. He noted that each plan was designed to act together, and each one was provided with a maintenance easement which essentially created a zero lot line development. The combination of the easements provided open space not less than 10 feet in any direction, creating the private open space. He noted that in the entire complex, there was an average of 421 square feet of private open space as defined under the 10-foot width, 150-square-foot minimums in the Code. He noted that their handout included a list of all the open spaces provided on-site. He noted that they came up with a 62-percent FAR rather than 70 percent and that they would be glad to demonstrate how they arrived at that figure. He noted that they had three plans, not two, with two elevations per plan, for a total of six elevations. He noted that there was a repetition of two to three elevations throughout the entire complex, which they believed was a good variety for 14 homes. He clarified that the heights were not 39 feet to the ridge. The highest point was 27 feet. He noted that most of the homes are gabled back at the front, and the highest point is always at the back and at the center of the home.

Commissioner Olson noted that the site plan included a sound wall along the northern section, presumably to mitigate the sound of the trains. Mr. DiDonato confirmed that was correct. Commissioner Olson inquired whether, in addition to the soundwall, they planned to include any special materials in Units 5 through 8 with a wall that would face the railroad. Mr. DiDonato confirmed they would do that. He added that they did not believe the wall itself would be sufficient and that they were examining window systems and wall systems that will give the proper mitigation for the units in relation to the railroad noise. They were also considering buffering that edge with landscaping.

Chair Blank inquired whether vibration from the trains would be an issue for the units and whether they planned to have any mitigation strategies for that. Mr. DiDonato replied that they had not yet addressed that but they were aware of that issue and would design to address it. Chair Blank noted that he would look for that solution when the application came back to the Commission.

In response to an inquiry by Commissioner O'Connor about the sound wall, Mr. DiDonato replied that it would be a minimum of 10 to 12 feet but that it had not been designed yet.

Commissioner Fox noted that the rear yard setback was three feet and inquired whether all the buildings were three feet from the fence. Mr. DiDonato noted that the setback to the buildings was five feet and that the three-foot dimension was to the media center, which was an encroachment into the setback as allowed by the City. Commissioner Fox inquired about the notation on page 3 of the staff report. Mr. DiDonato replied that technically, that was not correct because the setback for the project was five feet to the building; the distance from the property line to the media center or fireplace was three feet. He suggested that the City clarify its definition as to what the setback would be.

Commissioner O'Connor requested that staff clarify that item.

Ms. Decker stated that encroachments into setback areas do not include media centers. She indicated that the Code allowed for bay windows and fireplaces to encroach, which were generally found in sideyard setback areas. She noted that the rear yard area did not meet the current standards and that the media center could not be considered an allowable encroachment. The setback was per the staff report, which was three feet.

Commissioner Fox noted that the applicant indicated there was a difference in height between 39.5 feet per staff and 29.7 feet per the applicant. She inquired whether there was a difference in the way the applicant measured the height. Ms. Soo noted that the height was measured based upon the distance from the lowest point to the peak of the building.

Mr. DiDonato noted that the drawings were scaleable and that the height was up to 27 feet.

Chair Blank noted that should be clarified.

Ms. Decker noted that as the plans are developed more fully, staff will confirm what the dimension is and whether it would be based on the midpoint or the ridge. She added that staff will return with the appropriate information.

Commissioner Fox noted that the landscaping plan did not appear to show landscaping in the back or the side yards and asked if that was accurate. She inquired whether there would be landscaping or if it would be finalized when the houses were bought.

Mr. Camp replied that they showed landscaped entry courtyards and streetscapes, front yards by the builder, and side yards to the side yard fencing. He added that they would develop typical techniques for buyers to landscape their own side and rear yards, which would be offered as an option if the buyer decided to do that.

Commissioner Fox noted that since there was no guest parking and assuming that it would be striped red, she inquired what the service vehicles would do if there were no parking allowed. Mr. Paulza noted that four parking stalls would be provided on Stanley Boulevard and that the homes would face the interior road rather than Stanley Boulevard. Commissioner Fox inquired whether Comcast would have to park on Stanley Boulevard if it had to service the house on Lot 9. Mr. Paulza noted that they would be able to drive in and coordinate parking with the owners. Commissioner Fox inquired whether trucks would have to use the driveways since no guest parking was allowed. Mr. Paulza replied that depending on the kind of trucks, they may be able to come in, but they would generally park on Stanley Boulevard.

In response to an inquiry by Commissioner O'Connor regarding whether the paving on the drive would be standard asphalt, Mr. Paulza replied that the program was to have textured paving at the front of the project. He added that as drivers continued through the private access drive, they would show an AC paved area, and the driveway aprons would be textured, colored, and scored

with a design concrete. The driveways would be parking stalls, so workmen and vans coming to work on specific homes would be able to park in the driveway.

Commissioner O'Connor asked whether there would be weight limitations for either the private drive or the driveway. Mr. Paulza replied that the live loads accommodate a fire apparatus so they would be able to accommodate most vehicles.

Commissioner O'Connor inquired whether the developers would be amenable to condition the project in the Homeowners Association (HOA) documents to prohibit storage within the garage. Mr. Paulza replied that they would look into that.

Chair Blank requested that the applicant display where the parking on Stanley Boulevard would be. Mr. Paulza pointed out the four spaces on the overhead screen. Chair Blank requested verification that there would be two spaces within the garage and that the driveway would be wide enough to accommodate two additional vehicles. Mr. Paulza confirmed that was correct. Chair Blank inquired whether they would be completely off the private road. Mr. Paulza replied that was correct. He noted that the aprons were currently 20 feet deep to accommodate a car. He added that they may become 18 feet deep in order to accommodate a better rear setback, which would still accommodate a parked car.

In response to Chair Blank's request, the applicant displayed a slide showing Units 3 and 4 and pointed out the main entry to the units. Chair Blank inquired whether the area between Units 3 and 4 would be a joint use area for both units. Mr. DiDonato replied that it was for Unit 3, with a use easement and a solid wall; Unit 4 would get the space on the other side. Mr. Paulza noted that it would maximize the private open space for each unit by utilizing five additional feet.

Commissioner O'Connor inquired whether the parking spaces that would be created on Stanley Boulevard existed today. Mr. Paulza replied that there was currently a home there with parking curb cuts. He added that they proposed having one entry with room for potentially two cars on each side of that entry. Mr. DiDonato noted that the City has engineered street improvements that allow for a travel lane, a bicycle lane, and eight feet of on-street parallel parking.

Chair Blank inquired whether this would be classified as affordable housing. Mr. Paulza replied that he did not believe it would be. Chair Blank inquired about the approximate selling price of the homes. Mr. DiDonato noted that the project would take about a year to 18 months to entitle and that there would be a lot of economic concerns for the project. He estimated that the home prices may be in the \$750,000-800,000 range.

THE PUBLIC HEARING WAS OPENED.

Barbara Adams noted that she was impressed by what was being proposed for the new homeowners: one-quarter acre of open space, appropriate outdoor living space, open space for units not less than ten feet in every direction. She noted that she lived in a townhome that bordered this property. She submitted a petition with 65 signatures obtained in a short period of time and read the language into the record:

“We the undersigned hereby request the Planning Commission to adhere to the City’s current General Plan, which was in place when all of us bought our property, and not rezone the approximately 1.2 acre site at 4198 Stanley Boulevard from Medium to High Density. We respect the right of the property owner to develop his property and make a profit on his investment. We ask that the City, the property owner, and the builder take into consideration the quality of life of current residents, many of whom have lived on Stanley over 10 to 20 years, as well as the new development homebuyers.

“In an effort to consider our as well as our new neighbors’ quality of life, we ask that the project setbacks be a minimum of 15 feet from existing property lines and that as many trees as possible be retained for the sake of wildlife habitat, as well as privacy and their native beauty.”

Ms. Adams noted that at this time, they have had the good fortune of being able to see as far as to the ridge from their property. She noted that that ability contributed to their own quality of life. She hoped that whatever decision was made for the new homebuyers, the current residents should be given equal consideration and that some of the trees should be retained for privacy and for the habitat they provide. She hoped that when the location of the new homes is determined, they will consider the potential blockage of views for the existing homes and move them slightly to avoid that blockage. She noted that they requested that the density not be changed from Medium to High Density Residential and inquired whether staff had asked for the increase to High Density Residential. Chair Blank noted that the public hearing was intended for members of the public to make statements, and that the questions by the Commission would occur later. At Chair Blank’s request, Ms. Adams pointed out the location of her property on the overhead screen, bordering Lots 8, 9, 10, and 11. She noted that “Windowology” was located on the west side and did not believe they cared about setbacks as much as the residents of her townhome community because that side of the property did not have any windows.

Don Adams pointed out the location of their property on the overhead screen and agreed with his wife’s request to adhere to the current zoning and not allow a higher density. He noted that there would be parking, traffic, and other issues to contend with if a higher density were to be approved. He noted that there were 36 units in their complex, with 18 guest parking spots and two-car garages. He noted that even if the use of the garage were conditioned to not allow storage, in reality, the garage was their domain and they can do what they want with it. He noted that it was very difficult to obtain compliance even though it was spelled out in the CC&R’s. He noted that their CC&R’s have the same no-storage provision and that some owners do not comply. He noted that parking would be an issue and that people would have to move parked cars to allow neighbors to back out of their garages. He stated that he believed that it would be very difficult logistically and that eight homes would be an appropriate number of homes. He added that there may be noise issues as well and that this development would be too close to their complex. He noted that if the developers were to aim for maximum profit, then they would want a larger number of units or go three stories up. However, he stated that he believed that quality of life was very important.

Commissioner O'Connor asked Mr. Adams how many units were in his development. Mr. Adams replied that there were 36 units on approximately 2.3 acres; they had a 15-foot setback. He noted that some of his neighbors had three cars, and they were working on a placard system for extended parking to accommodate those neighbors. He noted that anybody can park on Stanley Boulevard and that the four parking places on Stanley Boulevard would be available to anyone and not just the proposed development. He noted that they could not guarantee those parking places and added that there were often ten cars parked in front of his complex.

Darell Walterson pointed out the location of his home on the overhead screen and noted that it was built in 1914 and was built on the property line. He stated that he had a detached garage in the back left-hand side of the lot and that the backyard of a potential neighbor would have a demising wall adjacent to their lot. He noted that he had a backyard shop and that he uses power tools, as well as creating metal sculpture, which was sometimes noisy. He noted that he would be installing solar panels on his garage and that there would be a sunlight easement, both of which may be a concern. He noted that the house on 4189 Stanley Boulevard was an older house and inquired whether the Pleasanton Heritage Association should look at it. He noted that there were some very large trees at that location as well. He stated that he believed a winery would be a good addition to Downtown Pleasanton and provide a connection at this site. He noted that Old Stanley Boulevard may be realigned, that sidewalks may be placed on the north side, and that they would lose an eight-foot gravel swale with natural percolation. He noted that they did not have any natural drainage and that the percolation kept the water from going into the arroyo. He stated that he believed impervious surfaces with accelerated runoff would put more pollutants into the arroyo. With respect to the realignment of Stanley Boulevard, he stated that he understood they wanted to put the parking on the north side and leave the south side of Stanley Boulevard in a natural state with the older homes.

In response to an inquiry by Chair Blank regarding whether he had a recorded view easement, Mr. Walterson replied that he did not yet have a recorded view easement. He noted that he had been looking into it for the last two months and was worried about it.

David Walker agreed with the previous speakers and was concerned about density-related issues, particularly parking, residents with more than two cars, and those who fill their garages with things other than cars. He noted that he believed it would be very difficult to control that and encouraged the Commission to not compromise the parking requirements for this area.

Wilona Perry noted that she had lived in the neighborhood since 1964 and had seen many changes in the neighborhood. She believed the density of the proposed project would be too high for the neighborhood and expressed concern about the height limit. She was concerned about the parking for 14 homes, which would bring in at least 28 more cars to the neighborhood. She noted that the homes would be 2,000 square feet, with teenage drivers, which would potentially allow for 35 to 40 cars. She believed there should be one guest parking space per person, per house. She believed that there should be a maximum of ten homes if the development were to proceed and that 14 homes was too many. She was concerned about the ability of the Fire Department to access the development and about the safety of people coming off of Main Street or Santa Rita Road, making a left-hand turn to go down Stanley Boulevard, and then making another quick left turn to get into the property, especially during the afternoon

drive time. She noted that the traffic on Stanley Boulevard has worsened and that it was especially bad during rush hour. She was concerned that there would be accidents and that it did not make any sense to have so many homes. With respect to the garage, she stated that some of her neighbors with teenage drivers had four cars and a two-car garage. She stated that she did not believe it was feasible to tell someone that they could not have three cars when they only had two parking spaces. She expressed concern that their guests would not have room to park. She stated that she understood that the south side of the street was part of the Historic Downtown area and that the historic homes should be maintained. She stated that she did not believe the modern, high buildings fit into the area at all. She opposed this project as proposed and believed the density was too high.

Paul Martin noted that he lived in one of the historic houses on Foothill Road and that he and his family moved to Pleasanton for the quality of life. He noted that developments like this were created to meet the housing needs. He was concerned about the ability of his children to be able to afford to live in Pleasanton. He noted that he worked in real estate and believed the median home price in Pleasanton was almost a million dollars. He noted that everyone had to have a quality of life but that housing must also be provided for the residents. He noted that the 2002 Specific Plan was the reason for this property being high density and did not know why the General Plan was not in compliance; he trusted that staff was working on that issue. He stated that he believed the applicant did a good job and that the houses were attractive. He noted that some adjustment could be made to the elevations so they would be more in keeping with the existing homes on that side of the road, and he stated that he believed the applicant would be able to do that. He stated that he liked the landscaping plan and noted that pervious areas affected everyone. He indicated that he believed that the landscape architect had tried to address that issue and that he understood this would be a tough decision. He stated that he believed the applicants had thought the issues through and had worked with staff and that a project like this would taken advantage of the land that was available to house Pleasanton's residents.

In response to an inquiry by Commissioner Fox regarding whether he was affiliated with the applicant, Mr. Martin replied that he was not affiliated with the applicant, was not a realtor for the applicant, and did commercial property management. He noted that he had an interest in what was going on in the community.

Mr. DiDonato noted that the staff report stated that he was applying for a General Plan Amendment, which he stated he thought to be incorrect. He noted that they were following the guidelines in the Downtown Specific Plan and that they were not requesting increased density; they intended to fit into the density set forth in that Plan. He noted that they wished to rezone the property from R-1-6,500 to the current density. He noted that they came up with the development and design based on the guidelines set forth by the City for this particular site. He stated that he did not believe they were too far from what was proposed in the Specific Plan. He noted that they were a local builder that they were conscious of the area, and tried to create quality products. He noted that he had just completed a project in Livermore, on the corner of Chestnut and L Street, which was a redevelopment project. He noted that they turned that blighted property into eight nice homes. He noted that was their main focus and added that creating infill housing was challenging. He noted that there were developers who would not do infill housing. He noted that they had a strong background in construction for over 30 years and

that they started the company in 2005. He noted that they focused on quality of life issues and that they intended to provide a high-quality product. He noted that they tried to put a product forward that worked both with the community and were economically feasible to go forward. He noted that they will be happy to work with Pleasanton staff to move forward on this project.

THE PUBLIC HEARING WAS CLOSED.

Commissioner Fox noted that it seemed that the applicant disagreed with whether they needed to do a rezoning.

Ms. Decker clarified that the staff report identified one of the entitlements as required was a General Plan Amendment, and the correction was that they did not need to do so. She noted that the current General Plan land use designation was High Density Residential, in conformity with the Specific Plan land use designation. She noted that with respect to density for this particular designation, High Density Residential was eight-plus units per acre. At a density of eight units per acre, there would be a net of 9.6 or 10 units on that site. She noted that there was no midpoint or maximum for High Density Residential and that this particular calculation for the 1.2-acre site was approximately 11.6, which was approximately 12 units per acre, which was the density being proposed at this time. She noted that the Stanley reconstruction would remove parking on the south side of the street. She stated that currently, there was parking on both sides of the street and that only the parking on the south side would be removed with those street improvements.

Ms. Decker noted that with respect to the discussion about homeowner associations, there was no real common open space area; the lots were divided to the street frontage, which was the 20-foot access way. She noted that a maintenance agreement would be provided because there was no landscaping or other common area to manage. She noted that a maintenance association would probably be the preferred method for this site, which led to the question of parking and storage in garages. She noted that the Planning Commission and staff have discussed the issue numerous times with developments and that particular requirement was generally placed in CC&R's because the City did not want to act as garage policemen. She noted that was an issue with many developments and that this particular project, like many others, would not be conditioned where the City would be responsible for insuring that garages did not have storage. She noted that would be an instrument or disclosure and that the residents in this particular PUD would be self-managing in terms of storage of materials or ensuring that the garages remained clear to provide parking.

With respect to the lack of common open space area, Commissioner Fox inquired if staff would recommend a common open space area as was done in similar types of developments of this size, such as the one on Vineyard Avenue with a tot lot. She noted that some of the statistics provided by the applicant stated that the community park was a ten-minute walk. She indicated that she was confused by that as the Dolores Bengtson Aquatic Park was a five-minute walk, which was in the Amador Valley Community Park. She noted that Main Street Green was a five-minute walk but that it did not have a tot lot. She noted that Kottinger Village Community Park may be more than a ten-minute walk. She inquired whether staff ideally would like to see a common open area with a tot lot.

Ms. Decker replied that when this project originally came in, staff was concerned that this particular development did not provide any open space area for a common area, even if the units were to be moved together. She noted that they had discussed attaching the units, having duets, and several different alternatives, thinking it would be appropriate to have a common open space area. She noted that the argument for the Silverstone project was that there was a park across the street. Although the Kottinger Park was across the street from Silverstone, the Planning Commission and City Council felt that there should be some open space for the families there, and a very small tot lot was created for the residents on that site. She noted that this project would not be required to have open space on-site because of the proximity of existing parks. She noted that staff requested direction from the Planning Commission for area, particularly with respect to revisiting the site plan in some manner.

Commissioner Fox inquired whether the closest tot lot play structure was at Amador Valley Community Park, which was a ten-minute walk.

Commissioner Narum noted that she had not walked it, but believed it was less than ten minutes.

Chair Blank noted that staff had posed seven questions for this workshop.

1. Will the proposed density be acceptable?

Commissioner Narum noted that this was a difficult question and that she liked the idea of creating infill housing. She stated that she believed that the density was too high and was one or two houses too many and that the space should be used for some parking and some kind of tot lot/climbing apparatus.

Commissioner Olson noted that when he looked down Stanley Boulevard, he was surprised that the density was as low as it was on this project. He believed that the project next door to the east had a much higher density. He noted that the project at Rachel Place appeared to have a much higher density as well. He stated that he believed the proposed density was fine.

Commissioner Fox did not believe the proposed density was acceptable. She would like to see ten units, ten guest spaces, and a common area with a tot lot.

Commissioner O'Connor stated that he believed that the adjacent development to the east had about 12 units. Like Commissioner Olson, he was not sure that the density was a big issue and that more parking should be created if it fit on the lot. He indicated that he would also like to see one or two units less but did not believe density was the big issue. He was more concerned about the size of the homes and the FAR and suggested that if 14 units were to be retained in the development, the square footage should be examined.

Chair Blank indicated that he believed that part of the problem was the order in which the questions were posed. He noted that the FAR, open space, and setbacks would all drive density. He agreed with Commissioners Narum and O'Connor that given the current proposal, a one- to two-unit reduction would be appropriate. He noted that if the FAR or the layout were different,

it might be a different issue. He noted that as Commissioner Olson pointed out, there were other areas that appeared to be just as dense but the architect did something else to make them more acceptable.

2. Would the proposed site plan be acceptable?

Commissioner O'Connor noted that he did not have a problem with the site plan specifically. He noted that if the size of the house remained, the setback should be bigger and that with the site plan and house size, the three- to five-foot rear setback may become a problem. He stated that he did not have a problem with the tot lot or open space issues and added that this was a court of houses. He noted that he lived in a court of houses in a much larger development and the closest tot lot was a 15-minute walk. He stated that he did not believe every development needed a tot lot or a big open space. He was more concerned about how much space there was between the homes and especially with the rear setbacks.

Chair Blank suggested handling site plans and setbacks together.

Commissioner O'Connor did not have a problem with the site layout, but was concerned with the proximity to the property line.

Commissioner Fox stated that she did not like the site plan and believed there should be a tot lot because these were smaller houses. She added that in an infill development, the houses themselves did not have enough open space, with the exception of a dining table and a grill. She indicated that if there were no tot lot or open space, the children would play in the cul-de-sac, which served as a fire turnaround, and she did not want to see the kids playing in the street. She would like to see a common open space on the site. She was concerned that there was no sidewalk within the development and noted that there should be a sidewalk, even if it may not be a standard sidewalk, so people would not walk on the road. She was concerned about the number of houses as well as the proposed site plan with the fingers. She noted that the situation could obscure visibility of pedestrians and that she would like to see them scaled back so that when the pedestrians were walking, there would not be any visibility problems with no sidewalks or any hazards with the constructs near the cul-de-sac.

Commissioner Olson noted that the site plan was acceptable and that with respect to density, it was the number of units that would drive the number of vehicles on this property. He noted that the development just east would have more vehicles associated with it than this one would. He stated that he believed this development could sell out to older people who have decided to downsize; in this case, he agreed with Commissioner O'Connor that a tot lot may not be necessary in a development like this. He indicated that he liked the proposed site plan.

Commissioner Narum noted that she liked the site plan as well and believed it was creative. She stated that the rear yard setback should be larger on the east side and that she thought it was not fair to the neighbors on the east side, who bought their home with an open lot, to have houses right up against their lot line. She noted that the setback should be at least ten feet. She indicated that she liked the layout and concurred with Commissioner Olson's point that if the development were to be made smaller, the house size could be the same. She noted that was a

market-driven question for the builder, as opposed to the Planning Commission dictating that the houses should be smaller. She noted that was a decision for the developer and that the Commission should not tell him what that should be. She noted, however, that there was some give-and-take, that either the houses should be smaller or the number of units should be reduced. She noted that she tended to favor tot lots or places for children to play, but she did see children playing in the court and she did not object to that. She noted that her own children had done the same.

Chair Blank noted that as proposed, the site plan was fine, but that the site plan and density were somewhat related. He recalled his earlier comment that the homes should be smaller or that there should be fewer units. He did not object to the setbacks between the houses and noted that he had lived six feet from a neighbor for many years which worked out fine for him. He shared Commissioner Narum's concern about the rear yard setbacks that they were too tight. Regarding the tot lot, he noted that it was a companion question to the open space consideration. He added that the rear yard setbacks were more critical than the side yard setbacks.

Commissioner Narum wished to confirm that the Commissioners had referred to the rear setbacks on the east side. Commissioner O'Connor noted that he was concerned about all of the rear setbacks.

3. Guest Parking

Commissioner Narum noted that this was a difficult issue and that in her neighborhood, all four houses in the cul-de-sac had teenagers who drive. She believed that if the size of the houses were to be reduced or if one or two houses were removed, she would like to see several parking spots specifically for guest parking. She noted that many of the neighbors in the houses fronting Stanley Boulevard had "no parking" signs in front of them and that the parking on the south side of Stanley Boulevard that will be eliminated will further exacerbate the current parking problem.

Commissioner Olson believed that guest parking was an issue and that the Comcast truck, for instance, could park in the driveway on a service call. He noted that visitors would not be able to find a place to park if the homeowner's garage was filled with stored items. He stated that he believed there should be some spaces available in the development for guest parking but was unsure how that would be accomplished.

Commissioner Fox stated that she did not believe the guest parking situation was very good and suggested that there be at least one guest parking place per unit. She noted that staff had requested in another high density development that guest parking spaces in the driveway area be provided. She stated that it was important to have consistency in the planning process and that guest parking consistent with other projects should be included.

Commissioner O'Connor stated that he did not believe there was enough on-site guest parking but was unsure about the appropriate number. He noted that if there were fewer units, there would be more room for guest parking and more space between units. He added that he did not believe parking would be an issue for this development before he found out that half of the parking on Stanley Boulevard would be taken away, which exacerbated the problem.

Chair Blank stated that parking was a major issue and that he also lived on a cul-de-sac. He noted that most houses had teenagers who drove, that many of the houses could fit only one car in the garage, and that most people parked in the driveway. He noted that the homes with teenagers parked two cars in the driveway and two cars in the street. He stated that there should be guest parking.

5. Would the proposed open space for the development and for each home be acceptable?

Commissioner O'Connor did not have a problem with having private lots with no common open space. He would like to see the larger setback, specifically in the rear yard. He noted that there should be a bigger setback, particularly near the townhome development and against the railroad track.

Commissioner Fox noted that she had discussed the open space, but not the setbacks. She would like to see a bigger rear yard setback than the three feet, and stated that there should be a front yard setback but did not know the exact measurement. She did not want the front of the house to be right on the road. She liked the idea of a common open space area and a tot lot. With respect to the small private courtyards for each home, she noted that there should be some standards for what they could contain and not contain in a high-density residential development or upper medium-density residential development. She noted that she has seen water features and fireplaces and would like to see the CC&R's specifically address what would be allowed or not allowed in the private open space, particularly since some of the areas were right next to each other.

Commissioner Olson noted that he had already addressed the tot lot. He stated that he believed the current design provided enough open space. He was concerned that if the Planning Commission wanted fewer units on this property, the price per unit would be driven up, which would reduce the developer's reasonable profit. He suggested that reducing the size of the units and freeing up some ground for parking may work for the developer. He further suggested keeping the same number of units with a slightly smaller square footage per unit and freeing up land for parking that way. He was conscious of the fact that if there are too few units on the property, it would no longer be high-density or economically viable. He found the proposed open space area for each home acceptable as presented.

Commissioner Narum noted that she could accept the proposed open space as presented but would like to see some open space such as you see when turning into Del Valle Court. She noted that some of these decisions should be market-driven and that she supported housing at a better price. She noted that she could support the project without a tot lot if some of the other items were addressed. She considered the east side setbacks to be more of a priority than a tot lot. She stated that having a couple of dedicated parking spaces for guests would be a higher priority than common open space.

Chair Blank stated that in terms of priority, the setbacks were important as was the guest parking. He would like to see some common open space as well as a tot lot, but he did not think that was as important as parking and setbacks. He noted that his priorities were parking, setbacks, open

space, and tot lot. He respectfully disagreed with Commissioner Fox that there should be any limitation as to what went into the backyards. He noted that when he first purchased a home, they were six feet from one neighbor and six feet from another. He noted that the front yard was landscaped and the back yard was up to them. He noted that they lived in a community with 35 to 40 homes, and there was never any problems in that respect. He was not keen on having such conditions on what went into someone's backyard and added that there were no CC&R's because there would be a homeowners association.

6. Will the proposed Floor Area Ratios be acceptable?

Commissioner Narum noted that she had not done the math, but that 70 percent was not acceptable to her. She stated that she believed it needs to be adjusted either by removing a house or scaling down some of the houses to get more room in the rear, as well as parking. She would like to see the 70-percent FAR reduced.

Commissioner Olson stated that to improve the FAR and maintain the same number of units, the square footage of the units should be reduced. He noted that given the parking problem, the current FAR was probably too high.

Commissioner Fox would like to see the size of the houses be 1,200 to 1,800 square feet instead of 1,650 to 2,050 square feet, which would lower the 70-percent FAR. She noted that instead of making the smaller lots 2,300 square feet, they should be smaller to go with the smaller-sized houses. She would like to see some of the units be single-story to accommodate seniors who did not want to have two stories.

Chair Blank noted that the Planning Commission was not addressing architecture at this point.

Commissioner O'Connor noted that rather than discussing averages and because the information was not included on the staff report, he would rather use the applicant's list of square footages. He noted that the FAR seemed to range from 52 percent to 71 percent and that he believed those FAR's were still too high. He noted that there were several ways of dealing with that and that if several lots were eliminated and the size of the homes was to be reduced, space could be freed to decrease the FAR. He noted that these were fairly sizable units and that a smaller square footage may cost less to build and would be more affordable. He indicated that he would like to see the square footages come down to allow for increased setbacks and guest parking and for the FAR's to come down.

Chair Blank agreed that the FAR was too high, given the parking and other issues the Commission had discussed; however, he stated that he did not want to dictate how the applicant would accomplish lowering it.

7. Will the proposed architecture be acceptable?

Commissioner Narum believed that the proposed architecture was acceptable.

Commissioner Olson believed that the proposed architecture was acceptable.

Commissioner Fox noted that on the elevations, there were several styles of garages, some with and some without windows. She noted that she would like all of the garages to have windows to be able to monitor that two cars could be parked in the garage, because otherwise, people would fill their garages up with a lot of extra stuff. She noted that these elevations looked similar to the Standard Pacific homes near Trenery Drive. She further noted that the front elevation on page DR-4 had a small window that appeared to be barred. She inquired whether it was a decorative window or whether that would prevent someone from crawling out of a window in an emergency. Ms. Decker replied that those windows were decorative only and that the actual egress windows would be larger to meet the Building Code.

Commissioner Fox noted that on the other elevations, she noted that some of the elevations appeared to be bright white such as on DR-6. She added that they did not have color samples at this point. She would like to see some one-story homes.

Commissioner O'Connor liked the architecture and believed there was enough variation between them. He noted that each plan had a porch over the garage door and cautioned against having too many of them, perhaps no more than 50 percent.

Chair Blank would not want windows in his garage from a security perspective, and he did not believe that windows would prevent anyone from piling things up in their garage. He believed that the overall architecture was generally good; however, he would like to see more articulation. They appeared to him to appear stamped out or tract housing. He indicated that it may be clearer when they have the visuals.

Commissioner Narum noted that when the item comes back, she would like to ensure that the Commission was clear on the height. She believed that 39 feet was too tall and would like to see it reduced to a more reasonable height. She inquired whether this item would come back in another workshop or as a hearing item. Ms. Decker replied that would be at the direction of the Planning Commission in terms of what kinds of comments had been received. Commissioner Narum noted that if it did come back for approval, she would like to have some conditions about sound and vibration on the back side of the tracks.

With respect to another workshop, Mr. Dolan suggested that it be left to staff's discretion and to determine how close the applicant has come to the Commission's desires. If the applicant was not ready, it would be worth that effort; however, if he is responsive or able to respond, a workshop may not be necessary.

Commissioner Narum noted that would be fine with her.

Chair Blank noted that in the past, Commissions have been partial to HOAs versus maintenance associations because HOAs could also officially represent the residents of the development, whereas maintenance associations cannot. He did not know whether that would be feasible in such a small environment.

Chair Blank did not believe that a single-story home would be workable here, but if it could be accomplished, that would be fine.

Ms. Decker wished to revisit what she heard as consensus:

- In general, the Planning Commission feels that the site plan is good and would like increased setbacks.
- There is a desire to see greater setbacks at least on the east side, next to the townhomes
- The sizes of the homes need to be reduced in order to reduce the FAR.

Ms. Decker stated that in terms of the example of a high FAR in the Downtown area, there have been variances up to 56 percent on a 50-foot by 100-foot lot on Second Street, which came before the Zoning Administrator, not the Planning Commission.

Chair Blank wished to clarify that the FAR may be reduced by reducing the size of the individual units and maintaining density or by removing units.

Ms. Decker commented that the Commission agreed that the FAR should be reduced and that staff will verify that calculation. Staff was unsure how staff's calculation differed in terms of the applicant's calculation with respect to whether or not the road was considered part of the calculation, which would make a tremendous difference. She noted that they may have counted the road, which would lead to a 52-percent to 71-percent FAR instead of an overall average of 70 percent. Staff will return with that information. She added that the parking requirement was noted as well.

Commissioner Fox inquired whether the Pleasanton Heritage Association would see this item before it returned to the Planning Commission. Ms. Decker replied that she did not believe that staff has made a determination on whether or not the PHA would look at this particular project because it was not that close to Downtown. She noted that could be revisited if the Planning Commission would like that to be considered.

Chair Blank suggested that it be left to the discretion of staff.

Commissioner Fox inquired whether the PHA was concerned with everything within the Pleasanton Downtown area or just in the Heritage part of town. Chair Blank believed that was something that staff could research. Ms. Decker noted that it was on a case-by-case basis and that if the Commission wished, staff could revisit that issue to determine whether it should go to the PHA. She noted that sometimes the PHA was interested in projects, and staff understood that this project was not necessarily one of those projects.

Commissioner O'Connor requested further clarification of the PHA's role and whether it was sanctioned by the City.

Chair Blank noted that was a discussion for another time. He then thanked the applicant and the public speakers.

No action was taken.

TO: The Pleasanton Planning Commission
FM: Residents of Stanley Blvd.

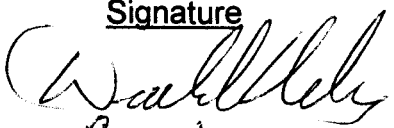
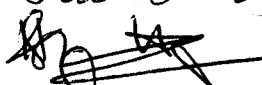
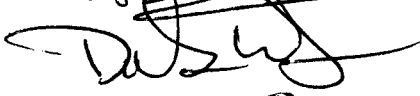


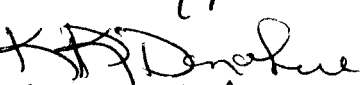





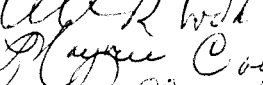

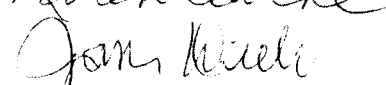
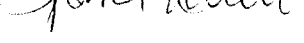
RE: PREV-695, Dave DiDonato, Donato Builders, Inc.

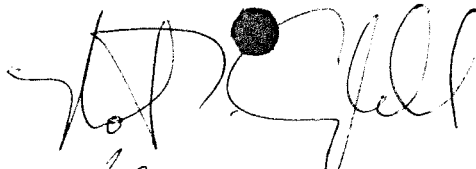
RECEIVED
10-21-09
CITY OF PLEASANTON
PLANNING COMMISSION

We the undersigned hereby request the Planning Commission to adhere to The City's current General Plan, which was in place when all of us bought our property, and not rezone the approximately 1.2 acre site at 4189 Stanley Blvd. from medium to high density.

We respect the right of the property owner to develop his property and make a profit on his investment. We ask that The City, the property owner and the builder take into consideration the quality of life of current residents (many of whom have lived on Stanley over ten and twenty years) as well as the new development homebuyers. In an effort to consider our, as well as our new neighbors' quality of life, we ask that project setbacks be a minimum of 15 feet from existing property lines and that as many trees as possible be retained for the sake of wildlife habitat as well privacy and their native beauty.

We ask that this petition be added to the public record.

<u>Print Name</u>	<u>Signature</u>	<u>Stanley Address</u>
Don Adams		4135 STANLEY
Harish Shetty		4135 Stanley Bl.
Darell Waterson		4151 Stanley Blvd
Michael Swift		4160 Stanley Blvd
Scott & Corina Hagan		4112 Stanley Blvd.
Kathy R Donohue		3950 Stanley Blvd
MIKE DONOHUE		3950 Stanley Blvd.
Gary Ingram		3908 Stanley Blvd 925-462-6610
GALE VAN DE ROOYAART		3970 STANLEY
Paul Van de Rooyart		3970 Stanley Blvd
David Marx		3149 Stanley Blvd
Allen Cook		4143 Stanley Blvd
MARJORIE COOK		4143 Stanley Blvd.
KAREN CLARKE		4031 Stanley Blvd. #116
Jan Dieli		4031 Stanley Blvd #117

Robert D. Campbell  4107 Stanley Blvd

DONOVAN HOFF  4129 STANLEY BLVD
ADAM HOFF  4129 Stanley Blvd


BARBARA JEAN  4133 Stanley

PETE SHOMSKY  4099 STANLEY

Jan Shomsky  4099 Stanley

Kathleen Thomas  4083 Stanley Blvd

Emilie Crizan  4145 Stanley Blvd

Kathleen O'Leary  4131 Stanley Blvd

Kenn M. Jack  4121 Stanley Blvd


Kellie S Jack  4121 Stanley Blvd

Kevin Burns  4117 STANLEY BLVD
Debra Burns  PL, CA 94566

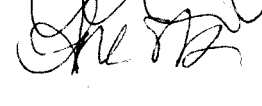
JEFF GENOW  4115 STANLEY BLVD

Patricia Podrezi  4111 Stanley Blvd.

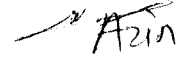
Lisa M. Campbell  4107 Stanley Blvd.

SHALINI VARSHNEY  4097 Stanley Blvd

Andrew Westman  4113 Stanley Blvd.

Amanda Boni  4127 Stanley Blvd

Zon Valerie Grosjean  4119 Stanley Blvd

Azin Charib  4135 Stanley Blvd

(35)
(36)

TO: The Pleasanton Planning Commission
FM: Residents of Stanley Blvd.

RE: PREV-695, Dave DiDonato, Donato Builders, Inc.

We the undersigned hereby request the Planning Commission to adhere to The City's current General Plan, which was in place when all of us bought our property, and not rezone the approximately 1.2 acre site at 4189 Stanley Blvd. from medium to high density.

We respect the right of the property owner to develop his property and make a profit on his investment. We ask that The City, the property owner and the builder take into consideration the quality of life of current residents (many of whom have lived on Stanley over ten and twenty years) as well as the new development homebuyers. In an effort to consider our, as well as our new neighbors' quality of life, we ask that project setbacks be a minimum of 15 feet from existing property lines and that as many trees as possible be retained for the sake of wildlife habitat as well privacy and their native beauty.

We ask that this petition be added to the public record.

<u>Print Name</u>	<u>Signature</u>	<u>Stanley Address</u>
SANDRA Thompson	<i>Sandra J. Thompson</i>	203 RACHAEL PL.
Richard Thompson	<i>Richard E. Thompson</i>	" " "
Cliff Welles	<i>Cliff Welles</i>	205 RACHAEL PL.
Nancy Bovie	<i>Nancy Bovie</i>	231 RACHAEL PL.
Brandy Coelho	<i>Brandy Coelho</i>	237 RACHAEL PL.
Ryan Coelho		
Anna Cleary	<i>Anna Cleary</i>	245 RACHAEL PL.
Potem...	<i>Potem...</i>	251 RACHAEL PL.
Lisa St. Pierre	<i>Lisa St. Pierre</i>	261 RACHAEL PL.
Carl Phillips	<i>Carl Phillips</i>	277 RACHAEL PL.
R. WALLACE	<i>R. Wallace</i>	253 RACHAEL PL.

Joseph Ravindran, 244 Rachel Pl, Pleasanton
Drew Pearson 236 Rachel Pl Pleasanton
Tanya Sturd 236 Rachel Pl. Pleasanton
Kris Myers 235 Rachel Pl, Pleasanton
Lara Harris 201 Del Valle Ct. Pleasanton
Scott Harris 201 Del Valle Ct Pleasanton
Amit Parikh 217 Del Valle Ct
Rupal Parikh
Annette Joson
Raphael Joson > 249 Del Valle Ct.
Susan Warren 265 Del Valle Ct
Scott Allord 297 Del Valle Ct.
Ron Ladrillono 266 DEL VALLE CT.
Mike Protha 250 Del Valle Ct.
Amy Orjala 4120 Stanley Blvd.

25-

**State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD**

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
 Review Code _____ Reviewer _____ Date _____

Page 1 of 7 *Resource Name or #: (Assigned by Recorder) 4189 Stanley Boulevard

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 _____ Date _____ T _____ ; R _____ ; 1/4 of _____ 1/4 of Sec _____ ; _____ B.M.

c. Address 4189 Stanley Boulevard City Pleasanton Zip 94566

d. UTM: (Give more than one for large and/or linear resources) Zone 10N, 599560 mE/ 4169179 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN 946-1689-16

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

This one-and-a-half-story Craftsman style bungalow is rectangular in plan (apart from a one-room addition of the rear of the building). The wood-frame building has stucco cladding and is topped by a hipped roof with wide eaves and a centered hipped dormer that faces the street. Both the roof and the dormer are covered in composition shingles. The front (south) façade is asymmetrical. A partial-width, recessed porch with round columns atop a solid balustrade occupies the western half of the front façade. At the center of the façade, a concrete stairway with simple balustrade leads to the main entrance, which is obscured by a metal screen door. A canted bay window occupies the eastern portion of the front façade. This bay consists of three wood, double-hung windows with divided lights in the upper panes and wide wood surrounds. (A single window of this type is located immediately west of the front entrance.) A similar bay occupies the portion of the west façade adjacent to the front porch. Secondary window types include wood, one-over one sash and fixed, multi-light sash. A small rectangular mass (evidently an early addition) protrudes from the northwest corner of the building and is set back at the rear. This addition has a hipped roof and wood, multi-light, casement windows. An exterior chimney clad in stucco stands along the building's east façade.

Alterations to the building include addition of stucco cladding; boarding up of the dormer window opening; addition of metal awnings to the front façade and above some secondary windows; addition of a brick veneer at the base of the front façade; a one-room addition at the building's northwest corner; and a small addition with pent roof at the house's rear entrance. The overall condition of the bungalow is fair.

*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



P5b. Description of Photo:

View of west and south elevations, July 16, 2010 (Architectural Resources Group).

*P6. Date Constructed/Age and Source:

Historic Prehistoric Both

1908, Fastweb property profile, https://fwprodweb1.firstam.com/fastweb.

*P7. Owner and Address:

Robert & Carol Molinaro

P.O. Box 1048

Pleasanton, CA 94566

*P8. Recorded by: Matthew Davis

Architectural Resources Group, Inc.

Pier 9, The Embarcadero

San Francisco, CA 94111

*P9. Date Recorded: 7/16/2010

*P10. Survey Type: Intensive

*P11. Report Citation: None.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 7

*NRHP Status Code 6Z

*Resource Name or #: (Assigned by Recorder) 4189 Stanley Boulevard

B1. Historic Name: same

B2. Common Name: same

B3. Original Use: single-family dwelling B4. Present Use: single-family dwelling

*B5. Architectural Style: Craftsman Bungalow

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

Constructed in 1908. Based on visual inspection, alterations to the building, all at unknown dates, include include addition of stucco cladding; boarding up of the dormer window opening; addition of metal awnings to the front façade and above some secondary windows; addition of a brick veneer at the base of the front façade; a one-room addition at the building's northwest corner; and a small addition with pent roof at the house's rear entrance.

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

*B8. Related Features:

Concrete driveway along west side of building; several mature trees along west side of driveway; flower garden in front yard.

B9a. Architect Unknown b. Builder: Unknown

*B10. Significance: Theme N/A Area N/A

Period of Significance N/A Property Type N/A Applicable Criteria N/A

(Discuss Importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The community of Alisal, which was renamed Pleasanton in 1894, was first settled in the 1850s by Spanish families who had been granted large tracts of land following abandonment of the California Mission system. Alisal was located on one of the main routes to the Sierra Nevada gold fields and quickly became a mercantile stopover for the many miners seeking fortune in the Mother Lode. The village's climate and rich soil conditions were ideal for growing a variety of crops, including hops, barley and red oat hay, and by 1900 Pleasanton had become the agribusiness center of the Amador Valley.

The house at 4189 Stanley Boulevard is located immediately north of downtown Pleasanton, on the north side of Stanley Boulevard just east of Main Street/Santa Rita Road. The house dates from 1908, when Stanley Boulevard was known as Livermore Road. According to City permit records, the house has been within the Pleasanton city limits since July 21, 1965. The former Western Pacific Railroad right-of-way forms the northern boundary of the vacant lot (APN 946-1689-17) immediately behind the house.

(See continuation sheet.)

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

*B12. References: See continuation sheet.

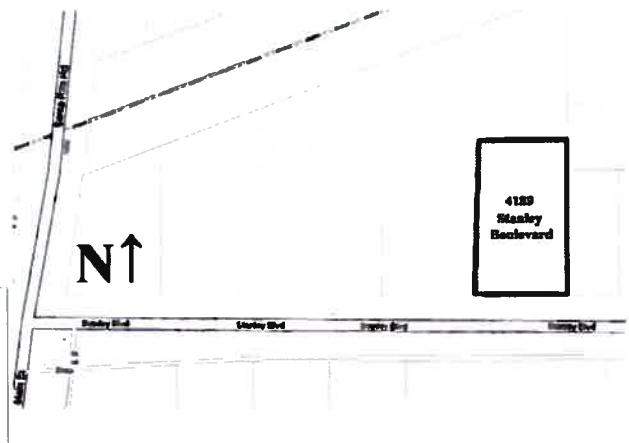
(Sketch Map with north arrow required.)

*B13. Remarks: None.

*B14. Evaluator: Matthew Davis

*Date of Evaluation: 7/16/2010

(This space reserved for official comments.)



State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 7 *Resource Name or #: (Assigned by Recorder) 4189 Stanley Boulevard

*Recorded by Matthew Davis, ARG *Date July 16, 2010 Continuation Update

B10. Significance, continued

In the late nineteenth and early twentieth centuries, Livermore Road served as the primary road connecting the growing hamlets of Pleasanton and Livermore. (Before Livermore Road was renamed Stanley Boulevard, the portion of the road between Main and 1st Streets was known as Buena Vista Avenue.) This route's prominence was reinforced by the adjacent Southern Pacific and Western Pacific railroad lines, which were extended through the Amador Valley in approximately 1869 and 1910, respectively. Both tracks ran along the north side of Livermore Road, separating where the road curved southward as it entered Pleasanton. The Southern Pacific tracks continued southward along 1st Street. The Western Pacific tracks turned southward further west, passing between downtown and the fairgrounds (the current Union Pacific Railroad right-of-way). While the South Pacific tracks are no longer extant, the 1895 station associated with this line still remains at the intersection of Neal Street and Railroad Avenue. The Mission Revival style station associated with the Western Pacific tracks, formerly located near the intersection of Rose and Pleasanton Avenues, was demolished in the mid-1960s.

Sanborn Fire Insurance Maps indicate that, by the late 1920s, the stretch of Stanley Boulevard (then Livermore Road) between Santa Rita Road and 1st Street was lined with several wood-frame, single-family dwellings that, like the subject house, were modest in size. Though home to a few homes, this area continued to be the very northern edge of development in the Pleasanton area well into the 1950s. Indeed, a historic 1949 aerial of the area shows no development at all north of the Western Pacific Railroad tracks between Santa Rita Road and Valley Road, an area now home to multiple residential subdivisions and a large office park.

While some of the early twentieth-century homes along Stanley Boulevard remain, many have been replaced with more recent development. Based on historic aerials, the Pleasanton Mobile Home Park, directly across the street from 4189 Stanley Boulevard, appears to date from the late 1950s. The lots west of 4189 Stanley Boulevard (extending to Santa Rita Road) were largely vacant until the 1990s, apart from the house at 4225 Stanley Boulevard, which dates from approximately 1950. To the east, a house with detached garage long stood between 4189 Stanley Boulevard and 4151 Stanley Boulevard, which dates from 1912. Based on a review of historic aerials of the area, this house and garage appear to have been demolished sometime between 1993 and 2002. The subdivision immediately east of 4151 Stanley Boulevard was constructed in the late 1980s.

Occupant History

Review of City records and local historical archives did not reveal the name of the original owner of the house at 4189 Stanley Boulevard. According to a long-time neighbor, Verna Garibaldi, the house at 4189 Stanley Boulevard was long occupied by Abrama and Rose Regalia, whose two sons grew up in the house (Verna Garibaldi, interviewed Jul 16, 2010, Museum on Main, Pleasanton, CA). Ms. Garibaldi estimates that the Regalias moved into the house around 1920. The Regalias do not appear to have been the house's original owners, as the 1927 phone book for Pleasanton includes a listing for "A. Regalia" on Livermore Road, but the 1917 phone book includes no such listing. Abrama Regalia operated a bakery on Main Street. He later retired as a baker but continued to work as a janitor at nearby Amador Valley High School. According to City of Pleasanton permit records, the Regalias were the owners of the house until 1967.

Sometime between 1967 and 1978, ownership of the house at 4189 Stanley Boulevard was transferred to the Molinaro family. In 1978, Gina Molinaro acquired a conditional use permit to operate a nursery school – Tree House Preschool – in the house. A detached garage that had stood behind the house was removed in conjunction with this change in use. Though it is unclear how long the building operated as a preschool, a few pieces of playground equipment presumably dating from this period remain in the house's backyard. In 1979, Robert and Carol Molinaro pursued obtaining a variance to subdivide the 46,000 square-foot lot at 4189 Stanley Boulevard into four lots, three of which were behind the house, away from Stanley Boulevard. The variance was granted in April 1980. Because the subdivision map was not finalized within 12 months, this variance request was resubmitted and reapproved in 1981. Robert and Carol Molinaro continue to own the house at the present time.

Evaluation of Historic Significance

The house at 4189 Stanley Boulevard does not appear to be individually eligible for listing in the California Register of Historic Resources (CRHR) or the National Register of Historic Places (NRHP). The house does not appear to qualify for listing under NRHP/CRHR Criterion A/1. While the residence's association with the early 1900s development of Pleasanton is notable, this "event" does not reach the level of significance to be individually eligible for the National or California Registers. Research failed to reveal any historically significant event, or pattern of events, directly associated with the building at the local, state, regional, or national level. Nor does the house at 4189 Stanley Boulevard appear to qualify for listing under NRHP/CRHR Criterion B/2. The house does not appear to have been directly associated with any important persons in local, state, regional, or national history. No associated individuals of significance were found during historical research. While the Regalia and Molinaro families each lived in the house for a significant number of years, individual members of these families do not appear to be significant historical figures in local, state, or national history. Similarly, the house at 4189 Stanley Boulevard

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
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Page 4 of 7 *Resource Name or #: (Assigned by Recorder) 4189 Stanley Boulevard

*Recorded by Matthew Davis, ARG *Date July 16, 2010 Continuation Update

does not appear to qualify for listing under NRHP/CRHR Criterion C/3. The house does not possess high artistic values, nor does it embody the characteristics of a distinctive type, period, or method of construction, or represent the work of a master architect or builder. Although 4189 Stanley Boulevard can be considered a Craftsman bungalow house, it is not a particularly representative or distinctive example of that style. Finally, NRHP/CRHR Criterion A/4 is generally applied to archeological resources and evaluation of the residence at 4189 Stanley Boulevard for eligibility under this criterion was beyond the scope of this evaluation.

Nor does the house at 4189 Stanley Boulevard appear eligible for listing in the CRHR or NRHP as a contributor to a historic district. While a few other early-twentieth-century houses remain along Stanley Boulevard, they are interspersed among sections of residential development of considerably more recent vintage, and they are too widely dispersed to constitute a historic district. Indeed, the houses at 4189 and 4151 appear to be the only houses on the north side of that portion of Stanley Boulevard that remain from the first half of the twentieth century.

Evaluation of Integrity

The house at 4189 Stanley Boulevard has a fair level of integrity. Because it has not been moved, it retains integrity of location. While the house is still mostly surrounded by modestly-scaled, single-family residential development, much of that development dates from the past few decades, reducing 4189 Stanley Boulevard's integrity of setting. The footprint, form and structure of the house remain unchanged from that shown on the 1929 Sanborn map of the area, and it retains features associated with the Craftsman bungalow style, including multi-light one-over-one windows; a hipped dormer; deep eaves; a recessed, partial-width porch; asymmetrical massing; and an exterior chimney. As a result, the building retains good integrity of design. While the house retains these features that together serve to articulate the Craftsman bungalow character of the property, the house's integrity of materials has been reduced by addition of stucco cladding, which appears to have been applied on top of the building's pre-existing cladding. Similarly, the building's ability to communicate the workmanship associated with the Craftsman style has been reduced by the addition of stucco cladding, which completely obscures what otherwise would have been a key character-defining feature. However, other elements of the original workmanship of the residence at 4189 Stanley Boulevard (including the multi-light windows, hipped dormer, wide eaves, and recessed porch) provide physical evidence of construction methods of Craftsman residential structures of the early twentieth century. As a result, the property's integrity of materials and workmanship is fair. Despite its non-original cladding, the house retains integrity of feeling and association, because it continues to convey a sense of early twentieth-century residential construction in the Pleasanton area.

Because the building does not appear to satisfy any of the NRHP/CRHR significance criteria, ARG has assigned the house at 4189 Stanley Boulevard a California Historical Resource Status Code of 6Z, which indicates that the property was found ineligible for the NRHP, CRHR or local designation through survey evaluation.

B12. References, continued

- Davis, Dorothy (ed.). *A Pictorial History of Pleasanton*. Pleasanton National Bicentennial Committee, 1976.
- Drummond, G.B. *A Guide to the Architectural Styles in the Livermore-Amador Valley*. Union City, CA: Mill Creek Press, 1976.
- Historic Aerials, 4189 Stanley Boulevard, Pleasanton CA. <http://www.historicaerials.com>. Accessed July 21, 2010.
- Lane, Bob and Pat. *The Amador-Livermore Valley: A Pictorial History*. Norfolk, VA: The Donning Co., 1988.
- Sanborn Fire Insurance Maps. "Pleasanton, California." New York: Sanborn Map Company, 1907, 1929, 1930, 1943 and 1957.
- Wainwright, Mary-Jo and the Museum on Main. *Images of America: Pleasanton*. San Francisco, California: Arcadia Press, 2007.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 5 of 7 *Resource Name or #: (Assigned by Recorder) 4189 Stanley Boulevard

*Recorded by Matthew Davis, ARG *Date July 16, 2010 Continuation Update

P5a. Photographs, continued



View of primary (south) façade, July 16, 2010 (Architectural Resources Group)



Detail of bay window at primary (south) façade, July 16, 2010 (Architectural Resources Group)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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Primary # _____
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Page 6 of 7 *Resource Name or #: (Assigned by Recorder) 4189 Stanley Boulevard

*Recorded by Matthew Davis, ARG *Date July 16, 2010 Continuation Update

P5a. Photographs, continued



Detail of porch and main entrance at primary (south) façade, July 16, 2010 (Architectural Resources Group)



View of west and south façades, July 16, 2010 (Architectural Resources Group)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 7 of 7 *Resource Name or #: (Assigned by Recorder) 4189 Stanley Boulevard

*Recorded by Matthew Davis, ARG *Date July 16, 2010 Continuation Update

P5a. Photographs, continued



View of rear (north) façade, July 16, 2010 (Architectural Resources Group)



View of rear (north) façade, July 16, 2010 (Architectural Resources Group)

AUG 24 2010

CITY OF PLEASANTON
PLANNING DIVISION



© 2008 Pleasanton Heritage Association

PHA Pleasanton
Heritage
Association



Heritage Residence Photos Used with Permission

August 23, 2010

Pleasanton Heritage Association's Review of the Proposed Project at 4189 Stanley Street:

The proposed project area consists of 52,510 square feet. The plan is proposing 14 single-family homes. The square footage of the homes ranges from the smallest at 1,599 SF to the largest at 1,920 SF. The plan allows for a fire turn around. There are 26 uncovered parking spaces and 5 uncovered guest spaces. Each of the 14 proposed homes has an enclosed double car garage, allowing for an additional 28 parking spaces.

Matthew Davis, from the State Department Resources Agency wrote in his evaluation of the existing home at 4189 Stanley: **“The existing home at 4189 Stanley is an example of a Craftsman bungalow dating from 1908. Although the home was not built by a master builder, nor does it possess high artistic values, the house at 4189 Stanley Boulevard does have a fair level of integrity. Because it has not been moved, it retains integrity of location. The footprint, form and structure of the house remain unchanged from that shown on the 1929 Sanborn map of the area, and it retains features associated with the Craftsman bungalow style, including multi-light one over one windows, a hipped dormer, deep eaves; a recessed, partial-width porch; asymmetrical massing; and an exterior chimney. Despite its non-original cladding, the house retains integrity of feeling and association, because it continues to convey a sense of the early twentieth century residential construction in the Pleasanton area.”**

The recommendation of Pleasanton Heritage Association is to make every effort to renovate and retain this house. Although it does not represent the best of its era, it does, however, represent a diminishing inventory of vintage homes in the Historic Pleasanton Residential area.

PHA is concerned about the random reduction of the inventory of heritage homes in Pleasanton and do not recommend demolition, but a restoration of the existing home.

The proposed single-family homes are preferable to an apartment or condominium complex. The parcel is zoned for high density residential. However, the proposed project takes on the negative characteristics of a residential compound. PHA is concerned about the density of the project and would prefer a density resulting in a more family friendly project with fewer homes.

The proposed windows are vinyl with no distinct mullions that add to the value of a home. We do not recommend the typical metal or flat grid window sections seen with today's less attractive, cheaper looking vinyl windows. We would recommend that the builder change out the vinyl windows in the homes that are viewed directly from the street and the front of each home to wood framed or high quality fiberglass with raised, authentic mullions and framing. We support the use of wooden garage doors as described in the exterior materials list.

The architectural design of the 14 proposed homes does not speak to heritage homes that dominated Stanley Boulevard at one time. Matthew Davis, stated in his historic integrity review of the property:

“The early twentieth century homes that remain along Stanley Boulevard are interspersed among sections of residential development of considerably more recent vintage, and they (heritage homes) are too widely dispersed to constitute a historic district on Stanley Boulevard at all.” Unfortunately, the random demolition of classic vintage homes on Stanley Boulevard has been approved with no thought given to the loss of these classic homes as a group representing our past. The homes that have been approved to replace the heritage homes are within similar design parameters that speak to a more modern tract home look that has all but replaced the history on that street with homes that will not contribute to the housing stock 50 to 100 years from now.

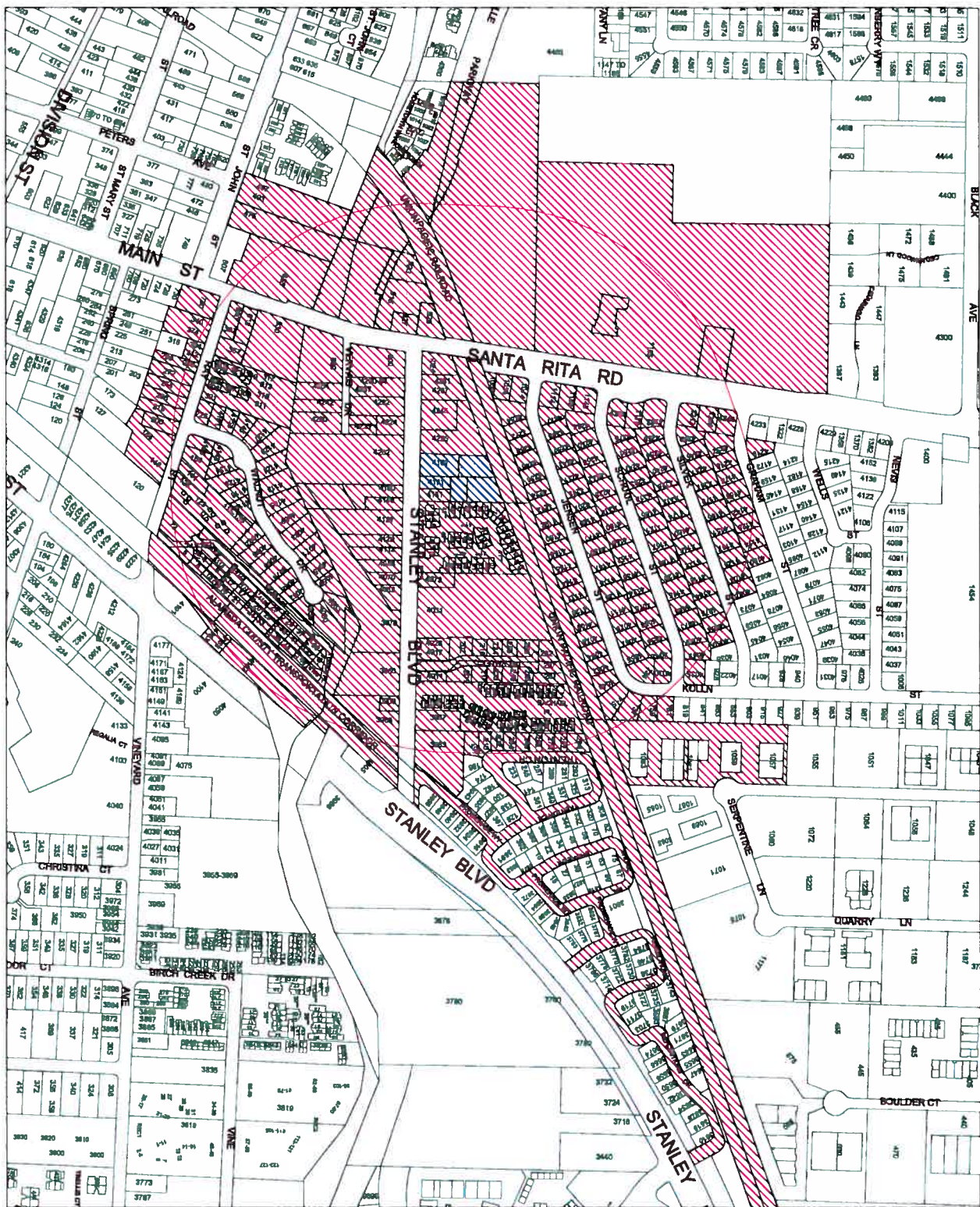
In order to maintain some link to **"a sense of early twentieth century residential construction"** PHA recommends, not only retaining and renovating the existing home, but also that the exterior of the proposed

homes be changed to a carefully detailed craftsman style based on the original look of that existing home. Particular attention should be paid to windows, porches, traditional-appearing siding, exposed rafters and roof tiles. The upgraded traditional-themed exterior designs will enhance the vintage character of the street-an important entry to the Pleasanton Historic District.

The Pleasanton Heritage Association is a citizen's advisory group to the city. The final authority for the approval of any proposed structure rests, solely, with the city of Pleasanton.

Submitted by Pleasanton Heritage Association, August 23, 2010

Linda Garbarino, PHA Chairperson and Bonnie Krichbaum, Vice-Chair



PUD-82, Donato

City of Pleasanton

GIS

Department

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