City of Lafayette Staff Report

For: City Council

By: Catarina Kidd, Contract Planner

Meeting Date: June 23, 2014

Subject: **HDP20-13, GR07-13 & TP12-13 Steve & Linda Wight (Owners), LR-10 Zoning:** Request for: (1) a Phase II Hillside Development Permit for a new two-story, 9,638 sq.ft. single-family residence with an attached 3 car garage with a height of 28.5 feet and a 365 sq.ft. garden room (gross 10,003 sq. ft.); (2) a Grading Permit for the movement of 4,800 CY of earth (2,900 CY cut/ 1,900 CY of fill); (3) a Tree Permit for the removal of 19 native trees; and (4) consideration of adoption of a mitigated negative declaration of environmental impacts on a vacant 13.66 acre parcel located in the Hillside Overlay District and a Class II Ridgeline Setback at 1240 Monticello Road (APN 245-070-014).

BACKGROUND

The City Council held a public hearing meeting for the subject applications on May 12, 2014. The hearing was continued to allow time for the applicant to respond to City Council comments regarding legal findings needed to approve the project. Per City Council direction, staff prepared Resolution 2014-24, which contains findings of denial and is Attachment 1 of the staff report. The applicants and their project team provided additional information including findings, grading and drainage, hydrology, construction management and vehicle trips within Attachment 2a-e.

QUESTIONS FROM THE COUNCIL

The following are follow-up comments or answers to questions that the City Council asked during the May 12, 2014 hearing:

1. **PG&E safety concerns.** The city staff met with three staff members from PG&E, a land agent, gas line engineer, and geotechnical engineer. The PG&E staff indicated that there were no safety concerns that would prohibit the home from being built. PG&E staff further stated a site visit on June 12, 2014 confirmed that there is no exposed pipe on the subject property; they are aware of portions of exposed pipe on Briones/East Bay Regional Parks property and are working to correct that exposure. PG&E has not provided any specific guidelines regarding structures of any type within the easement area on residential properties. The existence of an easement allows PG&E to negotiate the solutions to maintain needed clearance, cover and safety over the pipeline area, during the conceptual review process and prior to issuance of grading permits. To comply with those goals, PG&E will provide a written review of the current proposal for the subject property, require that structures such as retaining walls and bioswales be moved outside of the easement area, and discuss solutions that

would meet Fire District requirements for paving and PG&E's goal for pipeline access at the construction phase.

2. **Percentage of off-haul associated with access road.** While the original application requested consideration of 1,000 cubic yards of off-haul of soil for the entire project, the most recent plan shows a reduction to 800 cubic yards due to additional studies for balancing cut and fill on site to the extent possible. This revision was the applicants' response to comments during the Design Review Commission about how to reduce off-haul and therefore related truck traffic. The applicant states that Schell and Martin, the project engineer, allocates percentage of off-haul associated with the access road at 56%, which is 448 cubic yards; the remaining 352 cubic yards would be associated with the rest of the project including private driveway, house and site work. Additional information from the applicant is within Attachment 2.

3. **Can the City restrict work on "Spare the Air" Day?** The Bay Area Air Quality Management District (BAAQMD) monitors and issues alerts when ozone pollution is forecast to reach unhealthy levels in the Bay Area. During the winter, wood burning is banned on specific days and BAAQMD staff enforces the bans; this is the only regulatory aspect of "Spare the Air" which is otherwise a public outreach and information campaign. During the summer, BAAQMD provides communication and outreach to the public about ways to reduce pollution, such carpooling and use of public transportation. The project proposes to have workers car pool to the property to the extent possible, due to limited parking on site and no street parking available within reasonable proximity. To date the City has not restricted work on "Spare the Air" days for past projects.

4. **Total vehicle trips, maximum number per day.** The applicant provided an expanded case study regarding estimated vehicle trips for the entire span of the construction project, with 698 being large truck traffic trips and 4,347 being workman vehicle trips. The average ranges from 8 to 14 trips per day. The plan states that regular trips will include:

Purpose	Number of trips
Inspections	one per week
Portable restroom facilities service	one per week
Trash and debris hauling	one per week
Project manager	one daily
Worker vanpool	two to four daily
Subcontractors	four trucks per day

The Construction Management Plan provided for the May 12, 2014 hearing estimates a maximum number of vehicles of 16 to 25 per day, depending on the specific task required and progress of construction; this range is for the day or days with the most number of vehicles, and not the number of vehicles for every day of construction. The estimates are based on a similarly sized project that has already been constructed within the City of Lafayette; the case study is attached as Attachment 2.c.

5. **What are penalties of violating conditions of approval?** Standard Condition of Approval #12 states "If the Planning Services Division, either independently or as a result of complaints from the public, becomes aware that these conditions of approval are being violated, and Planning Services Division staff is unable to obtain compliance or abatement, the City may issue a Stop Work Order and/or pursue administrative remedies pursuant to chapters 1-3 and 1-9 of the Lafayette Municipal Code. Administrative citations and fines may be issued for each day a violation occurs." Grading and construction permits have "milestone" inspections and check-in points built into the process; advancing to the next phase of inspections depends upon successfully completing each preceding inspection, including sign-offs from applicable utilities.

6. **Water tank**. A water tank is required and proposed at the north property line area.

7. **Size and location of outdoor kitchen.** The proposed outdoor kitchen area is 228 square feet and located within the area northwest of the pool.

ATTACHMENTS

1. City Council Resolution 2014-24 [DRAFT]
2. Applicant response to City Council hearing of May 12, 2014
   a) Letter from David Bowie, dated June 13, 2014
   b) Letter from Steve Wight, dated June 13, 2014
   c) Construction case study, Young & Burton, dated June 9, 2014
   d) Addendum letter, Site drainage/geotechnical,
   Jensen-Van Lienden Associates, dated June 11, 2014
   e) Grading and drainage plan and hydrology calculations,
   Schell and Martin, dated received June 13, 2014
3. Meeting minutes:
   Design Review Commission, April 28, 2014
   City Council, May 12, 2014

BEFORE THE CITY COUNCIL OF THE CITY OF LAFAYETTE
IN THE MATTER OF:

Applications by Steven & Linda Wight for a new 10,003 sq.ft. single-family residence on a protected ridgeline in the Hillside Overlay District at 1240 Monticello Road, APN 245-070-014. (HDP20-13, GR07-13 & TP12-13)	)))))	Resolution No. 2014-24

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAFAYETTE DENYING HDP20-13, GR07-13 & TP12-13, APPLICATIONS FOR: (1) A PHASE 2 HILLSIDE DEVELOPMENT PERMIT FOR A NEW TWO-STORY 9,638 SQ.FT. SINGLE-FAMILY RESIDENCE WITH A HEIGHT OF 28.5 FEET WITH AN ATTACHED 3 CAR GARAGE AND A 365 SQ.FT. GARDEN ROOM (GROSS 10,003 SQ. FT.); (2) A GRADING PERMIT FOR THE MOVEMENT OF 4,800 CY OF EARTH (2,900 CY CUT/ 1,900 CY OF FILL); (3) A TREE PERMIT FOR THE REMOVAL OF 19 NATIVE TREES ON A VACANT 13.66 ACRE PARCEL LOCATED IN THE HILLSIDE OVERLAY DISTRICT WITHIN A CLASS II RIDGELINE AT 1240 MONTICELLO ROAD (APN 245-070-014).

RECITALS

A. Section 6-2065(a)(8) of the Lafayette Municipal Code establishes the process by which development on a vacant lot in the Hillside Overlay District is reviewed by the City:

> §6-2065(a)(8) "Development of a building on a vacant lot in the Hillside Overlay District shall be reviewed in two separate Hillside Development Permit applications made on a form and in such manner as prescribed by the manager.
>
> (A)Application 1: Siting and massing determination by the Planning Commission
> (B)Application 2: Review of the design and impacts of the project"

A 'Phase 1' application assesses the siting and massing of a proposed project to establish the location on the parcel and an envelope within which the building will be designed. The 'Phase 2' application evaluates the design and impacts of the project that has been designed within the location and massing envelope established during Phase 1.

B. The history of the processing and approval of the Phase I application (HDP 33-11) is as follows:

1. On October 3, 2011, Steven and Linda Wight filed applications for HDP33-11 and V18-11 for a Phase 1 siting-and-massing determination for a new three-story single-family residence approximately 10,000 gross square feet in size, exceptions to building within the setback and 15 degree declination of a Class II ridgeline and variances to number of building stories and location of a building within a yard setback in the Hillside Overlay District located at 1240 Monticello Road ("Project"). The project site is located in the LR-10 District.

ATTACHMENT 1

2. On December 5, 2011, following notification to the public in the prescribed manner, the Planning Commission conducted a public hearing, where it received written and oral testimony, including a written staff report dated December 6, 2011. The staff report included a visual analysis of the Project based on site plans, building elevations, and story poles erected by the applicant as viewed from lower elevations from public places using the City's viewing evaluation map as a guide to establish locations from which views are considered. The visual analysis, which also included color photographs, indicated that the Project was visible on the prominent open slope and silhouetted above the ridgeline when viewed from Rose Lane and Franklin Lane and was visible on the ridgeline when viewed from Toledo Drive, Palo Alto Drive, Via Roble, Quail Ridge, and Via Baja.

   The staff report also included correspondence from the Contra Costa County Fire Protection District, dated November 29, 2011, that the Project does not comply with Fire District requirements for emergency apparatus access in that it does not provide for the minimum required roadway width of 16 feet and the minimum vertical clearance of 13 feet 6 inches (503 CFC). Oral testimony included comments by six speakers expressing concerns about the size and visibility of the Project, Project inconsistency with hillside and ridgeline ordinances, impacts related to grading and drainage, and lack of justification for granting variances and exceptions.

   The Planning Commission considered the applications and continued the matter to their meeting of December 19, 2011 to allow staff to provide requested information consisting of a comparison between the previously approved Phase 1 application (HDP39-07) and the current Project, verification of building height, height of the building roofline above the ridgeline, 15 degree declination determination, and how setbacks from property lines or easements are measured.

3. On December 19, 2011, the Planning Commission, as requested by the applicants, continued the matter without consideration to the meeting of January 17, 2012.

4. On January 17, 2012, the Planning Commission conducted a continued public hearing where it received written and oral testimony, including a written staff report dated January 17, 2012. The staff report stated that the house was three stories high where only two stories are allowed in the LR-10 zoning district, the house was 28 feet 4 inches high, the roofline of the house was 24 feet above the ridgeline, that all portions of the building above grade projected above the 15 degree declination above the ridgeline, and the garage/studio portion of the Project was located within the yard setbacks of two private right-of-way easements.

   The staff report compared the previously approved Phase 1 application (HDP39-07) and the current Project. The comparison showed that the prior Phase 1 project was approximately 5,900 square feet in size, one and one-half stories high, and an overall height of 29 feet whereas the current Project was approximately 10,000 gross square feet, three stories high, and an overall height of 34 feet. Approval of variances by the Planning Commission to the number of stories and a building located in the setbacks would be required for the Project.

The Planning Commission considered the applications and requested that the applicant revise the plans to reduce the building height and to reduce the mass or reposition the building so it would not silhouette above the ridgeline.

5. On February 21, 2012, the Planning Commission conducted a continued public hearing where it received oral and written testimony including a written staff report dated February 21, 2012. The staff report included revised Project plans which eliminated the third floor office, changed the gable roof over the main floor to a hip form, reduced the height of the main roof ridge by 1 foot 4 inches, reduced the building gross square footage by 745 square feet to 9,643 square feet and shifted the chimneys. The applicant modified the story poles to reflect the revised plans and staff re-evaluated the off-site visual impacts of the Project as viewed from lower elevations from public places using the City's viewing evaluation map as a guide. Despite the reduced height and elimination of the third story, the visual analysis, which included color photographs, indicated that the Project still silhouetted above the ridgeline when viewed from Rose Lane and Franklin Lane and was visible on the ridgeline when viewed from Toledo Drive, Palo Alto Drive, Via Roble, Quail Ridge, and Via Baja.

   Upon close of the public hearing, the Planning Commission discussed the Project. Planning Commissioners commented that the development continued to silhouette above the ridgeline, that 3,000 cubic yards of grading was excessive and was being employed to manipulate the terrain rather than designing a Project to fit the terrain and contours of the property consistent with hillside development criteria, that just because the property had a lot of acreage did not mean that a large house that had off-site visibility and grading impacts was appropriate, the outdoor kitchen contributed to the Project's off-site visibility and should either be removed or redesigned to be less visible and although the applicants had made some modifications to reduce the off-site visibility of the Project, they were not enough to meet the standard of "maximum extent feasible" required for the finding for an exception permitting development within the 15-degree declination. The Planning Commission then passed a motion to continue the matter to March 19, 2012 to allow the applicants to return with changes.

6. On March 19, 2012, the Planning Commission conducted a continued public hearing where it received oral and written testimony including a written staff report dated March 19, 2012. The staff report noted that the applicants had made no site plan or design changes to the Project as requested by the Commission; however the applicants proposed the planting of five oak trees in varying box sizes with the intention of screening the development from off-site. Finding that the applicants had not sufficiently revised the Project or reduced the size and massing, the Planning Commission by a vote of 4-1 with one member absent and one member recused, adopted Resolution 2012-03 denying the application for Phase 1 Hillside Development Permit and Variance, file numbers HDP33-11 and V18-11.

7. On March 30, 2012, David Bowie, on behalf of Steven and Linda Wight, submitted a letter appealing the Planning Commission's denial of HDP33-11. The letter and accompanying appeal filing fee were submitted within the 14-day appeal period.

8. On May 14, 2012, following notification to the public in the prescribed manner, the City Council conducted a de novo public hearing, where it received written and oral testimony, including a written staff report dated May 14, 2012. After consideration and deliberation, the City Council voted to continue the matter to July 9, 2012 to allow the applicant to make changes to the project.

9. On July 9, 2012, the City Council conducted a continued de novo public hearing, where it received written and oral testimony, including a staff report dated July 9, 2012. After consideration and deliberation, the City Council voted to uphold the applicant's appeal and approve HDP33-11 and V18-11 subject to specific changes in the proposed resolution and conditions of approval and continued the matter to the September 24, 2012 consent calendar. In considering their approval of the Phase 1 Hillside Development Permit (HDP33-11) and Variance (V18-11) the City Council wanted to make it clear to the property owners that the subsequent Phase 2 Hillside Development Permit application would be reviewed on its own merits and in light of the required findings and that approval of the Phase 1 application did not vest any entitlement or ensure future approval of a Phase 2 application.

10. On September 24, 2012, the City Council considered the revised resolution and conditions of approval and voted to adopt City Council Resolution 2012-16, approving HDP33-11 and V18-11, upholding the applicant's appeal and overturning the Planning Commission's denial of the applications.

C. Pursuant to condition of approval #12 of City Council Resolution 2012-16 , the applicants were required to return in a timely manner to the City Council as the final decision making body for the Phase 2 application, following a review and recommendation by the Design Review Commission

D. On May 28, 2013, Steven and Linda Wight ("Applicant") filed applications HDP20-13, GR07-13 & TP12-13 for: (1) a Phase 2 Hillside Development Permit for a new two-story, 9,638 sq.ft. single-family residence with an average height of 28.5 feet with an attached 3 car garage and a 365 sq.ft garden room (10,003 gross square feet); (2) a Grading Permit for the movement of 4,800 CY of earth (2,900 CY cut/ 1,900 CY of fill); and (3) a Tree Permit for the removal of 11 native trees on a vacant 13.66 acre parcel located in the Hillside Overlay District within a Class II ridgeline at 1240 Monticello Road. The Project site is located in the Low Density Residential District-10 ("LR-10 District"). Subsequent staff and project arborist reviews identified additional trees to be removed, bringing the total proposed for removal to 19 protected trees.

E. On August 26, 2013, the Design Review Commission conducted a duly noticed public hearing on the Project, where it received written and oral testimony, including a written staff report. The staff report recommended that the hearing follow a study session format with a focus on specific design issues, such as massing, color, trees, lighting and grading. Public testimony included comments expressing concerns and questions about landslide activity, impacts related to road widening, and the fire road.

The Design Review Commission considered the Project and continued the matter to a future

meeting to allow staff time to complete the environmental studies and allow time for the Applicant to file a request with the City Council to extend the Phase 1 Hillside Development Permit approval.

F. On September 23, 2013, the City Council considered the Applicant's extension request and granted an extension of the Phase 1 approval (HDP33-11) from September 24, 2013 to May 26, 2014.

G. On March 10, 2014, April 14, 2014, and April 28, 2014, the Design Review Commission conducted duly noticed public hearings on the Project where it received written and oral testimony, and documentary evidence, including staff reports and technical studies. Public testimony included comments expressing concerns and questions about landslide activity, drainage, traffic impacts, construction management, size of the proposed home, and the safety of the PG&E natural gas transmission line that traverses the Project site. While the Initial Study/Draft Mitigated Negative Declaration was available for review for all members of the public, the Design Review Commission opined on matters relating to aesthetics and the physical appearance of the project, and did not make a recommendation to the City Council with respect to the Draft Mitigated Negative Declaration. On April 28, 2014, the Design Review Commission adopted DRC Resolution 2014-04 recommending that the City Council approve the Project by a vote of 2-1 with one member absent and one member recused.

H. In compliance with the California Environmental Quality Act ("CEQA"), the City of Lafayette circulated the draft initial study and mitigated negative declaration analyzing the environmental impacts of the Project from March 6, 2014 to May 12, 2014 exceeding the 30 day circulation period required under State CEQA Guideline 15073.

I. On May 12, 2014, the City Council conducted a duly noticed public hearing on the Project. At this hearing, the City Council received and considered written and oral testimony, and documentary evidence, including a staff report, the initial study and mitigated negative declaration prepared for the Project, all comments received regarding the initial study and mitigated negative declaration, the technical studies prepared in support of the initial study and mitigated negative declaration, and all prior staff reports and approvals from both the Design Review Commission and the City Council.

At this hearing, 17 residents spoke in opposition to the Project and no residents spoke in support. The residents who spoke in opposition raised concerns regarding public health, safety and welfare impacts from the Project. In particular, commenters expressed extensive concerns regarding construction truck traffic, truck staging, and environmental health effects from truck traffic emissions associated with the construction of the Project. Commenters also expressed concerns regarding storm water flow and drainage, the impacts from the siting and massing of the proposed Project, and generally felt that the findings required for approval of the Project could not be met. Additionally, a petition signed by 100 residents was submitted in opposition to the Project.

After hearing from the Applicant, the public, and considering the oral and documentary evidence, the City Council continued the public hearing on the Project to its June 23, 2014 meeting in order to allow the Applicant time to answer questions regarding the legal findings required for approval of the Project. Concurrently, the City Council granted an extension of the Phase I approval through June 23, 2014. In its deliberations, the City Council had concerns regarding the general lack of clarity

and confusion in the various technical reports, and public testimony from the Applicant's legal counsel, regarding the amount of grading and off-hauling of soil. The City Council also expressed questions regarding the hydrology calculations which could not be addressed by the project engineer present at the meeting. Additionally, concerns were expressed regarding the potential impacts from the size of the Project as proposed. In particular, the City Council questioned its compliance with the city's hillside regulations and had concerns regarding the magnitude of the project, public health, safety and welfare risk associated with the number of trucks to be used during the construction phase of the Project and the location of these proposed trucks.

J. On June 23, 2014, the City Council conducted the continued public hearing.

NOW THEREFORE BE IT RESOLVED THAT:

Section 1. The City Council Hereby Finds That Findings for Approval of the Project Cannot Be Made.
Sections 2 through 7 below set forth the findings of the City Council on the basis of substantial evidence presented in the written and oral testimony regarding the Project, and other documentary evidence, including the initial study and mitigated negative declaration prepared for the Project, all comments received regarding the initial study and mitigated negative declaration, the technical studies prepared in support of the initial study and mitigated negative declaration, and all prior staff reports and approvals from both the Design Review Commission and the City Council, all of which are hereby incorporated by this reference.

Section 2. The Findings for Approval of a Phase II Hillside Development Permit Cannot be Made.

A. Pursuant to Lafayette Municipal Code Section 6-2071, the hearing authority may only approve an application for a hillside development permit on an existing lot of record after making the findings within Section 6-2071. The City Council evaluated the required findings and, on the basis of the entire record before it, determined that finding 6-2071(f), 6-2071(h) and 6-2071(j) cannot be made for the Project as explained below.

1. Lafayette Municipal Code Section 6-2071(f) requires the following:

> "(f) Development grading will be minimized to limit scarring and cutting of hillsides especially for long roads or driveways, preserve existing geologic features, topographic conditions and existing vegetation, reduce short and long-term erosion, slides and flooding, and abate visual impacts."

The Applicant has not demonstrated that grading will be minimized to limit scarring and cutting of hillsides. The Applicant has submitted differing sets of numbers with respect to grading and off-haul. In particular, the Applicant has failed to illustrate the genesis of these various numbers and the resultant potential impacts. It is not clear that grading has been minimized to the extent feasible as required by Municipal Code Section 6-2071(f) and it is unclear if the amount of grading and cubic yards of dirt to be hauled off-site will impact existing geologic features, topographic conditions, or result in short or long-term erosion and slides and flooding as noted in Municipal Code Section 6-2071(f).

The Applicant presented two hydrology reports with differing hydrology calculations. Further, the project engineer could not clearly explain how certain numbers were arrived at. Members of the public expressed concern regarding potential flooding and erosion impacts from water flow. The Applicant has not presented clear evidence as to whether the drainage from the site would cause short or long-term erosion and/or slides and flooding from the proposed Project site that could impact neighboring property owners.

2. Lafayette Municipal Code Section 6-2071(h) requires the following:

> "(h) Each structure and proposed landscaping complies with the city's residential design guidelines."

The applicant has not demonstrated to the satisfaction of the City Council how the Project complies with the city's adopted residential design guidelines. For example, guideline 2.c, regarding architectural form, states that houses with small footprints are encouraged where the site is restricted by existing natural features, but the Project proposed over 10,000 square feet of house, accessory structures and outdoor living areas.

3. Lafayette Municipal Code Section 6-2071(j) requires the following:

> "(j) The development will not create a nuisance, hazard or enforcement problem within the neighborhood or the city, nor require the city to provide an unusual or disproportionate level of public services."

The Applicant has not provided clear estimates of the actual number of trucks to be used during the construction phase, the peak traffic and how access and staging will occur. Additionally, the Applicant has not provided clarity regarding the amount of grading and the amount of cubic yards of dirt to be hauled off-site. On this basis, it is unclear if the Project will create a nuisance, hazard or enforcement problem within the neighborhood and the city.

The Applicant anticipates making use of a private road in order to construct the Project. There is an existing agreement for use of this private road which has specific limitations on the hours and times that this private road can be used. The Applicant's construction management plan does not address these limitations. On this basis, the Applicant's construction management plan does not demonstrate to the City Council or the public that the construction of the Project will not create a nuisance, hazard, or enforcement problems in the neighborhood.

The Applicant's construction management plan anticipates the use of Deer Hill Road near N. Thompson Road for queuing of construction trucks. There is an existing bike lane on Deer Hill Road that will be impacted by this queuing of trucks. Additionally, pedestrians making use of the existing crosswalk to the BART station may also be impacted by this queuing of construction trucks. The applicant has not demonstrated that the Project will not to create a nuisance or hazard within the neighborhood and the city.

Section 3. The Findings for Approval of Design Review Cannot be Made.

A. Pursuant to the Lafayette Municipal Code, in granting final approval of design review pursuant to Article 5, Design Review, the findings contained within Section 6-275(a) shall be met. The City Council evaluated the required findings and, on the basis of the entire record before it, determined that finding 6-275(a)(2) and 6-275(a)(4) cannot be made for the Project as explained below.

1. Lafayette Municipal Code Section 6-275(a)(2) requires the following:

> "(a)(2) The approval of the plan is in the best interest of the public health, safety and general welfare."

The Applicant did not present a clear explanation as to how hydrology numbers were calculated. Members of the public expressed concern regarding potential flooding and erosion impacts from water flow. The Applicant has not presented clear evidence as to whether the drainage from the site would cause short or long-term erosion and/or slides and flooding from the proposed Project site that could impact neighboring property owners. On this basis, there is no clear evidence presented to the City Council as to whether the drainage from the site would cause flooding or other public health, safety and general welfare impacts to neighboring properties.

There is also no clear plan for the number of construction vehicles that may be introduced into the area, and no clear location for a proposed construction staging area for the workers and trucks that will need to access the Project site. Thus, there is a risk that construction activities in general will result in public health, safety and general welfare impacts.

The Applicant's construction management plan anticipates the use of Deer Hill Road near N. Thompson Road for queuing of construction trucks. There is an existing bike lane on Deer Hill Road that will be impacted by this queuing of trucks. Pedestrians that use the existing crosswalk to the BART station may also be impacted by this queuing of construction trucks. On this basis, there is a risk that construction of the Project will result in public health, safety and general welfare impacts.

2. Lafayette Municipal Code Section 6-275(a)(4) requires the following:

> "(a)(4) General architectural considerations, including the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing and similar elements have been incorporated in order to ensure the compatibility of this development with its design concept and the character of adjacent buildings."

The scale and size of the proposed home is not compatible with neighboring properties in the area. The public has expressed concern regarding the size of the Project and its compatibility with the neighborhood. In particular, the 10,003 square foot size of the home is significantly larger than the existing homes in the area, and includes an additional 7,000 square feet of accessory structures and outdoor living areas. As noted in Section 1 and this Section 2 of this Resolution, the Applicant has failed to provide adequate information regarding the amount of

grading, the amount of dirt to be hauled off-site, the number of trucks to be used during construction, the staging area for these trucks during the construction phase, and clarity regarding hydrology calculations. The Applicant has not demonstrated that these potential impacts could not be reduced with a smaller home. It is on this basis, that the City Council finds the scale of the home to be incompatible with the adjacent homes.

Section 4. The findings for approval of a new residence exceeding 6,000 square feet Cannot be Made.

A. In granting final approval of design review for a home in excess of 6,000 square feet in gross floor area pursuant to Article 5, Design Review, the findings contained within Section 6-275(b) shall be met. The City Council evaluated the required findings and, on the basis of the entire record before it, determined that findings 6-275(b)(2) and 6-275(b)(4) cannot be made for the Project as explained below.

1. Lafayette Municipal Code Section 6-275(b)(2) requires the following:

> "(b)(2) The house is so designed that its mass will not appear significantly out of scale with the existing neighborhood."

The mass of the proposed home is out of scale with the existing neighborhood. The public has expressed concern regarding the size of the Project and its lack of scale consistent with the existing neighborhood. In particular, the 10,003 square foot size of the home is larger than the existing homes in the area, and includes an additional 7,000 square feet of accessory structures and outdoor living areas. As noted in Section 1 and this Section 2 of this Resolution, the Applicant has failed to provide adequate information regarding the amount of grading, the amount of dirt to be hauled off-site, the number of trucks to be used during construction, the staging area for these trucks during the construction phase, and clarity regarding hydrology calculations. The Applicant has not provided clarity as to whether these potential impacts could be minimized with a smaller home. It is on this basis, that the City Council finds the design of the Project to be out of scale with the existing neighborhood.

Also, while the subject property is rather large at 13.66 acres, the site is heavily constrained by steep slopes, existing native vegetation, and geotechnically unsuitable soils, resulting in a very small developable area by comparison. The subject property is not part of a traditional small-lot subdivision or city streetscape that is common to the neighborhood and which would provide immediate small-scale context. The property is viewed in the larger context of the valleys, hills, ridgelines, pattern and scale of development that constitutes the broader neighborhood.

3. Lafayette Municipal Code Section 6-275(b)(4) requires the following:

> "(b)(4) The house does not, because of its size, require removal of natural features, require excessive grading or cause the unreasonable removal of a healthy tree(s).

The proposed residence is 10,003 sq.ft. of gross floor area, 7,000 sq.ft. of accessory structures and outdoor living areas. The applicant has not demonstrated that the proposed size of the Project does not require excessive grading, removal of natural features or the unreasonable removal of healthy trees.

Section 5. The Findings for approval of structures over 17 –ft. in height Cannot be Made

A. In granting final approval of design review for structures over 17 feet in height in residential neighborhoods, the findings contained within Section 6-1905 shall be met. The City Council evaluated the required findings and, on the basis of the entire record before it, determined that finding 6-1905(a) and 6-1905(b) cannot be made for the Project as explained below.

1. Lafayette Municipal Code Section 6-1905(b) requires the following:

"(b) The structure is so designed that it will appear compatible with the scale and style of the existing neighborhood and will not significantly detract from the established character of the neighborhood."

The scale and size of the proposed home is not compatible with the established character of the neighborhood. The public has expressed concern regarding the size of the proposed Project and its lack of compatibility with the existing neighborhood. The 10,003 square foot size of the home is larger than the existing homes in the area, and includes an additional 7,000 square feet of accessory structures and outdoor living area. As noted in Section 1 and this Section 2 of this Resolution, the Applicant has failed to provide adequate information regarding the amount of grading, the amount of dirt to be hauled off-site, the number of trucks to be used during construction, the staging area for these trucks during the construction phase, and clarity regarding hydrology calculations. The Applicant has not provided demonstrated that these impacts would not be reduced with a smaller home. It is on this basis, that the City Council finds the scale of the home to be incompatible with character of the neighborhood.

Further, as stated above, the subject property is large but heavily constrained, resulting in a very small developable area. It is viewed in the larger context of the valleys, hills, ridgelines, pattern and scale of development of the neighborhood. The proposed 10,003 square feet of gross floor area plus 7,000 square feet of accessory buildings and outdoor living area is significantly out of scale and style with the existing neighborhood and would detract from its established character. A house larger than the neighborhood average but in keeping with the traditional, varied architectural style of the neighborhood could be proposed on the site and meet this finding, as well as those related to hillside and ridgeline development.

Section 6. The Findings for approval of grading exceeding 50 cubic yards cannot be made.

A. Pursuant to Lafayette Municipal Code Section 3-701, in granting a grading permit, the findings contained within County Ordinance Code Section 716-4.202(e) shall be met. The City Council evaluated

the required findings and, on the basis of the entire record before it, determined that finding 716-4.202(e)(2) cannot be made for the Project as explained below.

1. County Ordinance Code Section 716-4.202(e)(2) pursuant to Lafayette Municipal Code Section 3-701 requires the following:

> "(e)(2) The grading will not significantly increase erosion or flooding affecting the site or other property and will cause impacts to riparian habitats, stream channel capacity or water quality that cannot be substantially mitigated."

Neighboring property owners expressed concern regarding the Project's potential to exacerbate the existing erosion and flooding problems in the neighborhood. The Applicant has not provided adequate evidence that the amount of grading and cubic yards of dirt to be hauled off-site will not exacerbate erosion or flooding in the area that cannot be substantially mitigated.

Further, the Applicant presented two hydrology reports with differing hydrology calculations, with some calculations that could not be explained by the project engineer at the City Council meeting. On this basis, the Applicant has not demonstrated that the drainage from the site would not exacerbate erosion or flooding in the area.

Section 7. Tree Removal Permit, pursuant to Section 6ectio, Lafayette Municipal Code

A. Pursuant to Lafayette Municipal Code Section 6-1707, a Category II Tree Permit is required if proposed construction may result in the destruction or removal of a protected tree. "Construction" is defined at Lafayette Municipal Code Section 6-1702(d) to mean:

> "The act of placing, erecting, modifying or relocating a structure or the act of preparing property for such work, including clearing, stockpiling, trenching, grading, compaction, paving or change in ground elevation."

As the City Council is denying the proposed Phase II Hillside Development Permit and Grading Permit, no construction can take place on the Project site. By the City Council's action of denying the Phase II Hillside Development Permit and Grading Permit, and related construction, the Applicant's need for the Category II Tree Permit is rendered moot and the City Council denies the Category II Tree Permit on this basis.

Section 8. California Environmental Quality Act (CEQA). On the basis of the record before it, the City Council cannot make the required findings to approve the Project. In absence of an affirmative action on the Project, adoption of the Initial Study/Mitigated Negative Declaration is not applicable.

Section 9. Denial of the Project. The City Council hereby denies the Project.

Section 10. Public Records. The location and custodian of the documents and any other material which constitute the record of proceedings upon which the City Council based its decision is as follows: City Clerk, City of Lafayette, 3675 Mt. Diablo Blvd., Suite 210, Lafayette, California 94549.

PASSED AND ADOPTED by the City Council of the City of Lafayette at a meeting held on June 23, 2014 by the following vote:

AYES:

NOES:

ABSENT:

RECUSED:

ATTEST:

Joanne Robbins, City Clerk

APPROVED:

Don Tatzin, Mayor

BOWIE & SCHAFFER
Attorneys at Law
2255 CONTRA COSTA BLVD., SUITE 305
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June 13, 2014

The City Council of Lafayette
c/o Catarina Kidd, Contract Planner
3675 Mt. Diablo Blvd., Suite 210
Lafayette, CA 94549

Re: HDP20-13/ GR07-13 & TP12-13 Steven and Linda Wight (Owners), LR-10 Zoning: Request for (1) a Hillside Development Permit for site and massing determination for a new two-story, single family residence 9,643 gross square feet in size, (2) exceptions to build within the setback and 15 degree declination of a Class II ridgeline, and (3) variance to allow a building within a yard setback, located in the Hillside Overlay District on a vacant 13.66 acre parcel at 1240 Monticello Road: APN 245-070-014

Dear Members of the Lafayette City Council:

This letter has been prepared for consideration by this Council as a part of a requested Phase 2 approval for development of a single family residence on an existing lawful lot within the ridgeline setback. As this Council is aware, a Phase 1 approval was previously granted and a Phase 2 application was considered by the Design Review Commission and reported favorably to this Council for approval. At the last hearing, this Council suggested that it could not make certain required findings and that it felt the burden of proof relative to those findings rested with the Project applicant. The following comments are offered for consideration by the Council as it reaches a final determination on the pending Design Review Application.

1. In <u>This Context, a Phase 1 Approval Compels Both A Phase 2 and Project Approval</u>:

Section 6-2065 of the Lafayette Municipal Code sets forth procedures for obtaining a Hillside Development Permit. Subsection 8 creates a two phase application process as a prerequisite to development of a building on a vacant lot within the Hillside Overlay District. Phase 1 is a siting and massing determination by the Planning Commission. Phase 2 is a review of the design and of the impacts of the project. The identical findings set forth in the Code are required for both a Phase 1 and a Phase 2 approval.

In this instance, this Council made all of the required findings for approval of the specific building site for the current Wight Project. It also concluded that the proposed mass of that project was consistent with all required findings, particularly including those related to visibility, privacy, mass, size, compatibility, and the preservation of ridgelines and scenic hillsides.

It must be emphasized that there has been no material change to the siting of the proposed home or to its mass—and the Design Review Commission so found. Therefore, to the extent this Council made the findings to support a Phase 1 approval, it must make those same findings to approve Phase 2.

The Phase 2 inquiry is supposed to be a review of the Project design. In this particular instance, however, the Project design is essentially irrelevant because nothing other than the roof can be seen from lower elevations on the Public Evaluation Map when viewed from the west. From the east, the project is entirely screened by trees and vegetation; there are no viewing areas designated on the Public Evaluation Map; the nearest homes are very distant (over 300 feet horizontally and approximately 200 feet lower in elevation); and the design can only be viewed when one is actually on the subject Property. While the design satisfies Lafayette's criteria for hillside construction, the placement of the home is such that its design is entirely without offsite impact such that all required findings are necessarily satisfied.

The Phase 2 inquiry is also supposed to be a review of project impacts. Glen residents have claimed that Project impacts include drainage, grading and excavation, soils, the size of the home, its compatibility, and construction-related traffic and disruption.

Drainage is not a Project impact because the Project watershed does not contribute to drainage problems to which residents have testified. In addition, Project related drainage has been studied in depth and engineered to the point that there are no drainage impacts on the adjoining Glen neighborhood and only fully mitigated drainage to the west. These are matters certified by the Project engineer and reviewed and confirmed by the City Engineer. The Project Soils Engineer has reviewed the drainage plans and he has concluded that drainage will cause no soils instability problems in light of the proposed drainage improvements to be installed in a fashion consistent with the hydrology studies.

Grading and excavation are not "project impacts". Because of the hillside terrain and the access road, grading is required for any development to occur. Excavation is a correlative process to grading. Excavation sufficient to support the building structure is dictated substantially by this Council's prior determination of the precise site for development and the mass of the house. Since no one has ever contended that Project grading will have any adverse impact on topographic or scenic features, the only actual impact of grading is related to the construction process and the quantity of off-haul required. Very little off-haul is actually related to the construction of the house, itself. Schell and Martin, the Project civil engineer, has allocated the quantity of off-haul amongst the various construction activities related to grading and excavation. By percentage, the Project access accounts for 56% of the aggregate truck traffic required to remove excess dirt; the Garage is another 16%; the pool is 7%; and the house is only 21% of the total. Virtually all grading and excavation and related off-haul is required by the Council's choice of building site and the need to both access the home and turn-around and

park vehicles. Grading and excavation related to the house structure has to do with the need to "bunker" it into the hillside to satisfy the City's own code requirements. It would hardly be fair to chastise the Wights for undue quantities of grading, excavation and/or off-haul when all of such matters are attributable to existing circumstances, the Council's Phase 1 approval, and the codified policies which the City has made a part of its zoning and development regulations.

Everyone has acknowledged that there are no soils issues posed by the development of the house structure. This is because the construction is essentially on the ridgeline and at bedrock. To the extent there may be soils issues posed by the access road, they have been addressed by construction mitigation measures and they are not "project" impacts because they exist independently of the particular Project.

The size of the home and construction related disruption are the final two purported "project impacts". The size of the home creates no Project impacts because size—in the form of mass—has already been approved by this Council and "size" is not a proximate cause of any identified "project impacts". It has been suggested that Project size and construction impacts are related. This is not true because most perceived "project impacts" exist irrespective of Project size and because a construction management plan will be employed to manage the construction process. While it should be unnecessary to make this observation, it must be abundantly clear that construction traffic on public roads and potential minor inconvenience are simply not legal grounds to reject a Project and deny Phase 2 approval.

Unless this Council chooses to be arbitrary and capricious, it cannot make findings to support a Phase 1 approval and then deny a Phase 2 approval for this Project on those same findings.

2. A Dialog With Residents of the Glen Has Proven To Be An Unsuccessful Means of Resolution of Differences in Viewpoint:

At the suggestion of this Council, I contacted two separate apparent community leaders in an attempt to open a dialog regarding the Wight project. In this respect, I first contacted Mark Cameron, an attorney and Glen resident. Mr. Cameron declined any role as a spokesperson for the Glen residents and referred me to Donn Walklett, who is the past president of the Muir Heritage Land Trust and the Vice-Chairman of the Lafayette Open-Space Committee. Despite an apparent orientation and background that would tend to suggest a lack of receptivity to the Wight Project, I engaged Mr. Walklett in a series of emails related to the Project. Mr. Walklett repeatedly referenced project "impacts" cited by residents of the Glen and demanded a reduction in size of the house by approximately one-half. I pressed Mr. Walklett to explain the proximate causation between the Project size and the perceived impacts. In other words, there is little point to demanding a size reduction unless that size reduction has some corollary mitigation factor which would permit an affirmative finding which would otherwise be negative. Mr. Walklett declined to discuss anything other than the simple demand for a significant size reduction. Since this Council had already approved the Project site and its mass and since that mass has little, if anything, to do with perceived Project impacts or required legal findings, there appeared to be no purpose in further discussion.

3. At the Prior Hearing, Councilmembers Failed to Properly Assess the Project and the Evidence in Support of Approval When They Claimed They Could Not Make Certain "Findings":

None of the Members of the Council seemed able to make findings in support of a Phase 2 and Project approval at the last hearing. While there was some variation in the findings identified as those which could not be made in support of approval, there was more or less unanimity that certain findings and the burden of proof with respect to those findings were critical. The following comments pertain to the Findings which Councilmembers claimed they could not make.

A. Section 6-2071 LMC-Findings related to a Hillside Development Permit.

(f) Development Grading is to be Minimized to Limit Scarring of Hillsides, Preserve Existing Topographic Features, Reduce Erosion, and Visual Impacts.

All Councilmembers appear to have found difficulty in affirmatively finding that Development Grading had been minimized in this particular instance. That difficulty is surprising in light of the uncontroverted evidence presented prior to and at hearing.

There is an existing access road. Its location was long ago approved and has nothing to do with this particular Project. The on site grading related to the access road is that required by the Fire Department to ensure its compliance with regulations. The access road will be improved and thus will remediate current conditions which do evidence some level of erosion and which could conceivably add to drainage problems. In other words, the grading at the access road is minimal and represents only an improvement in existing conditions.

There is grading for an auto court and the house structure. The auto court grading is unavoidable because there is no room on the road for either turnaround or parking as required by the City of Lafayette Residential Design Review Guidelines. The auto court and the structure are geometric features of the lot which relate either to the normal requirement for access or the need to support a structure. The dimensions of the auto court comply with and do not exceed the Residential Guidelines. It was this Council which spelled out precisely where the home was to be placed and it was this Council which approved its mass—which obviously must be physically supported. By the very fact that this Council made a Phase 1 determination, it must be concluded that visibility issues and the preservation of topographic features have been fully satisfied. There is literally no evidence which would support a conclusion that the requirements of this Finding have not been fully satisfied.

(j) Development Shall Not Create a Nuisance, Hazard or Enforcement Problem.

All Councilmembers appear to have found difficulty in affirmatively finding that the development would not create a Nuisance, Hazard or Enforcement Problem. Again, this appears

to be a case where Project opponents' complaints (without factual basis) have taken precedence over actual objective evidence and objective determinations.

The development or existence of a single family residence within a permitted zoning district cannot possibly be deemed a nuisance. Lafayette is a residential community and homes are constructed all the time. This Council has already acknowledged that this lawful lot will be developed and it has already approved the location and mass of that development. Neither the existence of the home nor the anticipated construction process can be deemed a nuisance or injurious to public welfare unless there is something far beyond the usual which actually creates public health concerns.

There is an interesting observation that must be made regarding this finding and the issue of nuisance or hazard. The finding clearly relates to the end product—i.e., the completed structure, or the end product of the development process. Certainly no one could successfully maintain that the Wight residence, once constructed, might actually present a nuisance or a health concern. That would be ludicrous. Project opponents have actually twisted the intent of the finding to speak to the development process and characterize that process as a nuisance or a health issue. If this Council were to actually find that this finding could not be made because of the development process—as opposed to the completed project—it would certainly have departed from past practice and intent. Additionally, the application of such a finding to the development process could adversely impact any construction anywhere within the City. This would lead to potentially absurd results. Please note the comments of Young and Burton, the Project Contractor, in the context of the Construction Management Plan, regarding its Happy Valley project of similar size with substantially more off-haul which gave rise to neither nuisance nor health issues despite a 29 month construction process inclusive of a higher volume of construction trips than anticipated for the Wight project.

It is hardly unusual in Lafayette to experience the development of large homes. As but one example, the Edminster—Atwood Project of 10,000 square feet at 4165 Canyon Road was approved and has now been nearly completed with no untoward impacts which might rise to the level of nuisance or threats to public health. That Canyon Road Project has access and staging issues very similar to those faced in this instance.

There is a construction management plan which will be adopted to address any unusual impacts of this particular construction process. As indicated in the plan, there will be an average of 11.5 round trips each day and carpooling of workers will be employed. The roof footprint of this Project is no more than 6,350 square feet and that footprint is less than the roof footprints of at least 14 homes within the adjacent neighborhoods. (See Schell and Martin Exhibit - House Areas Adjacent Neighborhoods dated June 10, 1014.) The size of this home has little to do with construction impacts since the bulk of those impacts relate to the home's footprint—not mere size—and the footprint is required regardless of the actual size. In short, the construction process will have no unusual consequences for neighbors hence there is no basis for anyone to conclude that nuisance or health concerns exist.

It is worth noting that the proposed development actually has a number of positive impacts—as opposed to claims of nuisance. Development will stabilize an existing road.

Development will add to the tax base and improve property values within the neighborhood. Development will contribute substantial monies to the City in the form of fees and expenditures of workers during the construction process. Development in this instance has secured the open hillsides and ridgelines for viewing of the public from lower elevations.

There is a certain amount of inconvenience related to the construction process. Unless public streets are blocked and inaccessible and noise exceeds sound regulations, such conditions neither pose a nuisance nor do they justify a denial of the Project. Additionally, other regulations exists to control noise and traffic and the proper application of those regulations is the appropriate means of addressing perceived nuisance conditions—not the denial of this Project.

B. Section 6-275 Design Review Findings:

(2) The approval of the Project is in the best interest of Public Health, Safety and General Welfare.

A number of Councilmembers felt that the general Design Review Finding requiring that approval was in the best interests of Public Health, Safety and General Welfare could not be made. To an extent, the response to such a conclusion is set forth above. In addition, however, an approval would preserve private property rights and honor the right to use and develop property. In addition to the positive aspects of development noted above, there is the negative aspect of denial in that such action would necessarily be arbitrary and capricious and would also deprive the property owner of the right to use and enjoyment of the property. Litigation would not be in the best interests of the public welfare.

(4) General Architectural Considerations Have Been Incorporated to Insure Compatibility of this Development with Its Design Concept and the Character of Adjacent Buildings.

Several Councilmembers voiced concern over an inability to find the General Architectural Considerations related to the Project to be appropriate in terms of character, scale and quality. This is ironic since no member of the public has ever voiced an objection to the architecture and design of the Project. They have voiced objections to its size. The proposal clearly calls for a well-considered—and quite expensive—treatment of a custom quality single family residence.

I suspect that the concern in this instance is not with the design or architectural issue but purely over compatibility of this development with other existing development. The appropriate finding in this regard is actually 6-275(b)(2). I will discuss that finding elsewhere in this letter.

C. Section 6-275(b) Findings for Approval of Homes In Excess of 6,000 Square Feet:

(1) The house substantially complies with the City's Residential Design Guidelines.

The Residential Guidelines address both site and building design. The primary goals relative to site design are to preserve as many trees as possible and to maintain the natural visual character of the site and utilize grading to reduce off-site visibility. Building design is supposed to be compatible with the surrounding land features and care is to be taken to avoid off-site visibility from specific viewing locations. The size of any house is supposed to be appropriate to the acreage upon which it is to be built.

Because of the site topography and siting limitations, the Wight home is a tale of two houses: as viewed from the west, the home is single story; only because the land drops away precipitously to the east/south east does it have a two story component. The design of the home does not silhouette above the surrounding land and the home is invisible from offsite views. Roof forms and color selections mimic surrounding land forms and native vegetation colors respectively. The facades of the home are articulated to step forward and back to create interesting and pleasing massing. The footprint of the home is comparable to many homes in nearby neighborhoods and, to the greatest extent possible, follows the natural features surrounding the house. The house itself is restricted to approximately one-half acre of a nearly 14 acre site and is obviously appropriate to the acreage upon which it is to be built.

When this Council approved the site and mass of the house as a part of the Phase 1 review, it created constraints which obviously impact upon the architectural treatment. While every effort has been made to conform the design of the home with Residential Design Guidelines, it is perfectly apparent that this Council's prior action has dictated much of the design treatment. It would obviously be inappropriate for this Council to approve site and massing—which has largely dictated the architectural treatment—and to then somehow conclude that the resulting structure failed to conform to Design Guidelines. Obviously, guidelines are just that and cannot be used as though they constituted strict regulations applicable regardless of the particular context.

(2) The Structure Is So Designed That Its Mass Will Not Appear Significantly Out of Scale With the Existing Neighborhood.

This particular finding requires little discussion. The Phase 1 process employed by this Council specifically approved both the site and the mass of this Project. Neither the site nor the mass has materially changed since the date of original approval. This finding was expressly made. Councilmembers who voiced concern over this finding need merely be reminded that it was made once and, therefore, must again be found.

(4) The House Does Not, Because of Its Size, Require Removal of Natural Features or Excessive Grading.

Grading for this Project is limited to project access, the courtyard, and the foundation/structure. Road grading and improvements are required regardless of the size of the home. The courtyard is also required for practical reasons related to access and parking. Grading for the courtyard has nothing to do with the size of the home. Grading for the foundation/structure does have some relationship to the size of the home. However, the City's own regulations have required that this home be "bunkered" into the hillside so as to avoid off-

site visibility. In other words, the City has dictated where the home is to be constructed and what level of visibility is acceptable. These City requirements have resulted in necessary grading and excavation. The size of the home will not require removal of any natural features.

It is respectfully submitted that the size of this home has become a matter of perception—as opposed to objective reality. The home is large; but the lot is large. There are numerous large homes within Lafayette and particularly Happy Valley. This home will not be seen as the Council has already found. The construction of the home is largely based upon the requirements of lot geometry and its footprint—which really do not relate to its size. An objective review of this Project would necessarily conclude that the size of the home is a non-issue in regulatory terms.

D. Section 6-1905—Findings For Approval of Structures Over 17 Feet In Height

(1) The Structure Substantial Complies with Residential Design Guidelines.

See the prior discussion at Section C(i).

(2) The Structure is So Designed That It Will APPEAR Compatible With Scale and Style of The Existing Neighborhood and Will Not Significantly Detract From the Established Character of That Neighborhood.

A number of Councilmembers voiced concern over the compatibility of the proposed home with homes in the Glen neighborhood—based primarily upon size. It might be noted that the regulatory finding stresses that compatibility is defined in terms of the manner in which the home "APPEARS". Since the home is essentially screened, architectural compatibility is not an issue. One might also argue that the size of the home should also be of no concern because the regulatory finding relates to appearance. In other words, if the home was proposed for 30,000 square feet, but did not appear to be of that size or scale then the requirements of this finding would nonetheless be satisfied. In this instance, the home is 10,000 square feet and thoroughly screened. Since there is no appearance of excess size or scale, neither the size of the home nor architectural style poses compatibility concerns.

There are actually a number of positive things to state regarding this Project and this particular finding. The house's footprint is arguably twice the size of the Glen neighborhood homes. The lot on which it is to be placed, however, is about 28 times the size of Glen lots. The Project neighborhood is not the Glen; it is the particular development where one might expect large homes to be constructed. Most importantly, compatibility is all about context and nestling the home away from off-site views to the extent possible. With this latter thought in mind, compatibility is certainly not an issue.

E. Section 3-701 Findings Required for Approval of Grading :

(1) The Grading Will Not Endanger The Stability of Site or Adjacent Property

Although Councilmembers have voiced concerns that they could not make this finding, such concerns were never shared by members of the public, including an engineer hired by the public.

Everyone has seemingly acknowledged that the proposed home will be constructed on bedrock on a ridgeline. There are no instability issues associated with the home or its grading.

Some concerns have been raised regarding the access road. The project will actually improve the stability of the access road and it has been thoroughly reviewed by the Project soils engineer.

The only evidence before this Council is that grading will improve existing conditions and there is no stability issue posed by the Project at all.

(2) Grading Will Not Significantly Increase Erosion or Flooding Affecting the Site or Other Property.

Councilmembers have voiced concerns over the adequacy of proposed drainage. Questions by Councilmember Tatzin engendered some confusion over drainage issues because the staff report contained both an earlier hydrology study and a later study which had been shared with the City Engineer. The project engineer was unable to reconcile certain inconsistencies between hydrology studies when asked during hearing.

Since that last hearing, detailed hydrology studies have been completed and reviewed by the City Engineer. This Project has completed studies which ordinarily would be required only as conditions of approval. It is clear that problems experienced by neighbors regarding drainage are unrelated to this Property as different watersheds are involved. More to the point, the approved Hydrology Study clearly demonstrates that drainage will not contribute to erosion or flooding of any adjacent properties.

It might be noted that these types of drainage issues are professional concerns which must be addressed by qualified engineers. The project engineer and the City engineer are qualified to opine regarding the subject matter of this finding. Neighbor opinions are not qualified both because they lack expertise and because they have never studied the issue. Councilmembers have obviously neither studied site conditions in the context of engineering and drainage nor do they have professional expertise—at least so far as I am aware. If the Project and City Engineers have found that there is no <u>significant</u> increase in anticipated erosion or flooding then the finding is satisfied and there is no basis for a Project denial on the ground that the finding cannot be made.

E. <u>The Design of the Project Preserve Existing Trees, Etc.</u>

This Council has defined the siting and mass of this Project. If trees must be removed, that removal is justified by the existing approval. In actual fact, very few trees will be removed and replacement trees will be planted as a mitigation matter consistent with usual custom and practice.

4. Miscellaneous Issues:

A. The Gas Line.

Although not related directly to any findings, much discussion has ensued and concern voiced regarding the presence of a PG&E gas pipe line. Glen residents have shown photos of that gas pipeline where it is no longer buried underground.

In contrast to the resident photographs, the gas pipeline on the subject Property is actually underground. The Project applicant will have to work with PG&E to ensure that the pipeline is not damaged. No portion of any structure will be constructed over the pipeline. The presence of the pipeline has been a factor in the engineering designs for development of the site.

None of the foregoing conditions is unique to this Property. The PG&E gas pipeline extends throughout the Glen and other neighborhoods. No one else's home has been disapproved because of a gas pipeline. The Project applicant hardly discounts potential issues with the presence of a pipeline on the Property. The point is that the pipeline has been addressed in customary fashion and is an issue for resolution between PG&E and the applicant. If the presence of a gas pipeline was grounds for denial of construction of single family residence, then the density of homes within Lafayette would be limited, indeed. There also would be an absence of natural gas a source of energy and, presumably, exclusive reliance on electrical power.

The presence of a gas line—as the issue of size—has no relevance to the approval of this particular Project or Council deliberations.

B. The Scenic Easement.

Staff has recommended as a condition of approval the creation of a scenic easement which would be coincident with the ridgeline setback. The applicant has proposed a scenic easement as a buffer area protecting the southern and western adjoining neighbors. The City's proposal for a scenic easement is excessive and legally unjustified.

Section 6-2052 authorizes the dedication of open-space, scenic, or conversation easements to protect a scenic vista trail corridor, stream or water course, wildlife or other area of ecological significance. This authorization for a requirement for a scenic easement is found in Article 5 which details the development requirements for subdivisions in the Hillside Overlay District. This Project seeks merely Design Review approval for development of a permitted single family residence on an existing lawful lot. The Code authorization for a scenic easement has no application.

It is well established Constitutional Law that any purported exaction must have a purpose that substantially advances a legitimate state interest and that the means used are reasonably related to that objective. Exactions which relate to a physical taking are subject to strict judicial scrutiny. In Nollen vs. California Coastal Commission (1978) 107 SCt 3141, the United States Supreme Court found that the purpose of a condition requiring a public easement for beach use

as a condition of approval to rebuild a beachfront dwelling advanced a legitimate state interest; however, there was no reasonable relationship or nexus to the permit to rebuild the beach house.

In this particular case, there is no legitimate state interest in imposing a scenic easement over virtually all of the subject Property. The Hillside Overlay District already requires a permit for any activity which would alter the terrain which the City proposes to make subject to a scenic easement. More importantly, there is no reasonable relationship between the grant of approval for an already permitted single family residence and a requirement for a physical taking of virtually all of the applicants' property.

The applicant is willing to grant a scenic easement as has been defined in the pending application. The claim for a scenic easement coincident with the ridgeline setback is simply a gross overreaching which cannot be justified.

5. The Construction Management Plan:

Much has been made of the need for a Construction Management Plan. Indeed, Glen residents have periodically complained of an alleged lack of transparency in terms of the development of a plan and the level of potential construction impacts. It is not unusual for a project approval to be conditioned on a Construction Management Plan. It is unusual for a detailed construction management plan to be prepared at this stage of the approval process given the typical uncertainties which accompany any project prior to the completion of construction drawings. Despite all of this, Young and Burton has prepared an extensive Construction Management Plan which addresses the construction process and mitigates inconvenience—to at least the degree one might reasonably expect.

In anticipation that Glen residents might still find the plans for construction management to be insufficient and might still demand, among other things, that a special employee be hired for the City at applicant's expense purely to monitor this one Project, a detailed study of a similar project has been undertaken.

Young and Burton was the general contractor for a single family residential construction project on Happy Valley Road in relatively close proximity to Happy Valley Elementary School. The project lasted for 29 months; it involved 8,005 square feet of enclosed living space, a garage of 753 square feet, a covered terrace of 2628 square feet, impervious surface of 18,139 square feet, and a maximum building height all constructed on a lot of 100,207 square feet. In other words, this Happy Valley Project was similar in size and scope to the Wight Project on a lot approximately one-seventh the size. This particular project had ample immediate room for the parking of construction vehicles. Because of available parking, there was a substantial amount of construction traffic related to personal vehicles of workers. In the case of the Wight Project, personal vehicles will be sharply circumscribed since there is limited available parking. This will ensure that a substantial percentage of construction traffic experienced with respect to the Happy Valley Project will not be a part of the Wight Project. Car pooling will eliminate a significant number of personal worker vehicles. Young and Burton has estimated that the personal vehicular traffic per day would be substantially less than that associated with the Happy

Valley project. The most recent studies have suggested an average of 11.5 round trips for construction traffic might be expected. This is hardly an unduly burdensome level of traffic.

Based on actual logs and counts, the month-to-month average daily vehicle traffic for the Young and Burton Happy Valley Project amounted to the following:

Month 1 = 10	Month 11 = 23	Month 21 = 25
Month 2 = 28	Month 12 = 25	Month 22 = 20
Month 3 = 16	Month 13 = 21	Month 23 = 10
Month 4 = 15	Month 14 = 20	Month 24 = 9
Month 5 = 12	Month 15 = 23	Month 25 = 8
Month 6 = 18	Month 16 = 27	Month 26 = 9
Month 7 = 18	Month 17 = 26	Month 27 = 9
Month 8 = 20	Month 18 = 28	Month 28 = 8
Month 9 = 20	Month 19 = 28	Month 29 = 7
Month 10 = 21	Month 20 = 27	

The aforesaid numbers represent actual vehicle counts and are therefore reflective of the number of construction-related round trips actually experienced. Based on carpooling and substantially less off haul (fewer than 1,000 cubic yards for Wight compared with 5,000 cubic yards for the Happy Valley project), the equivalent numbers for the Wight Project should be approximately 25% fewer vehicles than the numbers represented in the above table.

Trip generation is hardly a subject of first impression. The institute of traffic engineers publishes a trip generation manual. The ninth edition of that manual published in 2011 assumes that each household generates approximately 10 daily trips (ie. 5 daily round trips). Contra Costa County requires local traffic engineers to increase the number of trips generated per household by 20% for large homes. This would mean that a completed home at the Wight property would be assumed to generate 12 daily trips (ie. 6 daily round trips). Based on the Happy Valley project, the months of heaviest construction traffic would involve a daily vehicle count (or round trips) of approximately 21 (28 times 75%). That would equate to approximately 3.5 times the trip generation of the home once it was completed and occupied. Spread over days and months, however, the traffic impact of construction of the Wight Project is limited to at most occasional inconvenience.

One final comment might be made. Construction within the Glen neighborhood is not an unusual occurrence. I understand that there have been occasions when two or more homes greater than 4000 square feet have been under construction. That level of construction and related traffic would certainly be more impactful than the Wight Project given its remote location. Somehow, these other projects have failed to generate the level of concern over the construction process raised with respect to this Project. Again, there is no objective basis from which one might conclude that the construction process creates any legal grounds for denial of a Phase 2 approval.

6. Final Observations:

Gordon Chong, a Design Review Commissioner, characterized this Project as "complex". That characterization has been echoed by Glen residents who have also cited numerous perceived impacts related to the proposed development. This Project is hardly complex as it is nothing more than building a permitted single family home on an existing lot. To the extent a fairly simple process can be characterized as "complex", the perceived complexities are all essentially generic to hillside development, the Phase 1 approval, and existing conditions. In other words, the same alleged "complexities" and "impacts" would exist independent of house size. In short, there is a complete disconnect between the Project attributes to which opponents have objected and any impacts traceable to those attributes.

This Council made all of the findings necessary to issue a Phase 1 approval. This is the same Project which has been more and better refined. With better and more complete objective evidence and nothing other than unsubstantiated opinions, a claim that the findings cannot be made for a Phase 2 approval is simply lacking justification. A decision made without justification is the very definition of arbitrary and capricious. My long experience with this Council suggests that it will properly conclude, on the record before it, that this Project must be approved.

Thank you for your consideration of this Project. It is respectfully requested that it be approved without further hearing.

Very truly yours,

David J. Bowie

cc: Steve and Linda Wight
Howard Martin
Tom Frye

Linda Wight

From: Wight, Steve <SWight@triu.com>
Sent: Friday, June 13, 2014 4:26 PM
To: ckidd@lovelafayette.org
Cc: David Bowie (Dave@bblandlaw.com)
Subject: 1240 Monticello Road
Attachments: TReilly Questions.docx; WIGHT - HOUSES IN ADJACENT NEIGBORHOODS 10Jun14.pdf; Wight traffic impact 6-12-14.docx; DOC061314.pdf

Catarina, please find attached Answers to Member Reilly's Questions and related attachments. These are in support of our Phase 2 application regarding the subject property. Please call with any questions. Regards, Steve Wight, Applicant 415-956-6311 (work) 925-283-9118 (home)

ATTACHMENT 2B

June 12, 2014

Answers to Member Reilly's Questions

Council Meeting of May 12, 2014

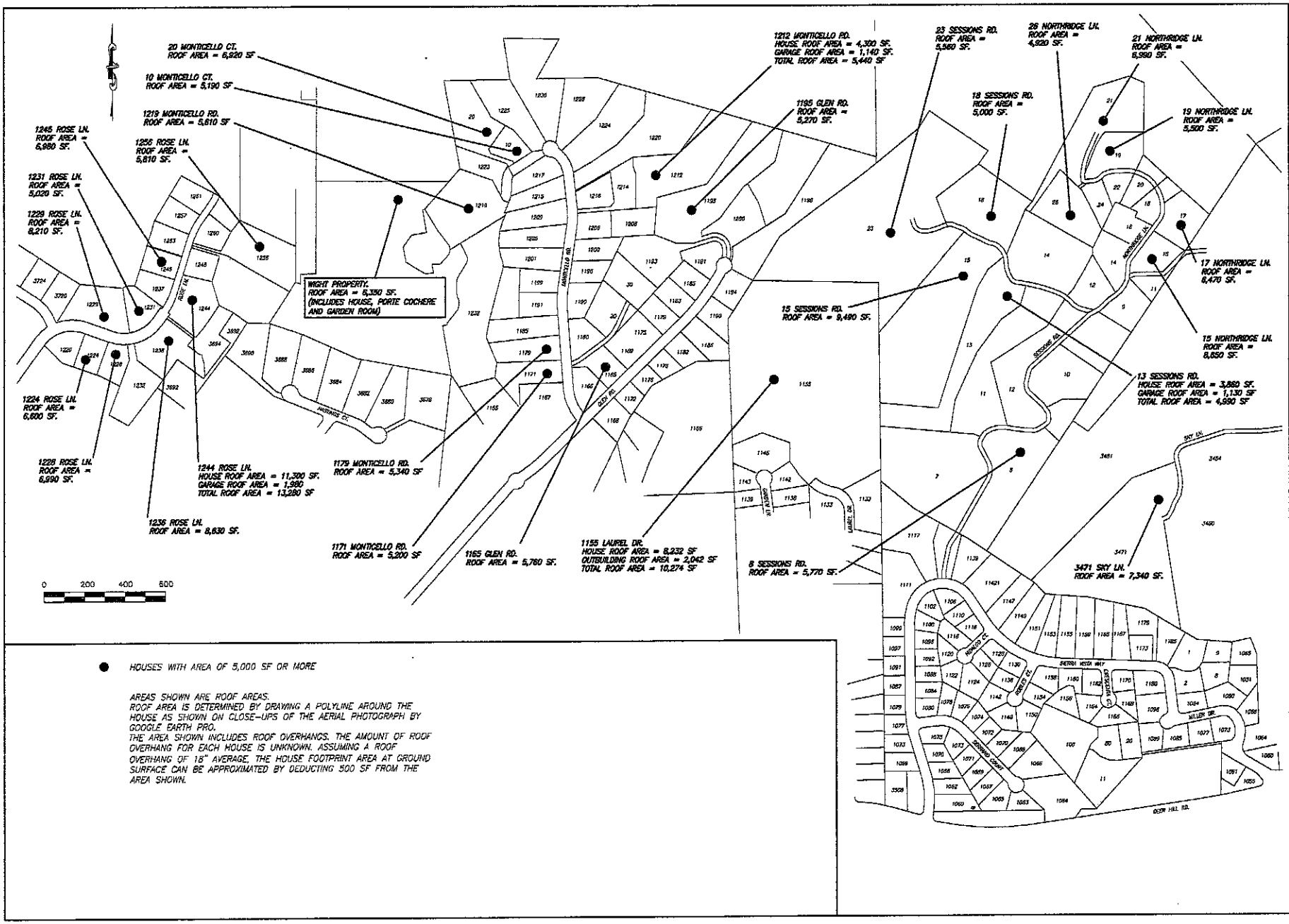
Prepared by Applicant

QUESTIONS:

1. **Off-haul?**
   a. Access, 56%
   b. Garage, 16%
   c. House, 21%
   d. Pool, 7%
2. **Average size of home in Glen area?**
   a. 2,864 SF (homes range in size from 1,082 to 6,994 SF). Source: Win2Data.
   b. Approved home site is via a private road approximately one-half mile from the end of Monticello Road (public).
   c. Approved home site is located at approximately 200 feet in elevation above the end of Monticello Road (public).
   d. Approved home site is accessed via Monticello Road (a public street), just as Sessions Road and Northridge Lane (both, private roads) are accessed via Sierra Vista Way (public).
   e. Comparing the approved home massing (square footage) to the average Glen area home would be like comparing many of the homes on Sessions Road and Northridge Lane to the average size of homes located on Sierra Vista Way.
3. **Is construction restricted on spare the air days?** Construction will be limited in the same manner as other residential construction then underway in the City.
4. **PG&E pipeline during construction.** The applicant will be most diligent in insuring that all appropriate (PG&E and City advised) precautions will be followed.
5. **10,000 SF (roofed plus three walls) plus 7,000 SF impervious surfaces?**
   a. Approved massing roof area, 6,350 SF.
   b. Fourteen existing homes with roof areas greater than 6,350 SF are located in the immediate area, many of which are on hillsides. Also in the immediate area there are an additional twelve homes with roof areas of at least 5,000 SF, but less than 6,350 SF.
   c. 20 Monticello Court has a roof area of 6,920 SF.
   d. Please see Schell and Martin, EXHIBIT – HOUSE AREAS ADJACENT NEIGHBORHOODS dated 10Jun14 (attached)
6. **Total loads and delivery on road for the entire project?**
   a. Young & Burton's, Construction Traffic Impacts /Trip Totals, Wight Residence shows 698 large trucks and 4,347 workman vehicle trips over 440 days or approximately 11.5 trips per work day. The report is attached.

b. Young & Burton also prepared a Construction Traffic Case Study based on a project they recently concluded on Happy Valley Road. Given many project similarities, the case study serves to affirm the above referenced estimates. Adjusted for the substantially less off-haul (1,000 versus 5,000 cubic yards) and anticipated carpooling to the Wight job site the case study supports Young & Burton's above estimates. The adjusted case study anticipates 824 large truck trips and 4,400 workman vehicle trips over the project period. The case study is attached.

7. **COA 01/10/13 dealt with in Phase 2?**
   a. The applicant is unable to address this question because we were unable to identify the specific COA.
8. **Outdoor kitchen, 07/09/12, location to be dealt with in Phase 2?**
   a. The outdoor kitchen (including the roof) will be screened by agreed to-be-planted oaks.
9. **Colors and materials ... appropriate? Review?**
   a. The western elevation is single story, and fully consistent with the elevation presented to the Council during its Phase One approval.
   b. The eastern elevation is invisible to any public viewing location located to the east on the approved home site.
   c. No negative design comments have been received from the public.
   d. Sample boards have been reviewed by Design Review.
10. **COA #36 ... water tank required?**
    a. Yes, to be located to the north of the approved home site.



● HOUSES WITH AREA OF 5,000 SF OR MORE

AREAS SHOWN ARE ROOF AREAS.
ROOF AREA IS DETERMINED BY DRAWING A POLYLINE AROUND THE HOUSE AS SHOWN ON CLOSE-UPS OF THE AERIAL PHOTOGRAPH BY GOOGLE EARTH PRO.
THE AREA SHOWN INCLUDES ROOF OVERHANGS. THE AMOUNT OF ROOF OVERHANG FOR EACH HOUSE IS UNKNOWN. ASSUMING A ROOF OVERHANG OF 18" AVERAGE, THE HOUSE FOOTPRINT AREA AT GROUND SURFACE CAN BE APPROXIMATED BY DEDUCTING 500 SF FROM THE AREA SHOWN.

No.	BY	DATE	REVISION

REGISTERED PROFESSIONAL ENGINEER BRIAN C. MARTIN No. 54357 EXP. 12-31-15 CIVIL STATE OF CALIFORNIA

EXHIBIT – HOUSE AREAS ADJACENT NEIGHBORHOODS

PCL. 4, 64 LSM 31
APN 245-060-002

MONTICELLO ROAD
CONTRA COSTA COUNTY
CITY OF LAFAYETTE

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-6111

SCALE:	1" : 200'
DATE:	10Jun14
DESIGNED:	BM
DRAWN:	BM
FB	
JOB No.:	620-10
SHEET:	1 OF 1

YOUNG & BURTON INC.

CA LICENSE 531879

GENERAL CONTRACTORS
1947 SAN RAMON VALLEY BLVD, SUITE 200
SAN RAMON, CA 94583
(925) 820-4953 • FAX (925) 820-1858

June 9, 2014

HDP20-13, GR07-13 & TP12-13
Wight Residence
1240 Monticello Rd.
Lafayette, CA

Construction Traffic Case Study

Project used for Case Study:

- Single family residence on Happy Valley Road
- 11/2011 - 04/2014, total 29 month schedule
- Lot size = 100,207 SF
- Total Enclosed living space = 8,005 SF
- Garage = 753 SF
- Covered Terrace = 454 SF
- Impervious Surface = 18,139 SF
- Maximum Building Height = 29'-9"

Description of Work:

- Mass excavation for crawl space, below ground mechanical and pool equipment rooms and pool/spas.
- Steel, concrete and wood frame construction.
- Tennis court, covered terrace, second floor patio, pool side patios, pool, two spas, grotto with fire pit, motor court, driveway.
- Pavilion with outdoor kitchen
- Garage, Movie Theater, 2 bedrooms, 4 bathrooms, game room, gym and massage room.

Construction Conditions:

- The construction lot was located behind a lot directly on Happy Valley less than 1000 feet from Happy Valley Elementary School. The homeowner owns both lots and the front lot was mostly clear, with a small orchard in the middle. This lot allowed for construction access and construction parking, staging, material delivery, etc. This project did not require van pooling or offsite staging due to available on site space. In this condition, almost all individuals arriving to site each day transported and parked themselves

Case Study:

- We complete daily logs documenting everyday during the construction process as part of company policy. These logs detail every person on site, how many deliveries were made, how many trucks of off haul or concrete trucks on site, etc. In reviewing the over 600 daily logs one by one, we were able to get counts for the daily number of vehicles on site and what kind of

vehicles they were. We were also able to determine a traffic flow pattern over the course of the construction process. Below are the findings and at the end is a summary comparing this projects size, scale, location to that of the Wight's and how we will mitigate the traffic for the Wight project.

Total Number of Vehicles over 29 months = 10,619
Total Truck Imports (gravel, sand, etc) = 115
Total Truck Deliveries (lumber, waterproofing, etc) = 200
Total Truck Off haul = 572
Total Steel Deliveries/Install = 7
Total Concrete Pumps = 35
Total Concrete Trucks = 145

Total personal work vehicles = 9,545
Average number of personal work trucks/day = 17 [29 months with average 20 work days/month = 580 days; 9,545/580 = 16.46 ~17]

Month to Month Average Daily Vehicle Traffic:

Month 1 – 10	Month 16 – 27
Month 2 – 28	Month 17 – 26
Month 3 – 16	Month 18 – 28
Month 4 – 15	Month 19 – 28
Month 5 – 12	Month 20 – 27
Month 6 – 18	Month 21 – 25
Month 7 – 18	Month 22 – 20
Month 8 – 20	Month 23 – 10
Month 9 – 20	Month 24 – 9
Month 10 – 21	Month 25 – 8
Month 11 – 23	Month 26 – 9
Month 12 – 25	Month 27 – 9
Month 13 – 21	Month 28 – 8
Month 14 – 20	Month 29 – 7
Month 15 – 23	

Case Study Comparison to Wight Residence:

Case Study	Wights
Single family residence on Happy Valley Road	Single Family residence on Monticello Road
29 month schedule	22 month schedule
Lot size = 100,207 SF	Lot size = 565,844 SF
Total Enclosed living space = 8,005 SF	Total Enclosed living space = 7,784 SF
Garage = 753 SF	Garage = 2,043 SF
Covered Terrace = 2,628 SF	Covered Terrace = 3,648
Impervious Surface = 18,139 SF	Impervious Surface = 8,544
Maximum Building Height = 29'-9"	Maximum Building Height = 25'

Traffic Projections based on Case Study:

- Based on the comparative size and infrastructure of the Wight's residence to that of the case study, we can infer that the traffic counts would be the same in the same situation of location, parking and access. The truck/large vehicle counts cannot be adjusted greatly due to the required amount of material for the project size, however the off haul amount required for the Wight residence compared to the case study is much less (1,000 versus 5000 cubic yards). We equate this difference to be approximately 250 fewer trucks than the case study. Alternately, the personal vehicle traffic can be greatly decreased via the proposed carpool vans. With the shorter 22 month schedule of the Wight's project compared to the case study, we can already infer 7 months less of personal vehicle traffic, which would equate to a reduction of approximately 2,380 fewer vehicle trips. Taking advantage of carpooling opportunities, we believe we can eliminate 6-14 personal vehicle trips per day. With the carpooling requiring two trips per day, plus the occasional personal vehicles, we estimate that we can limit the personal vehicle traffic per day to approximately 8-10 vehicles. With 10 vehicles per day for 22 months, the total personal vehicle traffic would be 4,400 and with the truck traffic, the total vehicles over 22 months would be approximately 5,224.

Construction Traffic Impacts/ Trip totals
Wight Residence project
1240 Montecello Rd.
Lafayette, CA 94549

For purposes of this illustration large trucks will include 10 wheel dump trucks, bobtail delivery trucks, pump trucks, sanitary trucks, debris trucks, Concrete trucks, lumber or steel delivery trucks, or most multi axel type heavy duty trucks. Generally diesel engines with total GVW up to 80,000 lbs.

Workman vehicles would include automobiles, pickup trucks, small dual axel delivery flatbeds or vans, carpool vans etc. either diesel or gas burning mostly used to deliver workmen to the site, handtools, subcontractors etc.

Regular traffic will include: inspections avg. 1 per week, Porta-john service avg. 1 large per week, trash and debris hauling 1 large per week Project manager 1 truck every day, vanpool 2-4 everyday, subcontractor's avg. 4 trucks per day

	Large Trucks	Workman vehicles	Total trips	Daily Av
Day 1-25 (5 weeks) work will include staging, survey, layout,excavation equipment deliveries, Project manager, Laborers, Porta john , temp fencing, Drill rig, Steel ibeam and lumber Deliveries for road widening and Retaining wall construction.	55	135	190	8
Day 25-50 (5 weeks) work will include continue Delivery of retaining wall steel and lumber, concrete Placement at retaining wall piers, begin bulk excavation for Parking and house pads/ and begin construction of Roadway improvements. begin excavation utilities trench. Deliveries include, conduit, storm drain pipe, geo-Textile fabric for roadway, PG&E sand for trench, Baserock. Offhaul of approx. 1000 cu. yds. of soils plus clear and grub	140	192	332	13.5

Day 50-75. Work will continue on road building, including paving,excavate pool, House foundation footings, utilities trench continue,site wall footings, parking pad subbase, pool construction, storm water retention basin excavate and form , off haul, Deliveries include form material, base rock, Asphalt, Paving machine and roller, tractor for paving Reinforcing steel, PG&E sand, misc conduits, trash haul Porta John service,	82	250	332	13.5
Day 75-100. Temp power, gunite pool, Pour retention basin, form and pour house footings, installation guardrail at retaining walls, form and pour water tank pad, install sewer lateral, house power conduits, begin block wall install Deliveries include gunite for pool, concrete for footings and Tank pad, reinforcing steel, form material, embedded hardware Masonry block, sand and cement silo, sewer pipe etc.	60	250	310	12.5
Day 100-125 Continue masonry walls, continue house Foundation main retaining wall, grout partial site walls, Drainage infrastructure, Pour house retaining wall Deliveries form material, reinforcement steel, sand and cement for grout, conduits for utilities, water tank, concrete and pumpers	33	210	243	10
Day 125-150 Strip, waterproof, shore, backfill main house Wall, continue site work, start form work for remainder of House foundation, 1st floor plumbing, water proof and form and pour main floor. Make up water tank plumbing and fill tank. Deliveries include shoring, concrete, pumpers, hardware, Stone, plumbing rough material, sand waterproofing	36	230	266	11
Days 150-175 Complete foundation, begin framing 1st floor thru main floor joists. Begin rock facing of site walls, drainage	34	250	284	11.5

complete bio swales deliveries include lumber, hardware, concrete, pumper sand and cement, drainage pipe, landscape boulders				
Day 175-200 Main floor frame, start roof frame, rock work continues, exterior shear, hardware install, main floor plumbing starts, 1st floor HVAC , firesprinkler, electrical, Deliveries include lumber, HVAC, firesprinkler material, electrical	25	275	300	12
Day 200-225 roof frame complete, roof dry-in, complete Shear, begin window/exterior door set, rough plumbing, hvac, electrical, Firesprinkler, begin low voltage Main floor. Deliveries include lumber, windows, exterior doors, roofing Paper, Hvac, electrical, plumbing, firesprinkler , stone	32	300	332	13.5
Day 225-250 rough frame, scaffold set and stucco wrap and Lath, trades complete, pickup complete, windows and doors Complete, insulation installed, sheet rock stocked, roof on rough frame deck over parking pad deliveries include insulation, sheetrock, stucco paper and lath roofing material, steel, lumber, scaffold	31	300	331	13.5
Day 250-275 hang and tape sheetrock, Stucco exterior Begin Exterior stone installation, install hydronic heating/ gypcrete at 1st and 2nd floor. Prime walls Deliveries include, hydronics,gypcrete, stucco, stone, limestone Pavers	18	260	278	11
Day 275-300 Cabinet installation, hang gutters, Exterior paint, remove scaffold, form and pour rear patio hang interior doors, start lower floor tile work,	25	275	300	12

begin patio deck pavers Deliveries include cabinets, tile and stone, stone Flooring, stone trim, garage doors, sand and cement				
Day 300-325 Trim work interior, build trellis Pavers on deck, pool coping, tile at rear patio, Tile floors at Main floor, tile work, misc. tradework, Template for slab work Deliveries include boulders, trellis material,concrete And pumper, precast, sand and cement, pool coping	25	275	300	12
Day 325-350 Trim work complete, tile work done Slabs installed, painting begins,elevator installed trades begin top out Exterior patio complete. Trellis complete Begin pervious surfaces at parking Deliveries include slabs, pavers, electrical, plumbing Elevator, irrigation piping, hardwood	19	275	294	12
Day 350-375 painting, hardwood flooring, exterior walk Ways, planting irrigation/amendments Deliveries include concrete, pumper, irrigation, hardware, Pool equipment	18	250	268	11
Day 375-400 hardware installation, appliances, painting Plumbing fixtures, exterior irrigation/amendments Ribbed concrete driveway, gates, pool tile , pool equipment, closets, handrails, iron rail ext. Deliveries include concrete, pumper, w.i. guardrails, appliances	26	250	276	11
Day 400-425 planting, window treatments, A/V Carpet, specialties, testing, systems, fixtures Deliveries include carpet, Audio visual, planting	20	250	270	11

Day 425-440 window and house Cleanup, inspection, systems ,Details, planting, pick up, cleaning and Sealing, final paving overlay De-mobilize, move out. Deliveries include paving and equipment Moving vans, landscape	19	120	139	9
Job totals	698	4,347	5,045	11.47

June 11, 2014
Job No. T144BB

Steve Wight
21 Northridge Lane
Lafayette, California

Re: Dispersal Units for Site Drainage
Wight Residence 1240 Monticello Road
Lafayette, California

Dear Mr. Wight

This letter is an addendum to our letter of April 23, 2014, which discussed the use of dispersal units to discharge a portion of the storm water runoff collected within the area of the referenced project into a swale west and north of the project site.

The referenced property is astride a prominent north/south trending ridge. The spur ridges that descend westerly from the ridgeline are separated by four distinct swales. This topography is illustrated on the Schell and Martin plan entitled "Hydrology Exhibit Proposed Condition, Pcl 4. 64 LSM 31, Monticello Road, APN 245-060-002" dated May 16, 2014. The plan displays storm water runoff tributary areas; the most northerly of the west facing swales is in Tributary Area 'G' and the next swale to the south of the first is in Tributary Area 'F'.

The current project drainage plan shows the perforated pipe dispersal units would be located at the upper end of the swale in Tributary Area 'G', west and slightly north of the project building site.

Because in 2007 we observed indications of active slope instability (shallow landsliding) in one of the swales at the property south side, and, possibly, geologically older and less active instability in the swale within Tributary Area 'F', our August 16, 2007 report noted that the discharging storm water runoff into the swale(s) should be avoided if possible.

It is worthwhile noting that in 2007 we did not observe past or recent signs of slope instability in the swale within Tributary Area 'G'. Accordingly, the report recommendation did not apply to the swale within Tributary Area 'G'.

On June 10, 2014, I examined the current condition of all four swales and confirmed the 2007 finding that no slope instability condition exists in Tributary Area 'G'.

The proposed dispersal units should return the accumulated runoff from the project to a sheet flow condition similar to that which naturally occurs in Tributary Area 'G.

ATTACHMENT 2D

Based on our 2007 site investigation, our review of the storm water management plan and my recent site examination, it is our opinion that the dispersal system will not increase the erosion and slope stability risk, and that the planned discharge of storm water via dispersal units into the swale within Tributary Area 'G' is acceptable from the geotechnical engineering standpoint.

JENSEN-VAN LIENDEN ASSOCIATES, INC.

Curtis N. Jensen
G. E. # 438
cc Dave Bowie
cc Schell and Martin

HYDROLOGY STUDY

WIGHT PROPERTY

APN 245-070-014
PARCEL 4, 64 LSM 31
MONTICELLO ROAD, LAFAYETTE, CA 94549

Schell and Martin, Inc.,
337 Mt. Diablo Blvd.,
Lafayette, CA 94549

June 03, 2014
Job No. 420-10

ATTACHMENT 2E

Introduction

This report presents the results of a hydrologic study to determine pre- and post-construction stormwater peak runoff in the 10-year storm, together with a detention calculation which demonstrates that the increase in peak runoff caused by construction of the project can be eliminated in the event that analysis of the downstream storm drain system reveals that it is not capable of conveying the increased flow.

It is proposed to construct a single-family residence at the top of a north-south ridge northwest of EBMUD's Glen Reservoir. The side-slopes of the ridge are steep, with slopes exceeding 50% in some locations. The site is covered by grass and trees and the soil is sandy clay.

This hydrologic study was performed to demonstrate that the construction of the proposed residence will not contribute any additional flow to the Monticello neighborhood, nor will it increase flow to the concrete-lined ditch behind the homes at 1244 and 1256 Rose lane. This study also demonstrates that the drainage system within the Rose lane subdivision is adequate to handle the small additional flow from the proposed development.

Presently, the proposed house site is split by the saddle of the ridge. This causes about 1/3 of the stormwater runoff to flow to the west of the ridge, primarily to a seasonal watercourse which flows to a defined seasonal creek ending at a headwall at the northeast corner of 1260 Rose Lane. The other 2/3 of the stormwater runoff flows east, combining with runoff from a portion of the vacant lot to the north and flowing down the existing EBMUD paved road to the hairpin turn. At this point the runoff enters a short culvert which conveys it to the west side of this private roadway, where it flows north along the inside edge of the road.

The points at which this study determines the existing peak flows are as follows:

Point A	where the runoff from the vacant north property arrives at the site of a proposed inlet,
Point B	the entrance to the culvert at the hairpin turn,
Point C	the uphill side of the driveway at 1219 Monticello Road,
Point F	the south end of the existing concrete ditch at a point just east from 1244 Rose Lane,
Point G	the headwall near the north corner of 1256 Rose Lane,
Point H	the headwall northeast of 1261 Rose Lane,
Point J	the curb inlet near the southwest corner of 1260 Rose Lane,
Point K	the inlet at the east corner of 1260 Rose Lane,
Point L	the curb inlet at the northwest corner of 1248 Rose Lane, and

The above locations are shown on the included hydrology maps for existing and proposed conditions. Points C, F, G, K and L are the critical points for demonstrating the effect that construction will have on peak runoff and on neighboring property owners.

Description of Drainage Pattern

Because of elevation constraints all the proposed driveway up to the auto court must drain easterly in the Monticello Road direction. However, because the proposed residence is at the saddle of the ridge, runoff from the house, patio and auto court can be directed either to the east or the west, or the flow can be split, with some going in each direction.

The neighborhoods surrounding the project site have a history of landslide and flooding events, however given the existing topography, development of the site will have no impact on the areas defined by these problems. The existing private portion of Monticello Road from the Wight residence down to the level portion of the road closer to the public portion of Monticello appears to effectively contain runoff within the roadway. Future road improvements from the proposed fire department turnaround near the new driveway to the Wight home and future road widening required to satisfy the fire department will include improvements where necessary to assure that runoff down to the hairpin turn will not overtop the bank and flow down-slope. Proposed storm drain improvements as the roadway approaches the public portion of the road will capture this runoff before it can reach the large diameter culvert that has been identified as a problem by many of the neighbors and the report by Kropp and Associates. As directed by the project soils engineer, Curt Jensen, runoff that will flow westerly will not drain to the problem slope above 1256 Rose Lane. This reflects a revision to the plan set that has been currently under review.

All stormwater runoff from the house, rear patio and auto court will be directed to permeable surfaces (vegetated areas or permeable pavers) in order to comply with current stormwater regulations per Provision C.3 of the Municipal Regional Stormwater Permit. For the purposes of this study it is assumed that the 10-year storm will strike when the ground is already saturated, the gravel storage layer under the permeable pavers is full and the bioretention filter is overflowing. After passing through the various permeable surfaces, all stormwater runoff from the house, rear patio, auto court and associated landscaping will be piped to dissipator outlets on that portion of the western slope which is tributary to the existing headwall near the north corner of 1256 Rose Lane. The storm drain system will be designed with multiple outlet dissipators which will allow stormwater to flow to the surface of the hillside to commingle with surface flows. The outlet dissipators will be designed to have adequate length to ensure that flow is spread out sufficiently. This combination of adequate length and multiple locations will prevent stormwater runoff from being discharged in a concentrated manner, thereby preventing erosion of the hillside. The construction drawings will contain erosion control provisions to prevent erosion damage during construction. Below the dissipators, the ground forms a swale which soon becomes a natural seasonal watercourse which falls steeply to the west before flattening into a small alluvial fan. The ground continues to fall to the west, eventually dropping into the main north-south seasonal creek. This seasonal creek flows southerly through two sets of debris racks made of vertical steel pipes and thence to the headwall at 1256 Rose Lane. From the headwall, a 24" diameter pipe flows southerly between 1256 and 1260 Rose Lane, and westerly to connect to the main Rose Lane storm drain at the curb inlet at the northwest corner of 1248 Rose Lane. The headwall's existing tributary area is 8.88 acres. It is proposed to increase it to 9.17 acres, an increase of 3%.

All the storm drain pipes in this study are shown on the 1985 Improvement Plans for Subdivision 6459 (Rose Lane), by Bryan & Murphy Associates, Inc. See the hydrology calculation sheets to correlate the Tributary Area designations (G, H, etc.) with the structure numbers shown on the improvement plans (Str. # 6459-11, Str. # 6459-5, etc.)

Tributary Area Changes

The boundaries of the tributary areas change between existing and proposed conditions, resulting in different acreage, as shown on the hydrology calculation sheets and on the exhibit "Tributary Area Changes".
Tributary Area 'A' increases in size from 1.13 to 1.28 acres because of grading at the bottom of the house driveway which raises the road and diverts water north to a proposed inlet.
Tributary Area 'B' decreases from 2.86 to 2.49 acres, largely because of grading and house construction

which will cause water to flow towards Tributary Areas 'A' and 'G'. The minor increases due to road widening are not significant compared to the losses to 'A' and 'G'.
Tributary Area 'C' decreases insignificantly from 1.44 to 1.43 acres because of road widening, adding a sliver to Area 'B'.
Tributary Area 'F' decreases insignificantly from 6.40 to 6.37 acres because of grading for part of the lawn and swimming pool.
Tributary Area 'G' increases from 8.88 to 9.17 acres to accommodate the house, patio and auto-court.
All other tributary areas shown in the hydrology calculations remain unchanged.

Calculation Method

Given the size of the tributary areas, calculations are per the rational method. In keeping with Contra Costa County Public Works Department's requirements for the design of storm drain systems, calculations of peak flows and water surface elevations are based on a 10-year return interval. This means that the design storm on which the calculations are based has a 10% chance of being equaled or exceeded in any given year or, in other words, the most severe storm to occur in a 10-year period, averaged over the entire time that rainfall records have been kept. Obviously, these records include all rainfall, including dry years and wet years (including El Niño years). The severity of the 10-year design storm correlates to the average annual rainfall: areas that receive more average annual rainfall have more severe 10-year storms, and vice versa. The proposed project site receives an annual average rainfall of 25.5 inches, as shown on Contra Costa County's Isohyet Chart B-166. Rainfall intensities for the 10-year storm are derived from Contra Costa County's Rainfall Graph B-159 and correlate to an average annual rainfall of 26 inches.

The purpose of the following hydrology calculations is to compare the quantity of peak stormwater runoff before and after construction and to demonstrate that, where an increase in flow occurs, the downstream storm drain system can accommodate it. Calculations for longer or shorter return intervals will yield similar results.

Since hydrology is not an exact science, one must be careful not to use a degree of precision that is unwarranted. It is typical for an engineer to round small peak flows to the nearest tenth of a cubic foot per second (cfs). Above 10 cfs, it is typical to round to the nearest whole number and above 100 cfs it is typical to round to the nearest 5 cfs. Under normal circumstances, the following calculations would yield pre- and post-construction peak flows in the two Rose Lane storm drains that are identical, when rounded to the nearest cfs. However, because of the politicized nature of this project the peak flow quantities are shown to the nearest tenth of a cfs to forestall any accusations that increased flows have somehow been "hidden"

The two sets of calculations yield the following results:

Changes in Peak Flow

Point of Concentration	Existing Peak flow	Proposed Peak Flow	% Change
Point A	1.6 cfs	1.8 cfs	12% increase
Point B	5.0 cfs	5.0 cfs	unchanged
Point C	6.3 cfs	6.3 cfs	unchanged
Point F	8.6 cfs	8.5 cfs	1% decrease
Point G	11.7 cfs	12.2 cfs	4% increase

Point H	90.9 cfs	90.9 cfs	unchanged
Point J	92.5 cfs	92.5 cfs	unchanged
Point K	12.1 cfs	12.7 cfs	5% increase
Point L	106.0 cfs	106.5 cfs	0.5% increase

Points 'C', 'F', 'G', 'K' and 'L' are the significant points of concentration where the runoff leaving the project is measured.

The increase in peak 10-year flow at Point 'A' is the result of increased tributary area and the increase in impervious surface area at the driveway and road. However, this is a localized increase and does not increase overall outflow from the east side of the project. Point 'A' is on the same flow-path as Points 'B' and 'C' downstream and, by the time that peak runoff reaches these two points, there is no increase from the existing condition. Peak flows at Points 'B' and 'C' remain unchanged from the existing condition, at 5.0 and 6.3 cfs, respectively. Keeping the peak flow at existing levels at these two points is achieved by the transfer of tributary area from Area 'B' to Area 'G', which offsets the increase in impervious coverage sufficiently to prevent a peak flow increase. It should be emphasized that there will be no increase in the peak 10-year flow that is conveyed by Monticello Road.
Peak flow at Point 'F' is reduced slightly because of the grading for the pool and lawn, which causes storm runoff to be diverted from Tributary Area 'F' to Tributary Area 'G'.
Peak flow at Point 'G' is increased slightly, because of the increased tributary area derived from Areas 'B' and 'F' and the increase in impervious surface area at the house, patio and auto-court. This 4% increase from 11.7 to 12.2 cfs is conveyed by an existing well-defined natural seasonal watercourse and a seasonal creek to an existing 24" storm drain which connects to the main 48" storm drain in Rose Lane. The 0.5 cfs increase at Point 'G' is continued downstream through Points 'K' (the rounding error causes it to appear as a 0.6 cfs increase at Point 'K') and 'L', the junction with the 48" diameter Rose Lane storm drain.

Capacity of Downstream Storm Drain

The existing Rose Lane storm drain system was analyzed in the existing and proposed conditions to determine the effects of construction. Starting downstream, water surface elevations for the 10-year storm were calculated in each structure. Because of the steepness of the lines studied, almost all of the water surfaces were governed by the inlet control condition present at each structure, rather than by the capacity of the pipe itself. For example, the 48" pipe can adequately convey several hundred cfs in its steeper sections, but that much water can't get from the structure into the pipe without backing up inside the structure and spilling out into the street. The effects of Inlet Control were determined using the Bureau of Public Roads chart "Headwater Depth for Concrete Pipe Culverts With Inlet Control". As described above under "Calculation Method" these calculations are performed using a greater degree of precision than is warranted or is usual. In order to determine precisely the headwater depths given by the Inlet Control Chart, the chart was imported as a raster image into AutoCAD and a logarithmic scale was superimposed on various portions of the "Discharge" and "Headwater Depth" lines. By zooming in, values were determined with extra precision. In order to determine the difference between –pre- and post-construction water surface elevations with extra precision, in some instances calculations were carried to the third decimal place.
Water surface elevations were calculated in the 24" pipe leading from Point 'G' to the 48" Rose Lane storm drain at Point 'L'; in the 48" pipe downstream from Point 'L'; and in the 48" pipe upstream from Point 'L' to determine any upstream effects.

The two sets of calculations yield the following results:

Changes in Water Surface Elevation

Only those storm drain structures in which the post-construction peak flow causes an increase in water surface elevation are shown below.

Structure No.	Existing Water Surface Elevation	Proposed Water Surface Elevation	Increase in Depth	Top of Structure
48" Storm Drain in Rose Lane				
Point L	460.32	460.34	0.02' (0.25")	464.20
24" Storm Drain East of Rose Lane (working upstream – not in alphabetical order)				
Point P	466.94	466.98	0.04' (0.50")	470.00
Point K	468.74	468.78	0.04' (0.50")	473.25
Point G	477.88	477.94	0.06' (0.75")	478.50

No other storm drain structures will be affected by the proposed construction. As can bee seen, the increases in water surface elevation vary from 0.25 inch to 0.75 inch and in no case does the increase cause the water to overtop the structure. It should be noted that the 1985 plans for Subdivision 6459 (northern part of Rose Lane) call for the top of the headwall at Point G to be at elevation 478.50, only 6 inches above the pipe soffit, but the headwall was built taller, with its top about 2 feet above the top of the pipe, at approx. 480.2 +/-. In all cases, the post-construction water surface elevation is well below the top of the structure by several feet.

Conclusion

This hydrologic study demonstrates that:

- it is feasible to construct the proposed house and associated infrastructure without increasing the quantity of peak runoff in the Monticello neighborhood.
- there will be no increase in flow at the concrete ditch behind 1244 and 1256 Rose Lane because the proposed site improvements will have redirected flow from portions of existing ground that historically drained to the concrete ditch to the existing westerly drainage course.
- the increase in peak runoff at the 1256 Rose Lane headwall is very small (0.5 cfs, or 4%).
- the increase in peak runoff in the main Rose lane storm drain is very small (0.5 cfs, or 0.5%)
- the Rose Lane storm drain system can accommodate this increase without any adverse effects.

When construction drawings are prepared, more information will be available, such as alignment and size of proposed storm drains. At that time a more refined hydrologic study can be performed.

SITE: 25.5"/YR.
USE 26"/YR.

122°15'
122°00'
121°45'
38°00'
37°45'

Pablo Bay
Suisun Bay
Sacramento River
San Joaquin River

Vallejo
Crockett
Benicia
Martinez
Pittsburg
West Pittsburg
Antioch
Pinole
Hercules
Rodeo
El Sobrante
Richmond
San Pablo
El Cerrito
Pleasant Hill
Concord
Clayton
Bethel Island
Oakley
Brentwood
Byron
Berkeley
Albany
Orinda Village
Orinda
Lafayette
Walnut Creek
Alamo
Moraga
Lamorinda
Danville
Emeryville
Piedmont
Oakland
Alameda
San Leandro
Castro Valley
Dublin
San Ramon

CONTRA COSTA

SAN FRANCISCO BAY

ISOHYETS SHOWN IN INCHES
ISOHYETS SHOWN IN MILLIMETERS

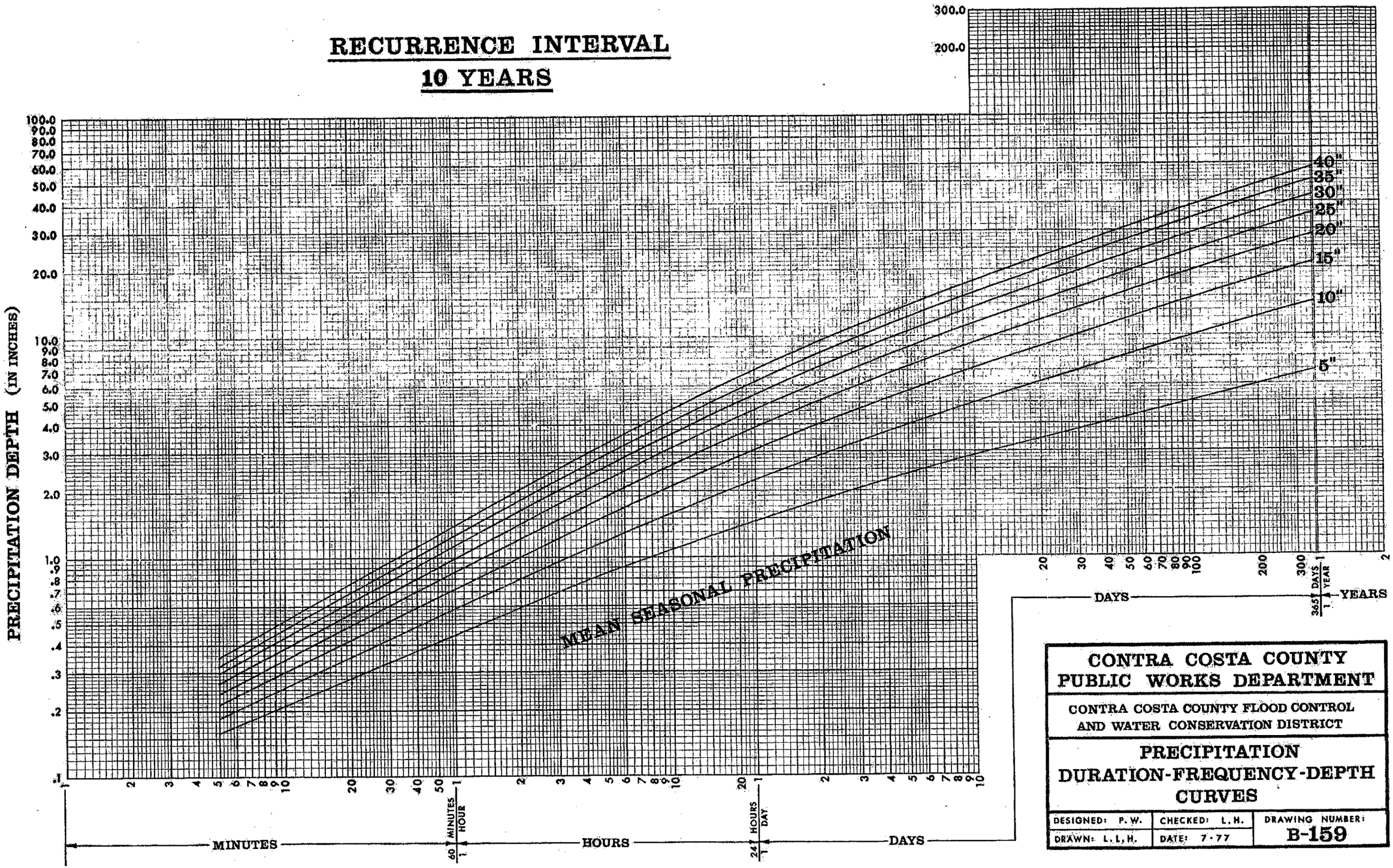
CONTRA COSTA COUNTY
PUBLIC WORKS DEPARTMENT

CONTRA COSTA COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

MEAN SEASONAL ISOHYETS
COMPILED FROM PRECIPITATION RECORDS
1879 - 1973

DESIGNED: P. W.	CHECKED: L.H.	DRAWING NUMBER:
DRAWN: L.L.H.	DATE: 12-77	B-166

RECURRENCE INTERVAL
10 YEARS



CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT		
CONTRA COSTA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT		
PRECIPITATION DURATION-FREQUENCY-DEPTH CURVES		
DESIGNED: P. W.	CHECKED: L. H.	DRAWING NUMBER: B-159
DRAWN: L. L. H.	DATE: 7-77	

TIME OF CONCENTRATION

TIME OF CONCENTRATION IS THE SUM OF:

A: TIME OF SHEET-FLOW DERIVED FROM

$$T_t = \frac{0.93 L^{3/5} n^{3/5}}{i^{2/5} S^{3/10}}$$

PER CALTRANS HIGHWAY DESIGN MANUAL, SECTION 816 (HDM-816), ATTACHED.

B: TIME OF SHALLOW CONCENTRATED FLOW PER HDM-816, FIGURE 816.6, ATTACHED.

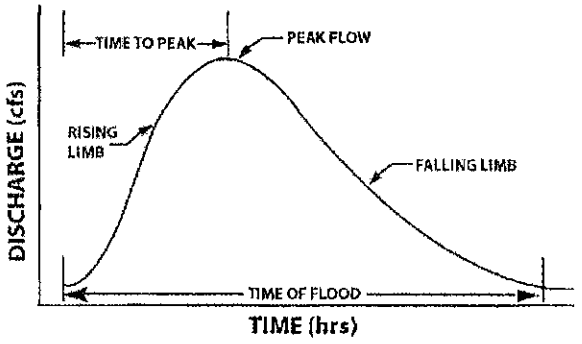
C: CONCENTRATED FLOW IN CHANNELS, GUTTERS, PIPES, ETC.

Flood volume is the area under the flood hydrograph. Although flood volume is not normally a consideration in the design of highway drainage facilities, it is occasionally used in the hydrologic analysis for other design parameters.

Information on flood hydrographs and methods to estimate the hydrograph may be found in Chapters 6, 7 and 8 of HDS No. 2, Hydrology.

Figure 816.5

Typical Flood Hydrograph



816.6 Time of Concentration (Tc) and Travel Time (Tt)

Time of concentration is defined as the time required for storm runoff to travel from the hydraulically most remote point of the drainage basin to the point of interest.

An assumption made in some of the hydrologic methods for estimating peak discharge, such as the Rational and NRCS Methods (Index 819.2), is that maximum flow results when rainfall of uniform intensity falls over the entire watershed area and the duration of that rainfall is equal to the time of concentration. Time of concentration (T_C) is typically the cumulative sum of three travel times, including:

- Sheet flow
- Shallow concentrated flow
- Channel flow

For all-paved watersheds (e.g., parking lots, roadway travel lanes and shoulders, etc.) it is not necessary to calculate a separate shallow concentrated flow travel time segment. Such flows will typically transition directly from sheet flow to channel flow or be intercepted at inlets with either no, or inconsequential lengths of, shallow concentrated flow.

In many cases a minimum time of concentration will have to be assumed as extremely short travel times will lead to calculated rainfall intensities that are overly conservative for design purposes. For all-paved areas it is recommended that a minimum time of concentration of 5 minutes be used. For rural or undeveloped areas, it is recommended that a minimum T_C of 10 minutes be used for most situations. However, for slopes steeper than 1V:10H, or where there is limited opportunity for surface storage, a T_C of 5 minutes should be assumed.

Designers should be aware that maximum runoff estimates are not always obtained using rainfall intensities determined by the time of concentration for the total area. Peak runoff estimates may be obtained by applying higher rainfall intensities from storms of short duration over a portion of the watershed.

(1) Sheet flow travel time. Sheet flow is flow of uniform depth over plane surfaces and usually occurs for some distance after rain falls on the ground. The maximum flow depth is usually less than 0.8 inches - 1.2 inches. For unpaved areas, sheet flow normally exists for a distance less than 80 feet - 100 feet. An upper limit of 300 feet is recommended for paved areas.

A common method to estimate the travel time of sheet flow is based on kinematic wave theory and uses the Kinematic Wave Equation:

$$T_t = \frac{0.93 L^{3/5} n^{3/5}}{i^{2/5} S^{3/10}}$$

where

T_t = travel time in minutes.

L = Length of flow path in feet.

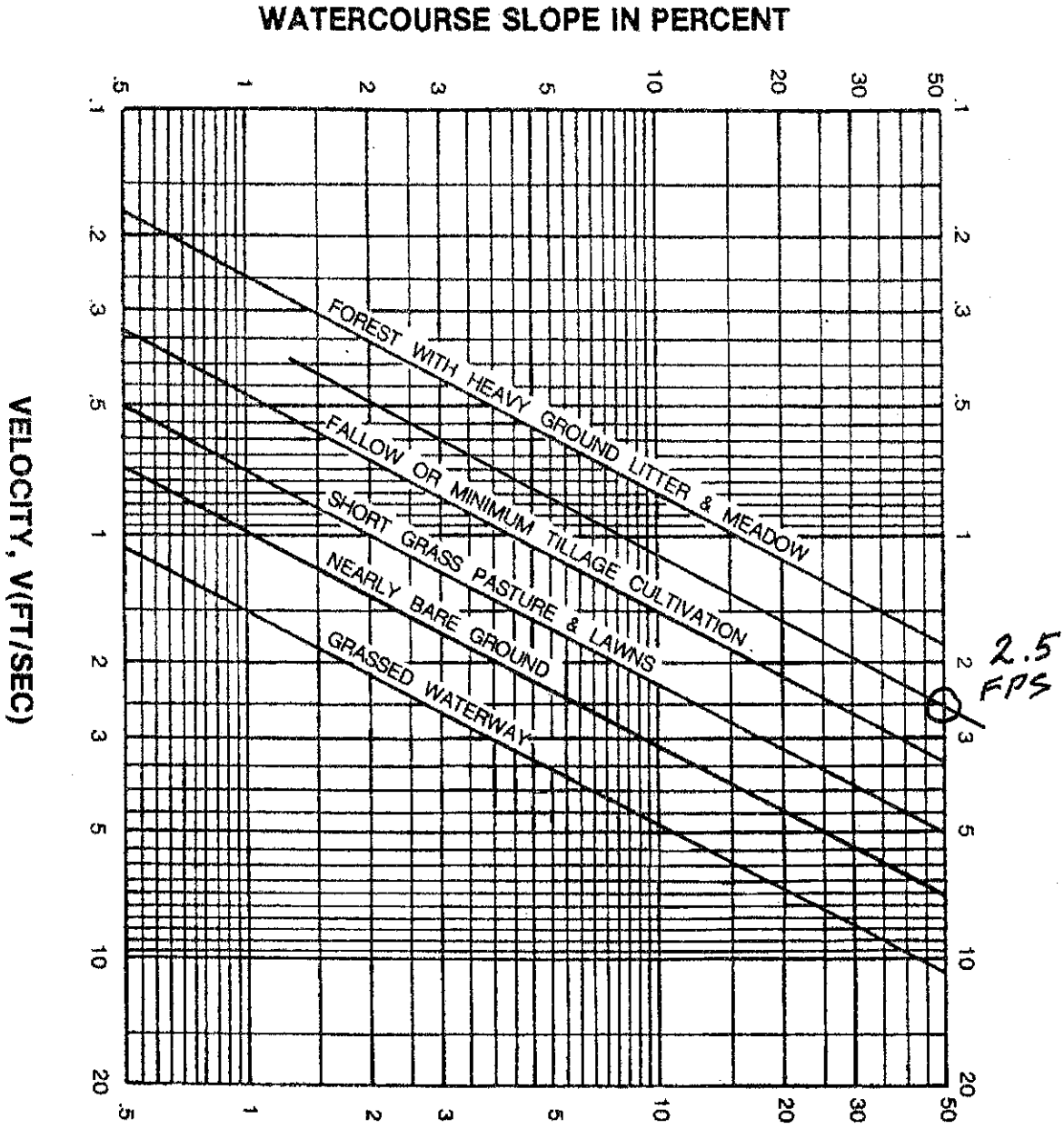
S = Slope of flow in feet per feet.

n = Manning's roughness coefficient for sheet flow (see Table 816.6A).

i = Design storm rainfall intensity in inches per hour.

Figure 816.6

Velocities for Upland Method of Estimating Travel Time for Shallow Concentrated Flow



AREA TRIBUTARY TO POINT 'A' (SITE OF PROPOSED UPSTREAM INLET).

ASSUME 40' OF OVERLAND SHEET-FLOW AT A SLOPE OF 12.8% AVE.

$$T_t = \frac{0.93(40)^{3/5}\ 0.40^{3/5}}{3.5^{2/5}\ 0.128^{3/10}} = 5.5 \text{ MIN.}$$

200' OF SHALLOW, CONCENTRATED FLOW AT V = 2.5 FPS (HDM FIG 816.6) = 1.3 MIN.

360' OF CONCENTRATED FLOW ON DIRT ROAD W/ GRASS AT SLOPE OF 3% AVE.
V = 1.7 FPS PER HDM FIG. 816.6 = 3.5 MIN.

TIME OF CONCENTRATION TO POINT 'A' = 10.3 MIN.

AREA TRIBUTARY TO POINT 'F'

ASSUME 50' OF OVERLAND SHEET-FLOW AT A SLOPE OF 22% AVE.

$$T_t = \frac{0.93\,(50)^{3/5}\,0.40^{3/5}}{3.5^{2/5}\,0.22^{3/10}} = 5.3 \text{ MIN.}$$

711' OF SHALLOW CONCENTRATED FLOW AT V = 2.5 FPS (HDM FIG. 816.6) = 4.7 MIN.

500' OF CONCENTRATED FLOW IN DITCH AT V = 4.2 FPS AVE. = 2.0 MIN.

TIME OF CONCENTRATION TO POINT 'F' = 12.0 MIN.

AREA TRIBUTARY TO POINT 'G' (HEADWALL NEAR ROSE LANE)

ASSUME 50' OF OVERLAND SHEET-FLOW AT A SLOPE OF 31% (AVE.)

$$T_t = \frac{0.93(50)^{3/5}(0.40)^{3/5}}{(3.5)^{2/5}(0.31)^{3/10}} = 4.8 \text{ MIN.}$$

475' OF SHALLOW, CONCENTRATED FLOW AT V = 1.5 FPS (HDM FIG. 816.6) = 3.2 MIN.

900' OF CONCENTRATED FLOW IN SWALE AT V = 3.5 FPS = 4.3 MIN

TIME OF CONCENTRATION TO POINT 'G' = 12.3 MIN.

AREA TRIBUTARY TO POINT 'H'
(HEADWALL AT NORTH END OF ROSE LANE)

ASSUME 25' OF OVERLAND SHEET-FLOW AT A SLOPE OF 12.5%, AND 25' MORE AT A SLOPE OF 33.3%, FOR A TOTAL OF 50' OF OVERLAND SHEET-FLOW.

$$T_{C_1} = \frac{0.93(25)^{3/5}(0.40)^{3/5}}{(3.5)^{2/5}(0.125)^{3/10}} = 4.2 \text{ MIN.}$$

$$+ T_{C_2} = \frac{0.93(25)^{3/5}(0.40)^{3/5}}{(4.5)^{2/5}(0.333)^{3/10}} = 3.1 \text{ MIN.}$$

T_C (OVERLAND SHEET-FLOW) = 7.3 MIN.

600' OF SHALLOW, CONCENTRATED FLOW AT V = 2.5 FPS (HDM FIG. 816.6) = 4.0 MIN.

1,600' OF CHANNELIZED FLOW AT 6.5 FPS = 4.8 MIN.

320' OF CHANNELIZED FLOW AT 4 FPS = 1.3 MIN.

$T_C = 7.3 + 4.0 + 4.8 + 1.3 =$ 17.4 MIN.

HYDROLOGY CALCULATIONS
EXISTING CONDITION

TRIBUTARY AREA 'H' 81.45 Ac.

500

CONCRETE DITCH

POINT 'H' HEADWALL

POINT 'R' INLET

EX. STORM DRAINS

TRIBUTARY AREA 'I' 1.36 Ac.

POINT 'I' INLET

1251 ROSE LANE

TRIBUTARY AREA 'M' 1.48 Ac.

TRIBUTARY AREA 'J' 0.97 Ac.

1257 ROSE LANE

ROSE LANE

1260 ROSE LANE

1253 ROSE LANE

1256 ROSE LANE

POINT 'K' INLET

POINT 'J' INLET

TRIBUTARY AREA 'K' 0.45 Ac.

POINT 'M' INLET

1245 ROSE LANE

1248 ROSE LANE

TRIBUTARY AREA 'L' 1.27 Ac.

POINT 'P' MANHOLE

POINT 'L' INLET

CONCRETE DITCH

1244 ROSE LANE

POINT 'F'

POINT 'N' INLET

EX. STORM DRAINS

TRIBUTARY AREA 'G' 8.88 Ac.

POINT 'Q' INLET

POINT 'G' HEADWALL

COURNEEN (2009-134911) APN 248-070-018 MONTICELLO ROAD

TRIBUTARY AREA 'F' 6.40 Ac.

WRIGHT (2007-0178933) APN 245-070-014 MONTICELLO ROAD PARCEL FOUR (64 LSM 87)

LIMIT OF TRIBUTARY AREA

TRIBUTARY AREA 'A' 1.13 Ac.

1223 MONTICELLO ROAD

POINT 'A'

1219 MONTICELLO ROAD

POINT 'C'

EBMUD WATER TANK SITE

WRIGHT (2007-0178933) APN 245-070-014 MONTICELLO ROAD

TRIBUTARY AREA 'C' 1.44 Ac.

TRIBUTARY AREA 'B' 2.86 Ac.

EBMUD RESERVOIR

MONTICELLO ROAD

1202 MONTICELLO ROAD

POINT 'B' CULVERT

0 60 120 180

No.	BY	DATE	REVISION

REGISTERED PROFESSIONAL ENGINEER HOWARD G. MARTIN No. 54357 EXP. 12-31-15 CIVIL STATE OF CALIFORNIA

HYDROLOGY EXHIBIT
EXISTING CONDITION

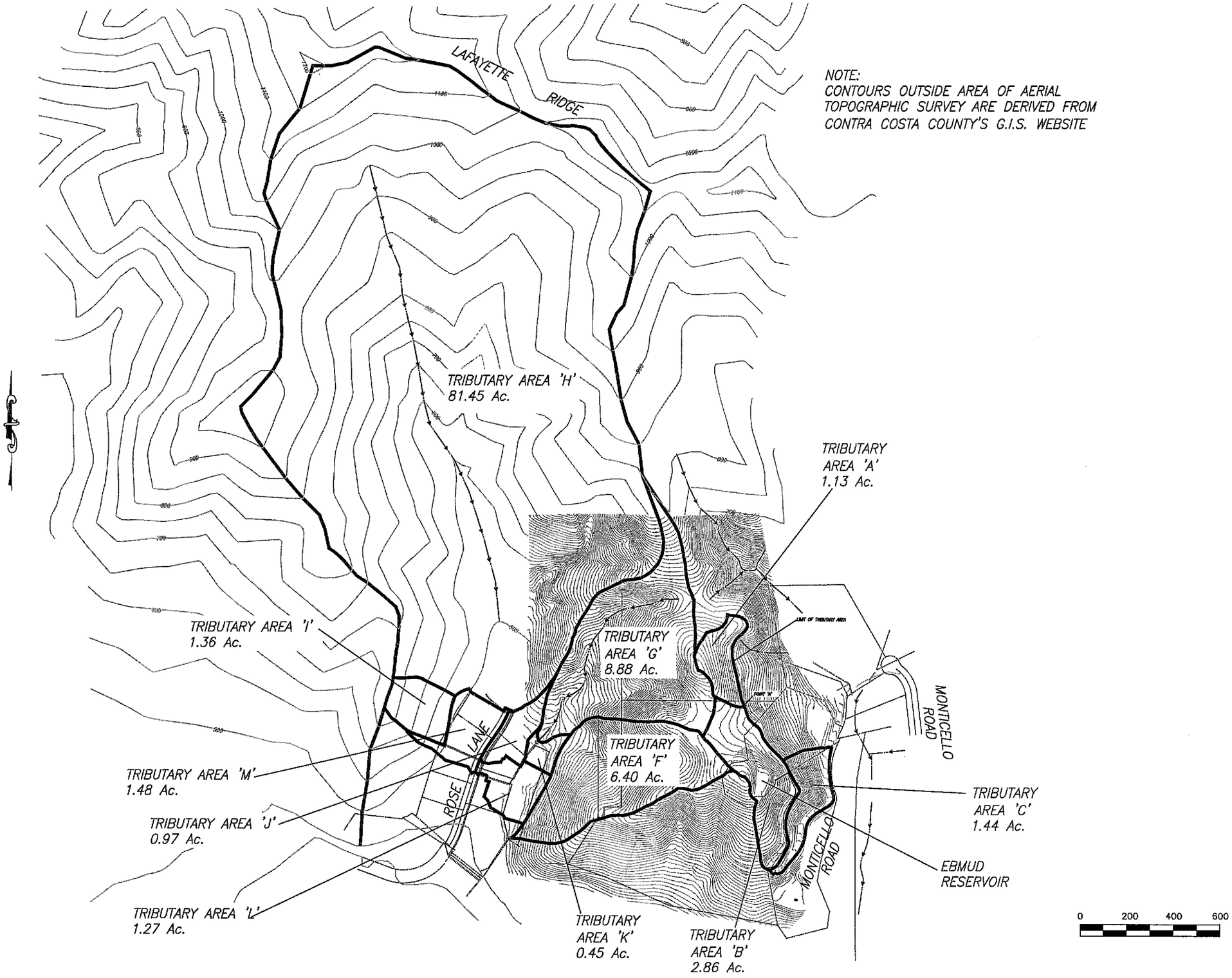
PCL. 4, 64 LSM 31 APN 245-060-002

MONTICELLO ROAD CONTRA COSTA COUNTY

CITY OF LAFAYETTE

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-6111

SCALE:	1" : 60'
DATE:	03Jun14
DESIGNED:	BM
DRAWN:	BM
FB	
JOB No.:	420-10
SHEET:	1 OF 4



NOTE:
CONTOURS OUTSIDE AREA OF AERIAL TOPOGRAPHIC SURVEY ARE DERIVED FROM CONTRA COSTA COUNTY'S G.I.S. WEBSITE

HYDROLOGY EXHIBIT
EXISTING CONDITION – OVERVIEW

PCL 4, 64 LSM 31
APN 245-060-002

MONTICELLO ROAD
CONTRA COSTA COUNTY CALIFORNIA
CITY OF LAFAYETTE

No.	BY	DATE	REVISION

REGISTERED PROFESSIONAL ENGINEER
BRIAN G. MARTIN
No. 54357
EXP. 12-31-15
CIVIL
STATE OF CALIFORNIA

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

SCALE:	1" : 200'
DATE:	03Jun14
DESIGNED:	BM
DRAWN:	BM
FB	
JOB No.:	420-10
SHEET:	2 OF 4

RUNOFF COEFFICIENTS - EXISTING CONDITION

RUNOFF COEFFICIENTS FOR UNDEVELOPED AREAS ARE DERIVED FROM THE CALTRANS HIGHWAY DESIGN MANUAL, FIGURE 819.2A, AND ARE THE SUM OF INDIVIDUAL RUNOFF COEFFICIENTS BASED ON THE FOLLOWING FOUR CATEGORIES: RELIEF, INFILTRATION, VEGETAL COVER AND SURFACE STORAGE

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
A,F,G,H & I	0.00	IMPERVIOUS		0.00
	0.00	LANDSCAPED / UNUSED		0.00
	1.00	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED PORTION OF TRIBUTARY AREA	↘	0.61
TOTAL AREA:	1.00	COMPOSITE RUNOFF COEFFICIENT FOR ENTIRE TRIBUTARY AREA:		0.61

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
B	0.41	IMPERVIOUS		0.98
	0.00	LANDSCAPED / UNUSED		0.00
	2.45	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.61
TOTAL AREA:	2.86	COMPOSITE RUNOFF COEFFICIENT FOR		0.66

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
C	0.21	IMPERVIOUS		0.98
	0.00	LANDSCAPED / UNUSED		0.00
	1.23	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.61
TOTAL AREA:	1.44	COMPOSITE RUNOFF COEFFICIENT FOR		0.66

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
J	0.30	IMPERVIOUS		0.98
	0.23	LANDSCAPED / UNUSED		0.30
	0.44	UNDEVELOPED		
		RELIEF	0.25	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.56
TOTAL AREA:	0.97	COMPOSITE RUNOFF COEFFICIENT FOR		0.63

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
K	0.09	IMPERVIOUS		0.98
	0.36	LANDSCAPED / UNUSED		0.45
	0.00	UNDEVELOPED		
		RELIEF	0.00	
		INFILTRATION	0.00	
		VEGETAL COVER	0.00	
		SURFACE STORAGE	0.00	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.00
TOTAL AREA:	0.45	COMPOSITE RUNOFF COEFFICIENT FOR		0.56

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
L	0.70	IMPERVIOUS		0.98
	0.33	LANDSCAPED / UNUSED		0.34
	0.24	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.61
TOTAL AREA:	1.27	COMPOSITE RUNOFF COEFFICIENT FOR		0.74

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
M	0.49	IMPERVIOUS		0.98
	0.82	LANDSCAPED / UNUSED		0.30
	0.17	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.61
TOTAL AREA:	1.48	COMPOSITE RUNOFF COEFFICIENT FOR		0.56

Figure 819.2A

Runoff Coefficients for Undeveloped Areas

Watershed Types

	Extreme	High	Normal	Low
Relief	.28 -.35 Steep, rugged terrain with average slopes above 30%	.20 -.28 Hilly, with average slopes of 10 to 30%	.14 -.20 Rolling, with average slopes of 5 to 10%	.08 -.14 Relatively flat land, with average slopes of 0 to 5%
Soil Infiltration	.12 -.16 No effective soil cover, either rock or thin soil mantle of negligible infiltration capacity	.08 -.12 Slow to take up water, clay or shallow loam soils of low infiltration capacity, imperfectly or poorly drained	.06 -.08 Normal; well drained light or medium textured soils, sandy loams, silt and silt loams	.04 -.06 High; deep sand or other soil that takes up water readily, very light well drained soils
Vegetal Cover	.12 -.16 No effective plant cover, bare or very sparse cover	.08 -.12 Poor to fair; clean cultivation crops, or poor natural cover, less than 20% of drainage area over good cover	.06 -.08 Fair to good; about 50% of area in good grassland or woodland, not more than 50% of area in cultivated crops	.04 -.06 Good to excellent; about 90% of drainage area in good grassland, woodland or equivalent cover
Surface Storage	.10 -.12 Negligible surface depression few and shallow; drainageways steep and small, no marshes	.08 -.10 Low; well defined system of small drainageways; no ponds or marshes	.06 -.08 Normal; considerable surface depression storage; lakes and pond marshes	.04 -.06 High; surface storage, high; drainage system not sharply defined; large floodplain storage or large number of ponds or marshes
Given	An undeveloped watershed consisting of; 1) rolling terrain with average slopes of 5%, 2) clay type soils, 3) good grassland area, and 4) normal surface depressions.		Solution: Relief 0.14 Soil Infiltration 0.08 Vegetal Cover 0.04 Surface Storage 0.06 C = 0.32	
Find	The runoff coefficient, C, for the above watershed.			

Table 819.2B

Runoff Coefficients for Developed Areas

Type of Drainage Area	Runoff Coefficient
Business:	
Downtown areas	0.70 - 0.95
Neighborhood areas	0.50 - 0.70
Residential:	
Single-family areas	0.30 - 0.50
Multi-units, detached	0.40 - 0.60
Multi-units, attached	0.60 - 0.75
Suburban	0.25 - 0.40
Apartment dwelling areas	0.50 - 0.70
Industrial:	
Light areas	0.50 - 0.80
Heavy areas	0.60 - 0.90
Parks, cemeteries:	0.10 - 0.25
Playgrounds:	0.20 - 0.40
Railroad yard areas:	0.20 - 0.40
Unimproved areas:	0.10 - 0.30
Lawns:	
Sandy soil, flat, 2%	0.05 - 0.10
Sandy soil, average, 2-7%	0.10 - 0.15
Sandy soil, steep, 7%	0.15 - 0.20
Heavy soil, flat, 2%	0.13 - 0.17
Heavy soil, average, 2-7%	0.18 - 0.25
Heavy soil, steep, 7%	0.25 - 0.35
Streets:	
Asphaltic	0.70 - 0.95
Concrete	0.80 - 0.95
Brick	0.70 - 0.85
Drives and walks	0.75 - 0.85
Roofs:	0.75 - 0.95

use in California are given in Figure 819.2C and Table 819.7A. These equations are based on regional regression analysis of data from stream gauging stations. The equations in Figure 819.2C were derived from data gathered and analyzed through the mid-1970's, while the regions covered by Table 819.7A are reflective of a more recent (1994) study of the Southwestern U.S, which has been supplemented by a 2007 Study of California Desert Region Hydrology. Nomographs and complete information on use and development of this method may be found in "Magnitude and Frequency of Floods in California" published in June, 1977 by the U.S. Department of the Interior, Geological Survey.

The Regional Flood-Frequency equations are applicable only to sites within the flood-frequency regions for which they were derived and on streams with virtually natural flows. For example, the equations are not generally applicable to small basins on the floor of the Sacramento and San Joaquin Valleys as the annual peak data which are the basis for the regression analysis were obtained principally in the adjacent mountain and foothill areas. Likewise, the equations are not directly applicable to streams in urban areas affected substantially by urban development. In urban areas the equations may be used to estimate peak discharge values under natural conditions and then by use of the techniques described in the publication or HDS No. 2, adjust the discharge values to compensate for urbanization. Further limitations on the use of USGS Regional Flood-Frequency equations are:

HYDROLOGY COMPUTATIONS

LOCATION MONTICELLO ROAD — SHEET ____ OF ____

SUBDIVISION NO. - — AVERAGE ANNUAL RAINFALL 26" — BY BM — DATE ____

LINE ____ — RECURRENCE INTERVAL 10 YR. — COMMENTS EXISTING CONDITION

TRIBUTARY AREA		AREA (ACRES) / RUNOFF COEFFICIENT (DIMENSIONLESS) / PRODUCT OF AREA AND RUNOFF COEFFICIENT				Σ A·C	Tc (min.)	I (in/hr)	Q (cfs)	PIPE SIZE (in.)	COMMENTS
A	A	1.13				0.69	10.3	2.33	1.6		
	C	0.61									
	A·C	0.69									
B	A	2.86									
	C	0.66									
	A·C	1.89									
ΣB	A	FROM	FROM			2.58	14.8	1.95	5.0		
	C	A	B								
	A·C	0.69	1.89								
C	A	1.44									
	C	0.66									
	A·C	0.95									
ΣC	A	FROM	FROM			3.53	18.0	1.80	6.3		
	C	ΣB	C								
	A·C	2.58	0.95								
	A										
	C										
	A·C										

TIME OF CONCENTRATION

TRIBUTARY AREA	OVERLAND (SHEET) FLOW			SHALLOW CHANNELIZED FLOW			CONCENTRATED FLOW			ROOF TO GUTTER		GUTTER FLOW			PIPE FLOW			Tc	
	FT.	VEL.	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	ZONED	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	Tc	Σ Tc
A	40	*	5.5	200	2.5	1.3	360	1.7	3.5										10.3
ΣB	FROM	A =	10.3	+			810	3.0	4.5										14.8
ΣC	FROM	B =	14.8	+			610	3.3	3.1						40	5.0	0.1		18.0

* SEE SEPARATE CALCULATIONS

HYDROLOGY COMPUTATIONS

LOCATION: ROSE LANE
SUBDIVISION NO.: 6459
LINE: EX. SD 'A'
AVERAGE ANNUAL RAINFALL: 26"
RECURRENCE INTERVAL: 10 YR.
BY: BM
COMMENTS: EXISTING CONDITION
SHEET ____ OF ____
DATE ____

TRIBUTARY AREA		AREA (ACRES) / RUNOFF COEFFICIENT (DIMENSIONLESS) / PRODUCT OF AREA AND RUNOFF COEFFICIENT				Σ A·C	Tc (min.)	I (in/hr)	Q (cfs)	PIPE SIZE (in.)	COMMENTS
H	A	81.45				49.68	17.4	1.83	90.9	48	EX. SD 'A' STR.# 6459-5
	C	0.61									
	A·C	49.68									
I	A	1.36									
	C	0.61									
	A·C	0.83									
J	A	0.97									
	C	0.63									
	A·C	0.61									
Σ J	A	FROM	FROM	FROM		51.12	17.8	1.81	92.5	48	EX. SD 'B' STR.#6459-2
	C	H	I	J							
	A·C	49.68	0.83	0.61							
M	A	1.48									
	C	0.56									
	A·C	0.83									
L	A	1.27									
	C	0.74									
	A·C	0.94									

TIME OF CONCENTRATION

TRIBUTARY AREA	OVERLAND (SHEET) FLOW			SHALLOW CHANNELIZED FLOW			CONCENTRATED FLOW			ROOF TO GUTTER		GUTTER FLOW			PIPE FLOW			Tc	
	FT.	VEL.	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	ZONED	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	Tc	Σ Tc
H	*	*	7.3	600	2.5	4.0	1200	6.0	6.1										17.4
Σ J	FROM	H=	17.4	+											388	15.0	0.4		17.8

*SEE SEPARATE CALCULATIONS

HYDROLOGY COMPUTATIONS

LOCATION ROSE LANE
SUBDIVISION NO. 6459
LINE EX. SD 'A'
AVERAGE ANNUAL RAINFALL 26"
RECURRENCE INTERVAL 10 YR.
BY BM
COMMENTS EXISTING CONDITION
SHEET ____ OF ____
DATE ____

TRIBUTARY AREA		AREA (ACRES) / RUNOFF COEFFICIENT (DIMENSIONLESS) / PRODUCT OF AREA AND RUNOFF COEFFICIENT				Σ A·C	Tc (min.)	I (in/hr)	Q (cfs)	PIPE SIZE (in.)	COMMENTS
ΣL	A	FROM	FROM	FROM	FROM	58.56	17.8	1.81	106.48		EX. SD 'A' STR.# 6459-1
	C	ΣJ	L	M	ΣK						
	A·C	51.12	0.94	0.83	5.67						
	A										
	C										
	A·C										
	A										
	C										
	A·C										
	A										
	C										
	A·C										
	A										
	C										
	A·C										
	A										
	C										
	A·C										

TIME OF CONCENTRATION

TRIBUTARY AREA	OVERLAND (SHEET) FLOW			SHALLOW CHANNELIZED FLOW			CONCENTRATED FLOW			ROOF TO GUTTER		GUTTER FLOW			PIPE FLOW			Tc	
	FT.	VEL.	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	ZONED	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	Tc	Σ Tc
ΣL	FROM	ΣJ=	17.8	+											60	25.0	-		17.8

HYDROLOGY COMPUTATIONS

LOCATION ROSE LANE — SHEET ____ OF ____

SUBDIVISION NO. 6459 — AVERAGE ANNUAL RAINFALL 26" — BY BM — DATE ____

LINE EX. SD 'B' — RECURRENCE INTERVAL 10 YR. — COMMENTS EXISTING CONDITION

TRIBUTARY AREA		AREA (ACRES) / RUNOFF COEFFICIENT (DIMENSIONLESS) / PRODUCT OF AREA AND RUNOFF COEFFICIENT				Σ A·C	Tc (min.)	I (in/hr)	Q (cfs)	PIPE SIZE (in.)	COMMENTS
G	A	8.80				5.42	12.3	2.15	11.7	24	EX. SD 'B' STR.# 6459-11
	C	0.61									
	A·C	5.42									
K	A	0.45									
	C	0.56									
	A·C	0.25									
ΣK	A	FROM	FROM			5.67	12.4	2.14	12.1	24	EX. SD 'B' STR.# 6459-10
	C	G	K								
	A·C	5.42	0.25								
	A										
	C										
	A·C										
	A										
	C										
	A·C										
F	A	6.40				3.90	12.0	2.20	8.6		
	C	0.61									
	A·C	3.90									

TIME OF CONCENTRATION

TRIBUTARY AREA	OVERLAND (SHEET) FLOW			SHALLOW CHANNELIZED FLOW			CONCENTRATED FLOW			ROOF TO GUTTER		GUTTER FLOW			PIPE FLOW			Tc	
	FT.	VEL.	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	ZONED	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	Tc	Σ Tc
G	50	*	4.8	415	2.5	3.2	900	3.5	4.3										12.3
ΣK	FROM	G=	12.3	+											65	20	0.1		12.4
F	50	*	5.3	710	2.5	4.7	500	4.2	2.0										12.0

* SEE SEPARATE CALCULATIONS

HYDRAULICS COMPUTATIONS

LOCATION ROSE LANE (EXISTING CONDITION)

SUBDIVISION NO. 6459

LINE EX. SD 'A' TYPE CIPP N-VALUE 0.015

SHEET ____ OF ____

DATE ____

BY ____

STRUCTURE NUMBER	INVERT U/S / D/S	PIPE ATTRIBUTES: PIPE SIZE / PIPE LENGTH	PIPE ATTRIBUTES: S_o	FLOW ATTRIBUTES: Q (CFS)	FLOW ATTRIBUTES: S_e / V (FPS)	FLOW ATTRIBUTES: Hv (FT.)	FLOW ATTRIBUTES: HGL D/S OF STRUCTURE	LOSS COEFF. / HEAD LOSS	CONTROL ELEV. / HGL IN STRUCT.
N	433.10	48" / 371.70'	VARIES 0.0173 TO 0.0739	106.0			NORMAL DEPTH = 1.54' 456.24	ASSUME WORST CASE: STRUCTURE OVERTOPPED	T/C 441.42 / 440.92
L	454.70	48" / 582.6'	0.0530	92.5	.0055		NORMAL DEPTH = 1.56' NOT ATTAINED 460.64	INLET CONTROL H/D = 1.405 H = 5.62	T/C 466.20 / 460.32
J	457.79	48" / 251.70'	0.0485	90.9			NORMAL DEPTH = 1.59' 471.12	INLET CONTROL H/D = 1.23 H = 4.92'	T/C 467.18 / 462.71
Q	469.53	48" / 30.00'	0.0050	90.9	.0053 / 7.23	0.81'	FLOWING FULL (BACKWATERED) 474.53	INLET CONTROL H/D = 1.21 H = 4.84'	T/C 479.51 / 474.37
R	469.68	48" * / 108.10'	0.0050	90.9	.0053 / 7.23	0.81'	FLOWING FULL (BACKWATERED) 476.11	1.25 / 1.01'	T/C 479.47 / 475.54
H	470.16							1.00 / 0.81'	T/W 477.00 / 476.92

* LENGTH AND STATIONING SHOWN ON PLANS FOR SUBD. 6459, DATED 10-31-85, ARE CONTRADICTORY. THEY ARE NOT CONSISTENT FROM SHEET TO SHEET AND FROM PLAN VIEW TO PROFILE VIEW. LENGTH SHOWN ON THIS SHEET IS CONSERVATIVE AND IS AS CONFIRMED BY CURRENT MEASUREMENT OF IMPROVEMENTS.

HYDRAULICS COMPUTATIONS

SHEET ____ OF ____

LOCATION ROSE LANE (EXISTING CONDITION)

DATE ____

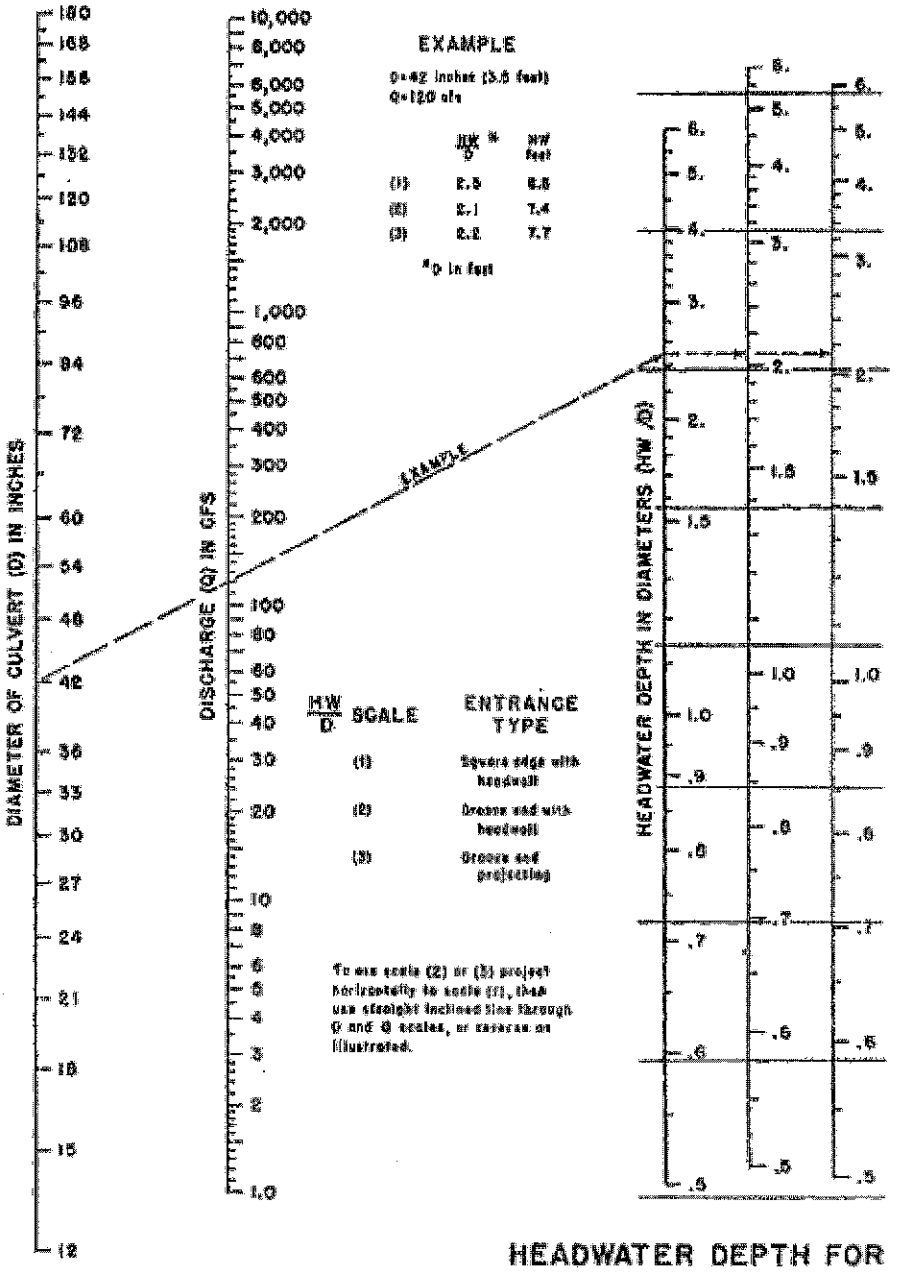
SUBDIVISION NO. 6459

BY ____

LINE EX. SD 'B' TYPE ACP/RCP N-VALUE 0.013

STRUCTURE NUMBER	INVERT U/S / D/S	PIPE ATTRIBUTES: PIPE SIZE / PIPE LENGTH	PIPE ATTRIBUTES: S_o	FLOW ATTRIBUTES: Q (CFS)	FLOW ATTRIBUTES: S_e / V (FPS)	FLOW ATTRIBUTES: Hv (FT.)	FLOW ATTRIBUTES: HGL D/S OF STRUCTURE	LOSS COEFF. / HEAD LOSS	CONTROL ELEV. / HGL IN STRUCT.
L	454.95	24" / 139.99'	.0718	12.1			NORMAL DEPTH=0.61' 465.61		T/C 464.20 / 460.32
P	465.00	24" / 147.15'	.0122 *	12.1			NORMAL DEPTH=0.98' 467.78	INLET CONTROL H/D=0.97 H=1.94'	RIM 470.0± / 466.94
K	466.80	24" / 65.00'	.1415 *	11.7			NORMAL DEPTH=0.50' 476.50	INLET CONTROL H/D=0.97 H=1.94'	TOP 473.15 / 468.74
G	476.00							INLET CONTROL H/D=0.94 H=1.88'	T/W 478.50 / 477.88

* SLOPES SHOWN ON PLANS FOR SUBD. 6459, DATED 10-31-85, ARE INCORRECT. THEY DO NOT CONFORM TO CALCULATED SLOPES BASED ON STATIONING AND INVERT ELEVATIONS.
SINCE PIPE CONSTRUCTION IS BASED ON STATIONING AND INVERT ELEVATION (AND NOT ON GIVEN SLOPE), IT IS ASSUMED THAT THE CALCULATED SLOPE IS CORRECT AND THIS IS THE SLOPE SHOWN ON THIS SHEET.



HEADWATER DEPTH FOR CONCRETE PIPE CULVERTS WITH INLET CONTROL

REVISED MAY 1964

BUREAU OF PUBLIC ROADS JAN. 1963

From Point 'N' to Point 'L'
Worksheet for Circular Channel

Project Description	
Project File	c:\haestad\fmw\wight.fm2
Worksheet	Outfall Pipe
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Input Data		
Mannings Coefficient	0.015	
Channel Slope	0.073900	ft/ft
Diameter	48.00	in
Discharge	106.00	cfs

Results		
Depth	1.54	ft
Flow Area	4.45	ft²
Wetted Perimeter	5.35	ft
Top Width	3.89	ft
Critical Depth	3.12	ft
Percent Full	38.44	
Critical Slope	0.008012	ft/ft
Velocity	23.82	ft/s
Velocity Head	8.82	ft
Specific Energy	10.35	ft
Froude Number	3.93	
Maximum Discharge	364.02	cfs
Full Flow Capacity	338.40	cfs
Full Flow Slope	0.007251	ft/ft
Flow is supercritical.		

From Point 'L' to Point 'J'
Worksheet for Circular Channel

Project Description	
Project File	c:\haestad\fmw\wight.fm2
Worksheet	Outfall Pipe
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Input Data		
Mannings Coefficient	0.015	
Channel Slope	0.053000	ft/ft
Diameter	48.00	in
Discharge	92.50	cfs

Results		
Depth	1.56	ft
Flow Area	4.55	ft^2
Wetted Perimeter	5.40	ft
Top Width	3.90	ft
Critical Depth	2.92	ft
Percent Full	39.07	
Critical Slope	0.007106	ft/ft
Velocity	20.34	ft/s
Velocity Head	6.43	ft
Specific Energy	7.99	ft
Froude Number	3.32	
Maximum Discharge	308.28	cfs
Full Flow Capacity	286.58	cfs
Full Flow Slope	0.005521	ft/ft
Flow is supercritical.		

From Point 'J' to Point 'Q'
Worksheet for Circular Channel

Project Description	
Project File	c:\haestad\fmw\wight.fm2
Worksheet	Outfall Pipe
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Input Data		
Mannings Coefficient	0.015	
Channel Slope	0.048500	ft/ft
Diameter	48.00	in
Discharge	90.90	cfs

Results		
Depth	1.59	ft
Flow Area	4.64	ft²
Wetted Perimeter	5.45	ft
Top Width	3.91	ft
Critical Depth	2.89	ft
Percent Full	39.65	
Critical Slope	0.007011	ft/ft
Velocity	19.60	ft/s
Velocity Head	5.97	ft
Specific Energy	7.55	ft
Froude Number	3.17	
Maximum Discharge	294.90	cfs
Full Flow Capacity	274.15	cfs
Full Flow Slope	0.005332	ft/ft
Flow is supercritical.		

From Point 'L' to Point 'P'
Worksheet for Circular Channel

Project Description	
Project File	c:\haestad\fmw\wight.fm2
Worksheet	Outfall Pipe
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Input Data		
Mannings Coefficient	0.013	
Channel Slope	0.071800	ft/ft
Diameter	24.00	in
Discharge	12.10	cfs

Results		
Depth	0.61	ft
Flow Area	0.80	ft^2
Wetted Perimeter	2.33	ft
Top Width	1.84	ft
Critical Depth	1.25	ft
Percent Full	30.30	
Critical Slope	0.005606	ft/ft
Velocity	15.06	ft/s
Velocity Head	3.52	ft
Specific Energy	4.13	ft
Froude Number	4.01	
Maximum Discharge	65.20	cfs
Full Flow Capacity	60.61	cfs
Full Flow Slope	0.002861	ft/ft
Flow is supercritical.		

From Point 'P' to Point 'K'
Worksheet for Circular Channel

Project Description	
Project File	c:\haestad\fmw\wight.fm2
Worksheet	Outfall Pipe
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Input Data		
Mannings Coefficient	0.013	
Channel Slope	0.012200	ft/ft
Diameter	24.00	in
Discharge	12.10	cfs

Results		
Depth	0.98	ft
Flow Area	1.53	ft^2
Wetted Perimeter	3.10	ft
Top Width	2.00	ft
Critical Depth	1.25	ft
Percent Full	49.07	
Critical Slope	0.005605	ft/ft
Velocity	7.89	ft/s
Velocity Head	0.97	ft
Specific Energy	1.95	ft
Froude Number	1.59	
Maximum Discharge	26.88	cfs
Full Flow Capacity	24.99	cfs
Full Flow Slope	0.002861	ft/ft
Flow is supercritical.		

From Point 'K' to Point 'G'
Worksheet for Circular Channel

Project Description	
Project File	c:\haestad\fmw\wight.fm2
Worksheet	Outfall Pipe
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Input Data		
Mannings Coefficient	0.013	
Channel Slope	0.141500	ft/ft
Diameter	24.00	in
Discharge	11.70	cfs

Results		
Depth	0.50	ft
Flow Area	0.62	ft^2
Wetted Perimeter	2.10	ft
Top Width	1.73	ft
Critical Depth	1.23	ft
Percent Full	25.05	
Critical Slope	0.005522	ft/ft
Velocity	19.00	ft/s
Velocity Head	5.61	ft
Specific Energy	6.11	ft
Froude Number	5.62	
Maximum Discharge	91.53	cfs
Full Flow Capacity	85.09	cfs
Full Flow Slope	0.002675	ft/ft
Flow is supercritical.		

HYDROLOGY CALCULATIONS
PROPOSED CONDITION

TRIBUTARY AREA 'H' 81.45 Ac.

CONCRETE DITCH

POINT 'H' HEADWALL

POINT 'R' INLET

EX. STORM DRAINS

TRIBUTARY AREA 'I' 1.36 Ac.

POINT 'I' INLET

1261 ROSE LANE

TRIBUTARY AREA 'M' 1.48 Ac.

TRIBUTARY AREA 'J' 0.97 Ac.

1257 ROSE LANE

ROSE LANE

1258 ROSE LANE

1260 ROSE LANE

1255 ROSE LANE

POINT 'J' INLET

POINT 'M' INLET

1245 ROSE LANE

1249 ROSE LANE

TRIBUTARY AREA 'L' 1.27 Ac.

POINT 'L' INLET

1244 ROSE LANE

POINT 'N' INLET

EX. STORM DRAINS

POINT 'F' END OF CONCRETE DITCH

POINT 'K' INLET

TRIBUTARY AREA 'K' 0.45 Ac.

POINT 'P' MANHOLE

CONCRETE DITCH

POINT 'Q' INLET

POINT 'G' HEADWALL

TRIBUTARY AREA 'G' 9.17 Ac.

TRIBUTARY AREA 'F' 6.37 Ac.

COURNEEN (2009-134917) APN 245-070-018 MONTICELLO ROAD

WIGHT (2007-0178933) APN 245-070-014 MONTICELLO ROAD PARCEL FOUR (64 LSM 31)

EBMUD WATER TANK SITE

LIMIT OF TRIBUTARY AREA

TRIBUTARY AREA 'A' 1.28 Ac.

POINT 'A'

1222 MONTICELLO ROAD

1210 MONTICELLO ROAD

POINT 'C'

TRIBUTARY AREA 'C' 1.43 Ac.

TRIBUTARY AREA 'B' 2.49 Ac.

MONTICELLO ROAD

EBMUD RESERVOIR

1222 MONTICELLO ROAD

POINT 'B' CULVERT

0 60 120 180

No.	BY	DATE	REVISION

REGISTERED PROFESSIONAL ENGINEER HOWARD G. MARTIN No. 54357 EXP. 12-31-15 CIVIL STATE OF CALIFORNIA

HYDROLOGY EXHIBIT
PROPOSED CONDITION

PCL. 4, 64 LSM 31 APN 245-060-002

MONTICELLO ROAD CONTRA COSTA COUNTY CALIFORNIA

CITY OF LAFAYETTE

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

SCALE:	1" : 60'
DATE:	03Jun14
DESIGNED:	BM
DRAWN:	BM
FB	
JOB No.:	420-10
SHEET:	3 OF 4

C:\D-DRIVE\JOBS2010\420-10 Wight\Downhill Drainage Improvements 17Oct13\Hydrology Study - Monticello Road 01May14.dwg, 5/6/2014 1:08:52 PM

LEGEND
- LIMIT OF PROPOSED TRIBUTARY AREA
- LIMIT OF EXISTING TRIBUTARY AREA
- PROPERTY LINE

TRIBUTARY AREA 'G'
EX. AREA = 8.88 Ac.
TAKE FROM 'B' = 0.26 Ac.
TAKE FROM 'F' = 0.03 Ac.
PROPOSED AREA = 9.17 Ac.

TRIBUTARY AREA 'A'
EX. AREA = 1.13 Ac.
TAKE FROM 'B' = 0.14 Ac.
TAKE FROM OFFSITE = 0.01 Ac.
PROPOSED AREA = 1.28 Ac.

TRIBUTARY AREA 'F'
EX. AREA = 6.40 Ac.
GIVE TO 'G' = 0.03 Ac.
PROPOSED AREA = 6.37 Ac.

TRIBUTARY AREA 'B'
EX. AREA = 2.86 Ac.
TAKE FROM 'C' = 0.01 Ac.
TAKE FROM OFFSITE = 0.02 Ac.
GIVE TO 'A' = 0.14 Ac.
GIVE TO 'G' = 0.26 Ac.
PROPOSED AREA = 2.49 Ac.

TRIBUTARY AREA 'C'
EX. AREA = 1.44 Ac.
GIVE TO 'B' = 0.01 Ac.
PROPOSED AREA = 1.43 Ac.

NOTE:
CHANGES IN TRIBUTARY AREA BOUNDARIES ARE CAUSED BY REGRADING OF THE SITE, WHICH CAUSES WATER TO FLOW IN DIFFERENT DIRECTIONS THAN IN THE EXISTING CONDITION

COURNEEN (2009-13491) APN 245-070-013 MONTICELLO ROAD
PARCEL THREE (64 LSM 31)

SANDBERG (2000-0195760) APN 245-070-010 1223 MONTICELLO ROAD

BONES/FAUGIER (2001-0245773) APN 245-070-011 1219 MONTICELLO ROAD

WIGHT (2007-0176933) APN 245-070-014 MONTICELLO ROAD
PARCEL FOUR (64 LSM 31)

EBMUD WATER TANK SITE

0.14 Ac.
0.01 Ac.
0.02 Ac.
0.03 Ac.
0.26 Ac.
0.01 Ac.

0 30 60 90

No.	BY	DATE	REVISION

REGISTERED PROFESSIONAL ENGINEER ROLAND C. MARTIN No. 54357 EXP. 12-31-15 CIVIL STATE OF CALIFORNIA

HYDROLOGY EXHIBIT
TRIBUTARY AREA CHANGES
PCL 4, 64 LSM 31 APN 245-060-002
MONTICELLO ROAD CONTRA COSTA COUNTY
CITY OF LAFAYETTE CALIFORNIA

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

SCALE:	1" : 30'
DATE:	01May14
DESIGNED:	BM
DRAWN:	BM
FB	
JOB No.:	420-10
SHEET:	3 OF 3

RUNOFF COEFFICIENTS - PROPOSED CONDITION

RUNOFF COEFFICIENTS FOR UNDEVELOPED AREAS ARE DERIVED FROM THE CALTRANS HIGHWAY DESIGN MANUAL, FIGURE 819.2A, AND ARE THE SUM OF INDIVIDUAL RUNOFF COEFFICIENTS BASED ON THE FOLLOWING FOUR CATEGORIES: RELIEF, INFILTRATION, VEGETAL COVER AND SURFACE STORAGE

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
A	0.03	IMPERVIOUS		0.98
	0.00	LANDSCAPED / UNUSED		0.00
	1.25	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED PORTION OF TRIBUTARY AREA	↘	0.61
TOTAL AREA:	1.28	COMPOSITE RUNOFF COEFFICIENT FOR ENTIRE TRIBUTARY AREA:		0.62

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
B	0.50	IMPERVIOUS		0.98
	0.00	LANDSCAPED / UNUSED		0.00
	1.99	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.61
TOTAL AREA:	2.49	COMPOSITE RUNOFF COEFFICIENT FOR		0.68

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
C	0.21	IMPERVIOUS		0.98
	0.00	LANDSCAPED / UNUSED		0.00
	1.22	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.61
TOTAL AREA:	1.43	COMPOSITE RUNOFF COEFFICIENT FOR		0.66

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
F	0.00	IMPERVIOUS		0.00
	0.00	LANDSCAPED / UNUSED		0.00
	6.37	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.61
TOTAL AREA:	6.37	COMPOSITE RUNOFF COEFFICIENT FOR		0.61

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
G	0.27	IMPERVIOUS		0.98
	0.00	LANDSCAPED / UNUSED		0.00
	8.90	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.61
TOTAL AREA:	9.17	COMPOSITE RUNOFF COEFFICIENT FOR		0.62

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
H	0.00	IMPERVIOUS		0.00
	0.00	LANDSCAPED / UNUSED		0.00
	81.45	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.61
TOTAL AREA:	81.45	COMPOSITE RUNOFF COEFFICIENT FOR		0.61

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
I	0.00	IMPERVIOUS		0.00
	0.00	LANDSCAPED / UNUSED		0.00
	1.36	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.61
TOTAL AREA:	1.36	COMPOSITE RUNOFF COEFFICIENT FOR		0.61

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
J	0.30	IMPERVIOUS		0.98
	0.23	LANDSCAPED / UNUSED		0.30
	0.44	UNDEVELOPED		
		RELIEF	0.25	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.56
TOTAL AREA:	0.97	COMPOSITE RUNOFF COEFFICIENT FOR		0.63

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
K	0.09	IMPERVIOUS		0.98
	0.36	LANDSCAPED / UNUSED		0.45
	0.00	UNDEVELOPED		
		RELIEF	0.00	
		INFILTRATION	0.00	
		VEGETAL COVER	0.00	
		SURFACE STORAGE	0.00	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.00
TOTAL AREA:	0.45	COMPOSITE RUNOFF COEFFICIENT FOR		0.56

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
L	0.70	IMPERVIOUS		0.98
	0.33	LANDSCAPED / UNUSED		0.34
	0.24	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.61
TOTAL AREA:	1.27	COMPOSITE RUNOFF COEFFICIENT FOR		0.74

TRIBUTARY AREA	AREA (Acres)	NATURE OF SURFACE		C
M	0.49	IMPERVIOUS		0.98
	0.82	LANDSCAPED / UNUSED		0.30
	0.17	UNDEVELOPED		
		RELIEF	0.30	
		INFILTRATION	0.11	
		VEGETAL COVER	0.10	
		SURFACE STORAGE	0.10	
		RUNOFF COEFFICIENT FOR UNDEVELOPED	↘	0.61
TOTAL AREA:	1.48	COMPOSITE RUNOFF COEFFICIENT FOR		0.56

HYDROLOGY COMPUTATIONS

LOCATION: ROSE LANE
SUBDIVISION NO.: 6459
LINE: EX. SD 'A'
AVERAGE ANNUAL RAINFALL: 26"
RECURRENCE INTERVAL: 10 YR.
BY: BM
COMMENTS: PROPOSED CONDITION
SHEET ____ OF ____
DATE ____

TRIBUTARY AREA		AREA (ACRES) / RUNOFF COEFFICIENT (DIMENSIONLESS) / PRODUCT OF AREA AND RUNOFF COEFFICIENT				Σ A·C	Tc (min.)	I (in/hr)	Q (cfs)	PIPE SIZE (in.)	COMMENTS
ΣL	A	FROM	FROM	FROM	FROM	58.83	17.8	1.81	106.5	48	EX. SD 'A' STR #6459-1
	C	ΣJ	L	M	ΣK						
	A·C	51.12	0.94	0.83	5.94						
	A										
	C										
	A·C										
	A										
	C										
	A·C										
	A										
	C										
	A·C										
	A										
	C										
	A·C										
	A										
	C										
	A·C										

TIME OF CONCENTRATION

TRIBUTARY AREA	OVERLAND (SHEET) FLOW			SHALLOW CHANNELIZED FLOW			CONCENTRATED FLOW			ROOF TO GUTTER		GUTTER FLOW			PIPE FLOW			Tc	
	FT.	VEL.	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	ZONED	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	.Tc	Σ Tc
ΣL	FROM	ΣJ=	17.8	+											60	25.0	-		17.8

HYDROLOGY COMPUTATIONS

LOCATION: ROSE LANE — SHEET ____ OF ____

SUBDIVISION NO.: 6459 — AVERAGE ANNUAL RAINFALL: 26" — BY: BM — DATE: ____

LINE: EX. SD 'B' — RECURRENCE INTERVAL: 10 YR. — COMMENTS: PROPOSED CONDITION

TRIBUTARY AREA		AREA (ACRES) / RUNOFF COEFFICIENT (DIMENSIONLESS) / PRODUCT OF AREA AND RUNOFF COEFFICIENT				Σ A·C	Tc (min.)	I (in/hr)	Q (cfs)	PIPE SIZE (in.)	COMMENTS
G	A	9.17				5.69	12.3	2.15	12.2	24	EX. SD 'B' STR.# 6459-11
	C	0.62									
	A·C	5.69									
K	A	0.45									
	C	0.56									
	A·C	0.25									
ΣK	A	FROM	FROM			5.94	12.4	2.14	12.7	24	EX. SD 'B' STR.#6459-10
	C	G	ΣK								
	A·C	5.69	0.25								
	A										
	C										
	A·C										
	A										
	C										
	A·C										
F	A	6.37				3.88	12.0	2.20	8.5		
	C	0.61									
	A·C	3.88									

TIME OF CONCENTRATION

TRIBUTARY AREA	OVERLAND (SHEET) FLOW			SHALLOW CHANNELIZED FLOW			CONCENTRATED FLOW			ROOF TO GUTTER		GUTTER FLOW			PIPE FLOW			Tc	
	FT.	VEL.	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	ZONED	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	Tc	Σ Tc
G	50	*	4.8	475	2.5	3.2	900	3.5	4.3										12.3
ΣK	FROM	G:	12.3	+											65	20.0	0.1		12.4
F	50	*	5.9	710	2.5	4.7	800	4.2	2.0										12.0

* SEE SEPARATE CALCULATIONS

HYDROLOGY COMPUTATIONS

LOCATION MONTICELLO ROAD
SUBDIVISION NO. ____
LINE ____
AVERAGE ANNUAL RAINFALL 26"
RECURRENCE INTERVAL 10 YR.
BY BM
COMMENTS PROPOSED CONDITION
SHEET ____ OF ____
DATE ____

TRIBUTARY AREA		AREA (ACRES) / RUNOFF COEFFICIENT (DIMENSIONLESS) / PRODUCT OF AREA AND RUNOFF COEFFICIENT				Σ A·C	Tc (min.)	I (in/hr)	Q (cfs)	PIPE SIZE (in.)	COMMENTS
A	A	1.28				0.79	10.3	2.33	1.8		
	C	0.62									
	A·C	0.79									
B	A	2.49									
	C	0.68									
	A·C	1.69									
ΣB	A	FROM	FROM			2.48	14.0	2.03	5.0		
	C	A	B								
	A·C	0.79	1.69								
C	A	1.43									
	C	0.66									
	A·C	0.94									
ΣC	A	FROM	FROM			3.42	17.2	1.83	6.3		
	C	ΣB	C								
	A·C	2.48	0.94								
	A										
	C										
	A·C										

TIME OF CONCENTRATION

TRIBUTARY AREA	OVERLAND (SHEET) FLOW			SHALLOW CHANNELIZED FLOW			CONCENTRATED FLOW			ROOF TO GUTTER		GUTTER FLOW			PIPE FLOW			Tc	
	FT.	VEL.	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	ZONED	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	Tc	Σ Tc
A	40	*	5.5	200	2.5	1.3	360	1.7	3.5										10.3
B																			
ΣB	FROM	A=	10.3	+			415	3.0	2.3						420	5.0	1.4		14.0
C																			
ΣC	FROM	ΣB=	14.0	+			610	3.3	3.1						40	5.0	0.1		17.2

* SEE SEPARATE CALCULATIONS

HYDROLOGY COMPUTATIONS

LOCATION ROSE LANE — SHEET ____ OF ____

SUBDIVISION NO. 6459 — AVERAGE ANNUAL RAINFALL 26" — BY BM — DATE

LINE EX. SD 'A' — RECURRENCE INTERVAL 10 YR. — COMMENTS PROPOSED CONDITION

TRIBUTARY AREA		AREA (ACRES) / RUNOFF COEFFICIENT (DIMENSIONLESS) / PRODUCT OF AREA AND RUNOFF COEFFICIENT				Σ A·C	Tc (min.)	I (in/hr)	Q (cfs)	PIPE SIZE (in.)	COMMENTS
H	A	81.45				49.68	17.4	1.83	90.9	48	EX. SD 'A' STR.# 6459-5
	C	0.61									
	A·C	49.68									
I	A	1.36									
	C	0.61									
	A·C	0.83									
J	A	0.97									
	C	0.63									
	A·C	0.61									
Σ J	A	FROM	FROM	FROM		51.12	17.8	1.81	92.5	48	EX. SD 'B' STR.# 6459-2
	C	H	I	J							
	A·C	49.68	0.83	0.61							
M	A	1.48									
	C	0.56									
	A·C	0.83									
L	A	1.27									
	C	0.74									
	A·C	0.94									

TIME OF CONCENTRATION

TRIBUTARY AREA	OVERLAND (SHEET) FLOW			SHALLOW CHANNELIZED FLOW			CONCENTRATED FLOW			ROOF TO GUTTER		GUTTER FLOW			PIPE FLOW			Tc	
	FT.	VEL.	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	ZONED	MIN.	FT.	VEL.	MIN.	FT.	VEL.	MIN.	·Tc	Σ Tc
H	*	*	7.3	600	2.5	4.0	2200	6.0	6.1										17.4
Σ J	FROM	H=	17.4	+											388	15.0	0.4		17.8

* SEE SEPARATE CALCULATIONS

HYDRAULICS COMPUTATIONS

SHEET ____ OF ____

LOCATION ROSE LANE (PROPOSED CONDITION)

DATE ____

SUBDIVISION NO. 6459

BY ____

LINE EX. SD 'A' TYPE CIPP N-VALUE 0.015

STRUCTURE NUMBER	INVERT U/S / D/S	PIPE ATTRIBUTES: PIPE SIZE / PIPE LENGTH	PIPE ATTRIBUTES: S_o	FLOW ATTRIBUTES: Q (CFS)	FLOW ATTRIBUTES: S_e / V (FPS)	FLOW ATTRIBUTES: Hv (FT.)	FLOW ATTRIBUTES: HGL D/S OF STRUCTURE	LOSS COEFF. / HEAD LOSS	CONTROL ELEV. / HGL IN STRUCT.
N	433.10	48" / 371.70'	VARIES 0.0173 TO 0.0739	106.5			NORMAL DEPTH = 1.54' 456.24	ASSUME WORST CASE: STRUCTURE OVERTOPPED	T/C 441.42 / 440.92
L	454.70	48" / 58.26'	0.0530	92.5	.0055		NORMAL DEPTH = 1.56' NOT ATTAINED 460.66	INLET CONTROL H/D = 1.41 H = 5.64	T/C 466.20 / 460.34
J	457.79	48" / 251.70'	0.0485	90.9			NORMAL DEPTH = 1.59 471.12	INLET CONTROL H/D = 1.23 H = 4.92'	T/C 467.18 / 462.71
Q	469.53	48" / 30.00'	0.0050	90.9	.0053 / 7.23	0.81'	FLOWING FULL (BACKWATERED) 474.53	INLET CONTROL H/D = 1.21 H = 4.84'	T/C 479.51 / 474.37
R	469.68	48" * / 108.10'	0.0050	90.9	.0053 / 7.23	0.81'	FLOWING FULL (BACKWATERED) 476.11	1.25 / 1.01'	T/C 479.47 / 475.54
H	470.16							1.00 / 0.81'	T/W 477.00 / 476.92

* LENGTH AND STATIONING SHOWN ON PLANS FOR SUBD. 6459, DATED 10-31-85, ARE CONTRADICTORY. THEY ARE NOT CONSISTENT FROM SHEET TO SHEET AND FROM PLAN VIEW TO PROFILE VIEW. LENGTH SHOWN ON THIS SHEET IS CONSERVATIVE AND IS AS CONFIRMED BY CURRENT MEASUREMENT OF IMPROVEMENTS.

HYDRAULICS COMPUTATIONS

SHEET ____ OF ____

LOCATION ROSE LANE (PROPOSED CONDITION)

DATE ____

SUBDIVISION NO. 6459

BY ____

LINE EX. SD 'B' TYPE ACP/RCP N-VALUE 0.013

STRUCTURE NUMBER	INVERT U/S / D/S	PIPE ATTRIBUTES: PIPE SIZE / PIPE LENGTH	PIPE ATTRIBUTES: S_o	FLOW ATTRIBUTES: Q (CFS)	FLOW ATTRIBUTES: S_e / V (FPS)	FLOW ATTRIBUTES: Hv (FT.)	FLOW ATTRIBUTES: HGL D/S OF STRUCTURE	LOSS COEFF. / HEAD LOSS	CONTROL ELEV. / HGL IN STRUCT.
L	454.95	24" / 139.99'	.0718	12.7			NORMAL DEPTH=0.62' 465.62		T/C 464.20 460.34
P	465.00	24" / 147.15'	.0121 *	12.7			NORMAL DEPTH=1.01' 467.81	INLET CONTROL H/D=0.99 H=1.98'	RIM 470.0± 466.98
K	466.80	24" / 65.00'	.1415 *	12.2			NORMAL DEPTH=0.51' 476.51	INLET CONTROL H/D=0.99 H=1.98'	TOP 473.15 468.78
G	476.00							INLET CONTROL H/D=0.95 H=1.90'	T/W 478.50 477.90

* SLOPES SHOWN ON PLANS FOR SUBD. 6459, DATED 10-31-85, ARE INCORRECT. THEY DO NOT CONFORM TO CALCULATED SLOPES BASED ON STATIONING AND INVERT ELEVATIONS.
SINCE PIPE CONSTRUCTION IS BASED ON STATIONING AND INVERT ELEVATION (AND NOT ON GIVEN SLOPE), IT IS ASSUMED THAT THE CALCULATED SLOPE IS CORRECT AND THIS IS THE SLOPE SHOWN ON THIS SHEET.

From Point 'N' to Point 'L' (Proposed)
Worksheet for Circular Channel

Project Description	
Project File	c:\haestad\fmw\wight.fm2
Worksheet	Outfall Pipe
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Input Data		
Mannings Coefficient	0.015	
Channel Slope	0.073900	ft/ft
Diameter	48.00	in
Discharge	106.50	cfs

Results		
Depth	1.54	ft
Flow Area	4.47	ft²
Wetted Perimeter	5.36	ft
Top Width	3.89	ft
Critical Depth	3.12	ft
Percent Full	38.54	
Critical Slope	0.008049	ft/ft
Velocity	23.85	ft/s
Velocity Head	8.84	ft
Specific Energy	10.38	ft
Froude Number	3.93	
Maximum Discharge	364.02	cfs
Full Flow Capacity	338.40	cfs
Full Flow Slope	0.007319	ft/ft
Flow is supercritical.		

From Point 'L' to Point 'J' (Proposed)
Worksheet for Circular Channel

Project Description	
Project File	c:\haestad\fmw\wight.fm2
Worksheet	Outfall Pipe
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Input Data		
Mannings Coefficient	0.015	
Channel Slope	0.053000	ft/ft
Diameter	48.00	in
Discharge	92.50	cfs

Results		
Depth	1.56	ft
Flow Area	4.55	ft²
Wetted Perimeter	5.40	ft
Top Width	3.90	ft
Critical Depth	2.92	ft
Percent Full	39.07	
Critical Slope	0.007106	ft/ft
Velocity	20.34	ft/s
Velocity Head	6.43	ft
Specific Energy	7.99	ft
Froude Number	3.32	
Maximum Discharge	308.28	cfs
Full Flow Capacity	286.58	cfs
Full Flow Slope	0.005521	ft/ft
Flow is supercritical.		

From Point 'J' to Point 'Q' (Proposed)
Worksheet for Circular Channel

Project Description	
Project File	c:\haestad\fmw\wight.fm2
Worksheet	Outfall Pipe
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Input Data		
Mannings Coefficient	0.015	
Channel Slope	0.048500	ft/ft
Diameter	48.00	in
Discharge	90.90	cfs

Results		
Depth	1.59	ft
Flow Area	4.64	ft²
Wetted Perimeter	5.45	ft
Top Width	3.91	ft
Critical Depth	2.89	ft
Percent Full	39.65	
Critical Slope	0.007011	ft/ft
Velocity	19.60	ft/s
Velocity Head	5.97	ft
Specific Energy	7.55	ft
Froude Number	3.17	
Maximum Discharge	294.90	cfs
Full Flow Capacity	274.15	cfs
Full Flow Slope	0.005332	ft/ft
Flow is supercritical.		

From Point 'L' to Point 'P' (PROPOSED)
Worksheet for Circular Channel

Project Description	
Project File	c:\haestad\fmw\wight.fm2
Worksheet	Outfall Pipe
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Input Data		
Mannings Coefficient	0.013	
Channel Slope	0.071800	ft/ft
Diameter	24.00	in
Discharge	12.70	cfs

Results		
Depth	0.62	ft
Flow Area	0.83	ft^2
Wetted Perimeter	2.36	ft
Top Width	1.85	ft
Critical Depth	1.28	ft
Percent Full	31.07	
Critical Slope	0.005737	ft/ft
Velocity	15.26	ft/s
Velocity Head	3.62	ft
Specific Energy	4.24	ft
Froude Number	4.01	
Maximum Discharge	65.20	cfs
Full Flow Capacity	60.61	cfs
Full Flow Slope	0.003152	ft/ft
Flow is supercritical.		

From Point 'P' to Point 'K' (PROPOSED)
Worksheet for Circular Channel

Project Description	
Project File	c:\haestad\fmw\wight.fm2
Worksheet	Outfall Pipe
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Input Data		
Mannings Coefficient	0.013	
Channel Slope	0.012200	ft/ft
Diameter	24.00	in
Discharge	12.70	cfs

Results		
Depth	1.01	ft
Flow Area	1.59	ft²
Wetted Perimeter	3.16	ft
Top Width	2.00	ft
Critical Depth	1.28	ft
Percent Full	50.49	
Critical Slope	0.005737	ft/ft
Velocity	7.99	ft/s
Velocity Head	0.99	ft
Specific Energy	2.00	ft
Froude Number	1.58	
Maximum Discharge	26.88	cfs
Full Flow Capacity	24.99	cfs
Full Flow Slope	0.003152	ft/ft
Flow is supercritical.		

From Point 'K' to Point 'G' (PROPOSED)
Worksheet for Circular Channel

Project Description	
Project File	c:\haestad\fmw\wight.fm2
Worksheet	Outfall Pipe
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Input Data		
Mannings Coefficient	0.013	
Channel Slope	0.141500	ft/ft
Diameter	24.00	in
Discharge	12.20	cfs

Results		
Depth	0.51	ft
Flow Area	0.63	ft^2
Wetted Perimeter	2.12	ft
Top Width	1.75	ft
Critical Depth	1.26	ft
Percent Full	25.58	
Critical Slope	0.005627	ft/ft
Velocity	19.23	ft/s
Velocity Head	5.75	ft
Specific Energy	6.26	ft
Froude Number	5.62	
Maximum Discharge	91.53	cfs
Full Flow Capacity	85.09	cfs
Full Flow Slope	0.002909	ft/ft
Flow is supercritical.		

IMPROVEMENT PLANS FOR SUBDIVISION 6459

GENERAL NOTES:

1. BASIS OF ELEVATION DATUM: CONTRA COSTA COUNTY BENCH MARK #1411' PK NAIL & TAG S. E. CORNER CONCRETE BOX AT N. W. CORNER OF HAPPY VALLY ROAD AND ROSE LANE; 10 FEET NORTH OF CURB RETURN. ELEVATION: 431.30

2. ALL STREET IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PROVISIONS OF TITLE 9 OF THE COUNTY ORDINANCE CODE AND ORDINANCE SPECIFICATIONS, AND WILL BE SUBJECT TO THE INSPECTION AND APPROVAL OF THE CITY ENGINEER. CONTACT ENGINEERING CONSTRUCTION INSPECTION AT 284-1951 TO ARRANGE FOR INSPECTION AT LEAST 48 HOURS PRIOR TO START OF ANY WORK.

3. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (800-642-2444) 48 HOURS PRIOR TO ANY EXCAVATION.

4. ALL UNDERGROUND UTILITIES WITHIN THE RIGHT OF WAY, INCLUDING MAINS AND LATERALS, SHALL BE INSTALLED AND BACKFILL COMPLETED PRIOR TO THE START OF CURB, SIDEWALK AND PAVING CONSTRUCTION.

5. ALL NEW UTILITY DISTRIBUTION SERVICES SHALL BE PLACED UNDERGROUND.

6. PRIOR TO PLACING SUBBASE OR BASE MATERIAL, THE PUBLIC WORKS DEPT. CONSTRUCTION DIVISION, SHALL BE NOTIFIED BY THE OWNER OR ACCEPTING AGENCY OF EACH UTILITY INSTALLATION BENEATH THE AREA TO BE PAVED, THAT THE INSTALLATION HAS SATISFACTORILY PASSED FINAL ACCEPTANCE TESTS.

7. SHOULD IT APPEAR THAT THE WORK TO BE DONE, OR ANY MATTER RELATIVE THERETO, IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT BRYAN & MURPHY, ASSOC. INC. AT 939-6500 FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.

8. IF ARCHAEOLOGIC MATERIALS ARE UNCOVERED DURING GRADING, TRENCHING OR OTHER EXCAVATION, EARTHWORK WITHIN 100 FEET OF THESE MATERIALS SHALL BE STOPPED UNTIL A PROFESSIONAL ARCHAEOLOGIST WHO IS CERTIFIED BY THE SCA AND/OR SOPA HAS HAD AN OPPORTUNITY TO EVALUATE THE SIGNIFICANCE OF THE FIND AND SUGGEST APPROPRIATE MITIGATION MEASURES, IF DEEMED NECESSARY.

9. EXISTING CURB AND SIDEWALK THAT ARE DAMAGED OR DISPLACED SHALL BE REPAIRED OR REPLACED, EVEN IF DAMAGE OR DISPLACEMENT OCCURRED PRIOR TO ANY WORK PERFORMED BY THE CONTRACTOR.

10. IF PAVING AND STORM DRAIN IMPROVEMENTS ARE NOT COMPLETED BY OCTOBER 15, 1980 TEMPORARY SILT AND DRAINAGE CONTROL FACILITIES SHALL BE INSTALLED TO CONTROL AND CONTAIN SILT DEPOSITS AND TO PROVIDE FOR THE SAFE DISCHARGE OF STORM WATERS INTO EXISTING STORM WATER FACILITIES. DESIGN OF THESE FACILITIES MUST BE APPROVED BY THE BUILDING INSPECTION DEPARTMENT.

11. CENTERLINE TOP OF BASE ROCK GRADE SHALL BE EQUAL TO TOP OF CURB GRADE UNLESS OTHERWISE NOTED. ELEVATIONS SHOWN ON CURB-LINES ARE AT TOP OF CURB UNLESS OTHERWISE NOTED.

12. PAVING CONFORMS SHALL BE MADE AT A SMOOTHLY TRIMMED BUTT JOINT. DO NOT OVERLAP EXISTING PAVEMENT.

13 INSTALL ONE 3" DIAMETER NON-FERROUS DRAIN FOR EACH LOT THROUGH THE CURBS AND BENEATH THE SIDEWALKS TO PROVIDE FOR FUTURE ROOF DRAIN CONNECTIONS. LOCATION TO BE DETERMIND ON BASIS OF GRADING.

14. APPLICABLE PUBLIC WORKS DEPARTMENT STANDARD DRAWINGS:
- CC 104 SIGHT CLEARANCE AT INTERSECTIONS
- CC 105 SURVEY MONUMENT
- CC 108 BACK OF CURB FLOW DIVERTER
- CC 208 LOCATION OF UTILITY FACILITIES
- CC 302 MISCELLANEOUS STANDARD DETAILS
- CC 303 PIPE DETAILS
- CC 306 CURBS, SIDEWALK, DRIVEWAYS, CONCRETE DITCHES, VALLEY GUTTERS AND CURBED MEDIANS
- CC 3010 INLET FRAMES, GRATE AND COVER PLATE
- CC 3010A INLET FRAME MODIFICATION
- CC 3011 TYPE A INLET
- CC 3013 TYPE C INLET
- CC 3020 PRECAST M.H. AND TYPE I BASE
- CC 3022 TYPE III M.H. BASE
- CC 3024 MANHOLE FRAME AND COVER
- CC 3030 TYPE "B" HEADWALL
- CC 3051 SIGNING, STRIPING AND INSTALLATION DETAILS
- B-58 STANDARD INTERCEPTOR DITCHES
- B-48 GROUTED ROCK RIP-RAP SLOPE

15. THE SURFACE OF SLOPES AT ROAD INTERSECTIONS SHALL BE NO HIGHER THAN 36 INCHES MEASURED FROM THE FLOW LINE OF THE GUTTER OF THE EDGE OF PAVEMENT, WITHIN A TRIANGULAR AREA BETWEEN THE TANGENTS OF THE CURVE OF THE RIGHT-OF-WAY LINE AND A DIAGONAL LINE JOINING POINTS ON THE TANGENTS 25 FEET BACK FROM THE POINT OF THEIR INTERSECTION.

16. CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.

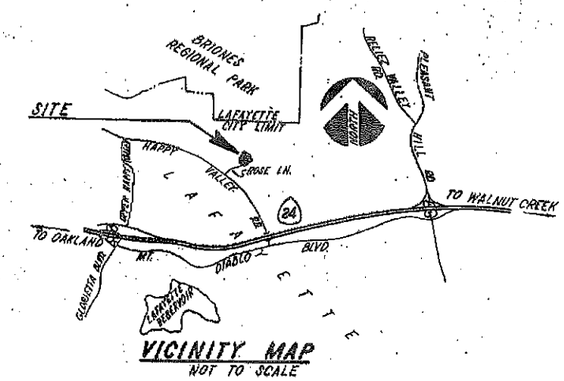
17. NO WORK SHALL BE CONDUCTED IN EXISTING DRAINAGE CHANNELS FROM OCTOBER 1 TO APRIL 15, UNLESS THE DEVELOPER OBTAINS WRITTEN PERMISSION FROM THE CITY ENGINEER.

18. THE PROJECT SHALL BE SERVED BY A CABLE TELEVISION UNDERGROUND SYSTEM.

19. SUBDIVIDER AND OWNER:
RUSSELL J. BRUZZONE
899 HOPE LANE
LAFAYETTE, CALIFORNIA

20. ALL REVISIONS TO THIS PLAN MUST BE APPROVED BY THE CITY OF LAFAYETTE PRIOR TO CONSTRUCTION AND SHALL BE ACCURATELY SHOWN ON REVISED PLANS STAMPED AND DISTRIBUTED BY THE CITY ENGINEER PRIOR TO ACCEPTANCE OF THE WORK AS COMPLETE.

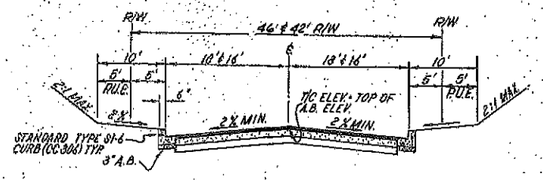
21. THE THICKNESS OF SUB-BASE, BASE, AND SURFACING SHALL BE DETERMINED BY "R" VALUE TESTS PERFORMED BY THE SOIL ENGINEER AND THE DESIGN SHALL BE SUBMITTED TO THE CITY OF LAFAYETTE FOR REVIEW.



VICINITY MAP
NOT TO SCALE

STORM DRAIN SCHEDULE

STRUCT. NUMBER	STORM LINE	STRUCT. TYPE	BASE TYPE	REMARKS
1	A	A	III	
2	A	A	III	
3	A	A	III	
4	A	A	III	
5	A	H.WALL		TYPE 'B'
6	D	C	I	
7	C	A	STD.	
8	EXIST.	C	I	
9	B	M.H.	I	
10	B	C	I	
11	B	H.WALL		TYPE 'B'
12	E	C	I	
13	D	C	STD.	



TYPICAL STREET SECTION
NOT TO SCALE

PAVEMENT SCHEDULE

NAME	T.I.	R	A.C.	A.B.	A.S.B.
ROSE LN.	4.5				

SHEET INDEX

SHEET #	INFORMATION
1	NOTES, VICINITY MAP, TYP. STREET SECTION & S.D. SCHEDULE
2	SANITARY SEWER SYSTEM PLAN
3	ROSE LANE PLAN & PROFILE
4	STORM DRAIN 'A, B, C' & 'D' PLAN & PROFILE
5	EXIST. S.D. OUTFALL EROSION CONTROL
6	STRIPING & SIGNING MAP

0 1 2 3
FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

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IMPROVEMENT PLANS FOR SUBDIVISION 6459
CITY OF LAFAYETTE, CALIFORNIA

NO.	BY	DATE	REVISIONS
A	CFD	8-25-80	STRUCT. #13: BASE TYPE

SCALE: NO SCALE
DATE: 10-30-85
DRAWN BY: ALM
ENG.
R. -

F.E. BRYAN R.C.E. 6131

SHEET NO. 1 OF 6 SHEETS
JOB NO. 5251-3-85

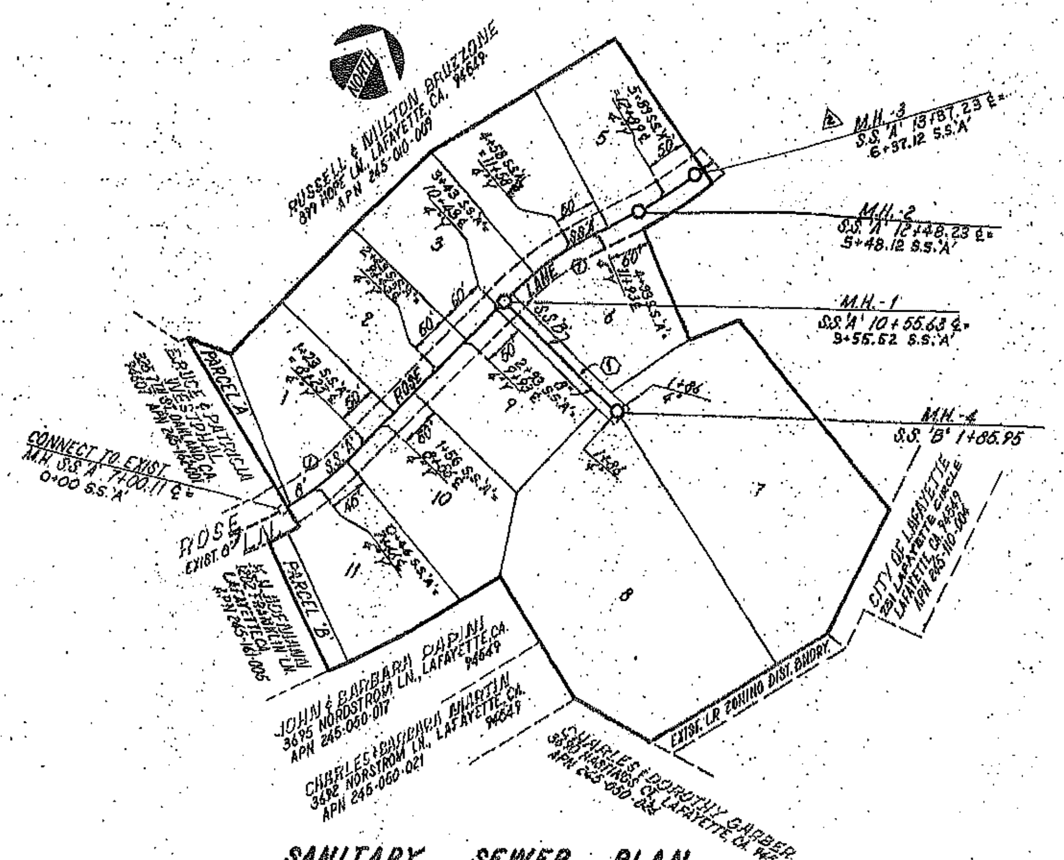
CCCSD No. 4206 ATLAS 72A1 BASE 1550 B 514

GENERAL NOTES:

1. BASIS OF ELEVATION DATUM: CONTRA COSTA COUNTY BENCH MARK #1411 PK NAIL & TAG S.E. CORNER CONCRETE BOX AT N.W. CORNER OF HAPPY VALLEY ROAD AND ROSE LANE, 10 FEET NORTH OF CURB RETURN. ELEVATION 431.30

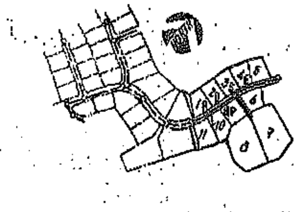
2. MATERIAL AND CONSTRUCTION OF SANITARY SEWER SHALL CONFORM TO CENTRAL CONTRA COSTA SANITARY DISTRICTS STANDARD SPECIFICATIONS AND DETAIL DRAWINGS. WHEN THE LOWEST FLOOR LEVEL OF A HOUSE TO BE CONNECTED TO THE MAIN SEWER IS BELOW A POINT 12" ABOVE THE TOP OF THE NEAREST UPSTREAM STRUCTURE, THERE SHALL BE A BACKWATER OVERFLOW DEVICE OR CHECK VALVE INSTALLED ON THE SIDE SEWER NEXT TO THE CLEANOUT.

3. SUBDIVIDER AND OWNER: RUSSELL J. BRUZZONE
899 HOPE LANE
LAFAYETTE, CALIFORNIA
(415)2844369



SANITARY SEWER PLAN

SCALE: 1" = 100'
ACRES = 8.41



SYSTEM MAP

SCALE: 1" = 600'

SANITARY SEWER QUANTITIES				
LINE	8" P.V.C.	4" LAT.	M.H.	
A	1360'	9	3	
B	186'	2	1	

RIGHT OF WAY LOG			
PARCEL NO.	NAME	TYPE	DATE RECD.
1	SUBD. 6459	RUE. & S.S.E.	

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IMPROVEMENT PLANS FOR
ROSE LANE
SUBDIVISION 6459
CITY OF LAFAYETTE, CALIFORNIA

SCALE: AS NOTED
DATE: 10-31-85
DRAWN BY: ALM
ENG.
FB. P.

F.E. BRYAN R.C.E. 6131

NO.	BY	DATE	REVISIONS
1	ALM	3-12-86	ROSE LN. R/W 10 ESM'T.
2	CFD	5-5-86	M.H. #3 LOCATION

SHEET NO. 2 OF 6 SHEETS
JOB NO. 5261-3-85

CCCSD. No. 4206 ATLAS 72A1 BASE 1550B 514

NO.	Δ	R	L	LINE
①	3°12'10"	617.17'	34.50'	S.D.
②	14°49'48"	330'	85.42'	F.C.
③	14°49'48"	329.17'	85.20'	S.D.
④	14°49'48"	312'	80.76'	S.S. & Ȼ
⑤	14°49'48"	294'	76.10'	F.C.
⑥	18°09'30"	309'	97.93'	F.C.
⑦	4°50'17"	309.83	26.16'	S.D.
⑧	13°19'13"	309.83	72.03'	S.D.
⑨	18°09'30"	325'	103.00'	S.S. & Ȼ
⑩	18°09'30"	341'	108.07'	F.C.
⑪	15°02'25"	416'	109.20'	F.C.
⑫	13°45'36"	416.17'	99.71'	S.D.
⑬	16°02'36"	400'	105.00'	Ȼ
⑭	15°02'25"	384'	100.80'	F.C.
⑮	22°00'00"	227'	87.16'	S.D.
⑯	0°28'39"	600'	6.00'	S.S. & Ȼ
⑰	12°44'54"	400'	89.00'	S.S.

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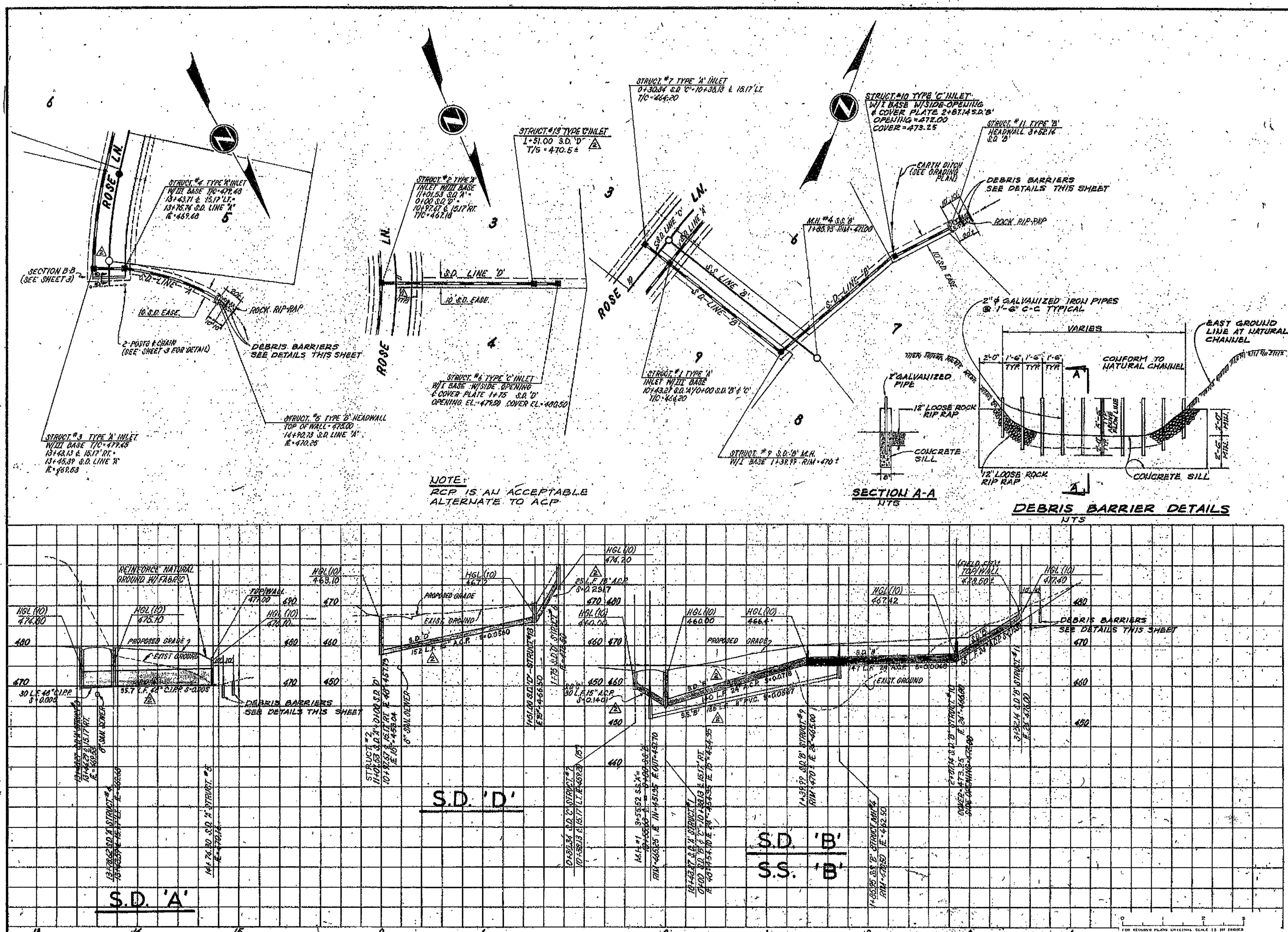
IMPROVEMENT PLANS
FOR
ROSE LANE
SUBDIVISION 6459
CITY OF LAFAYETTE, CALIFORNIA

SCALE: HORIZ. 1"=40' VERT. 1"=10'
DATE: 11-14-85
DRAWN BY: ALM
ENG.
FB. P.

No. 6131
F.E. BRYAN R.C.E. 6131

SHEET NO. 3 OF 6 SHEETS
JOB NO. 5251-3

NO.	BY	DATE	REVISIONS
△	CFD	8-11-86	ROAD HAMMERHEAD @ BOUNDARY
△	CFD	8-8-86	S.D. & S.S. ELEV. AND M.H. #3
△	ALM	3-12-86	ROSE LN R/W TO ESMT.


STRUCT. #3 TYPE 'A' INLET W/III BASE T/C=479.45 13+43.13 ℄ 15.17' RT. 13+45.39 S.D. LINE 'A' IE=467.68
STRUCT. #4 TYPE 'A' INLET W/III BASE T/C=479.48 13+43.71 ℄ 15.17' LT. 13+75.74 S.D. LINE 'A' IE=469.68
SECTION B-B (SEE SHEET 3)
10' S.D. EASE.
ROCK RIP-RAP
2-POSTS & CHAIN (SEE SHEET 3 FOR DETAIL)
DEBRIS BARRIERS SEE DETAILS THIS SHEET
STRUCT. #5 TYPE 'B' HEADWALL TOP OF WALL=473.00 14+90.73 S.D. LINE 'A' IE=470.25
STRUCT. #2 TYPE 'A' INLET W/III BASE 11+01.53 S.D. 'A' 0+00 S.D. 'D' 10+97.47 ℄ 15.17' RT. T/C=467.18
STRUCT. #13 TYPE 'C' INLET 1+51.00 S.D. 'D' T/S=470.5±
S.D. LINE 'D'
STRUCT. #6 TYPE 'C' INLET W/I BASE W/SIDE OPENING & COVER PLATE 1+75 S.D. 'D' OPENING EL.=479.50 COVER EL.=480.50
NOTE: RCP IS AN ACCEPTABLE ALTERNATE TO ACP
STRUCT. #7 TYPE 'A' INLET 0+30.34 S.D. 'C' 10+38.13 ℄ 15.17' LT. T/C=464.20
STRUCT. #1 TYPE 'A' INLET W/III BASE 10+43.27 S.D. 'A'/0+00 S.D. 'B' & 'C' T/C=464.20
S.S. LINE 'B'
S.D. LINE 'B'
M.H. #4 S.S. 'B' 1+85.95 RIM=471.00
STRUCT. #9 S.D. 'B' M.H. W/I BASE 1+37.77 RIM=470±
STRUCT. #10 TYPE 'C' INLET W/I BASE W/SIDE-OPENING & COVER PLATE 2+87.14 S.D. 'B' OPENING=472.00 COVER=473.25
STRUCT. #11 TYPE 'B' HEADWALL 3+62.16 S.D. 'B'
EARTH DITCH (SEE GRADING PLAN)
2"ϕ GALVANIZED IRON PIPES @ 1'-6" C-C TYPICAL
VARIES
CONFORM TO NATURAL CHANNEL
EAST GROUND LINE AT NATURAL CHANNEL
2" GALVANIZED PIPE
12" LOOSE ROCK RIP RAP
CONCRETE SILL
SECTION A-A
NTS
DEBRIS BARRIER DETAILS
NTS
REINFORCE NATURAL GROUND W/FABRIC
PROPOSED GRADE
EXIST. GROUND
S.D. 'A'
S.D. 'D'
S.D. 'B'
S.S. 'B'

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IMPROVEMENT PLANS FOR

ROSE LANE

SUBDIVISION 6459

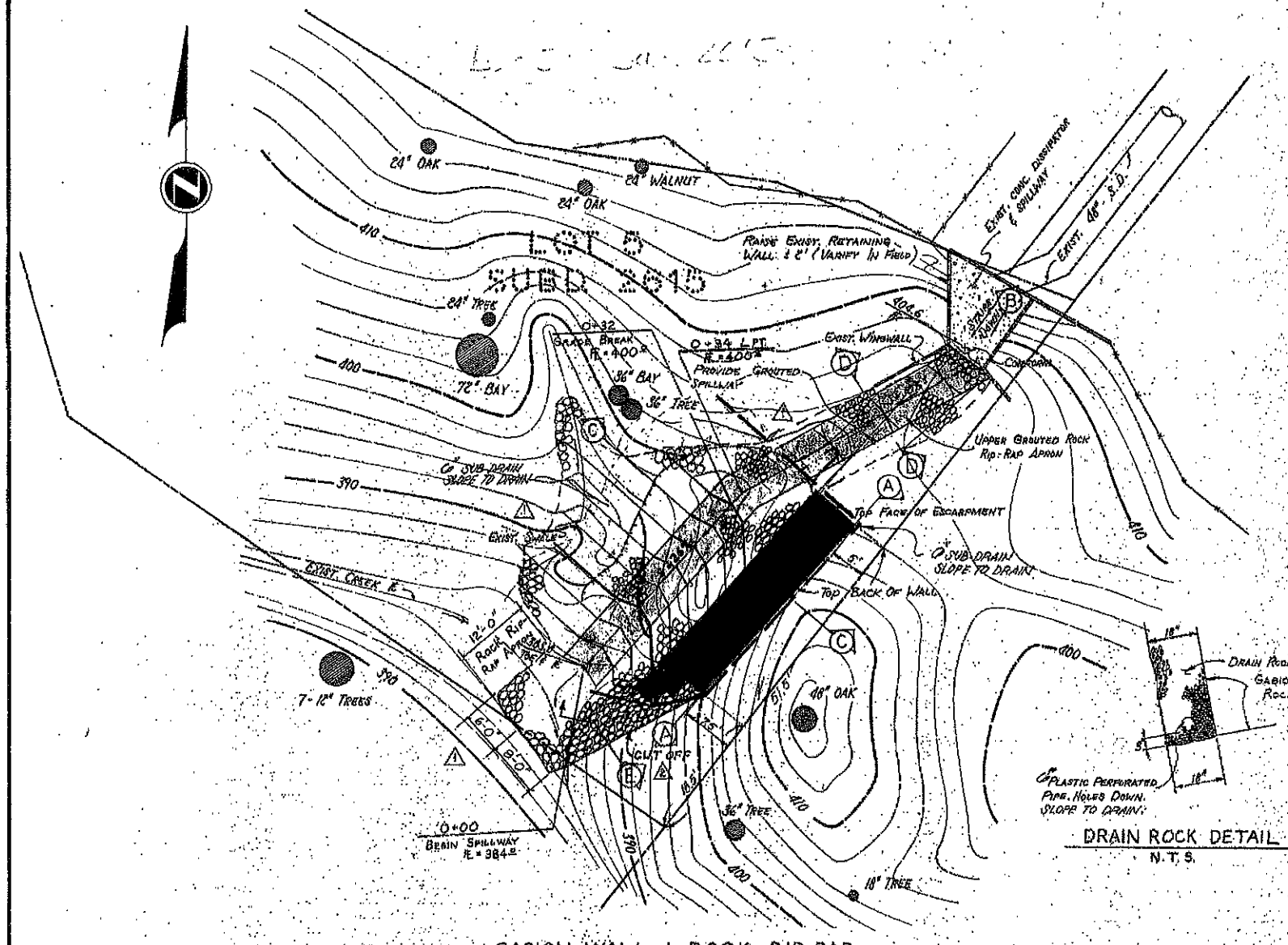
CITY OF LAFAYETTE, CALIFORNIA

SCALE: HORIZ. 1"=40' VERT. 1"=10'
DATE: 10-31-85
DRAWN BY: ALM

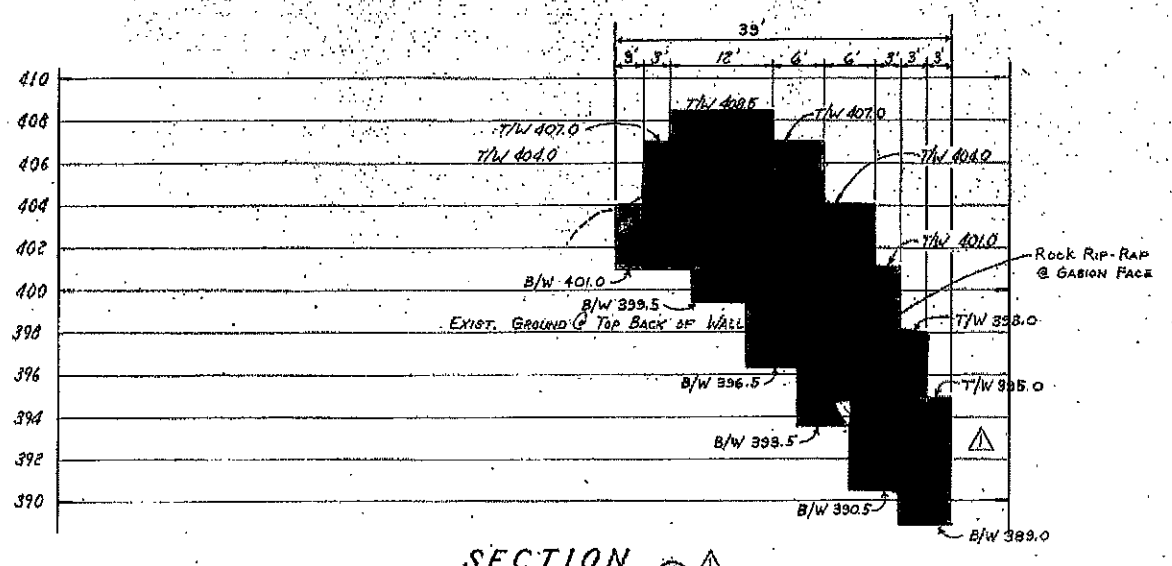
F.E. BRYAN R.C.E. 6131

SHEET NO. 4 OF 6 SHEETS

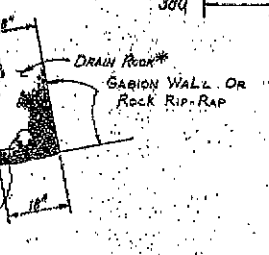
JOB NO. 525.3



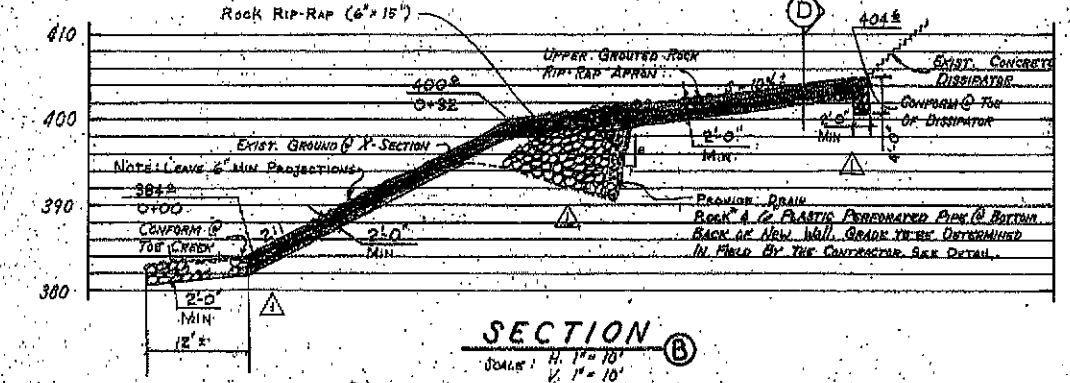
GABION WALL & ROCK RIP-RAP
PLAN
1"=10'



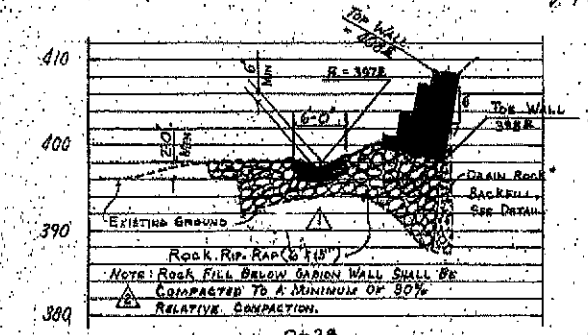
SECTION (A)
SCALE: H. 1"=10'
V. 1"=4'



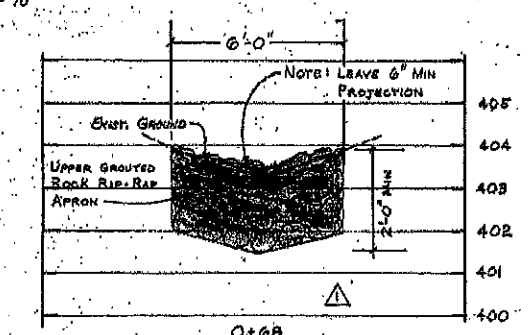
DRAIN ROCK DETAIL
N.T.S.



SECTION (B)
SCALE: H. 1"=10'
V. 1"=10'

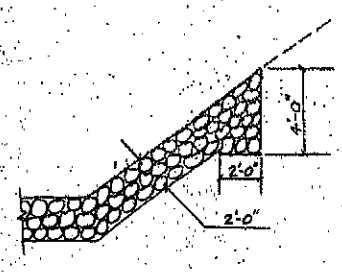


0+28
SECTION (C)
SCALE: H. 1"=10'
V. 1"=10'

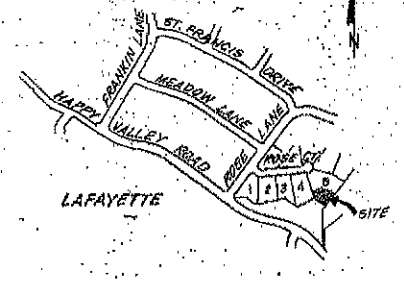


0+68
SECTION (D)
SCALE: H. 1"=4'
V. 1"=2'

* NOTE: DRAIN ROCK SHALL BE CLASS II PERMEABLE MATERIAL PER CALTRANS STANDARD SPECIFICATIONS SECTION 68-1.025.



SECTION (E)
SCALE: H. 1"=4'
V. 1"=4'



VICINITY MAP
N.T.S.

LEGEND

- GROUTED ROCK RIP-RAP
- GABION WALL
- CONCRETE, NEW OR EXIST. AS NOTED
- TREE, DIAMETER NOTED @ PLAN
- CREEK OR SWALE ℄ W/ FLOW DIRECTION
- FENCE
- 410 EXIST. CONTOURS
- 390 FINISHED CONTOURS

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

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IMPROVEMENT PLANS
FOR
ROSE LANE
SUBDIVISION
CITY OF LAFAYETTE, CALIFORNIA

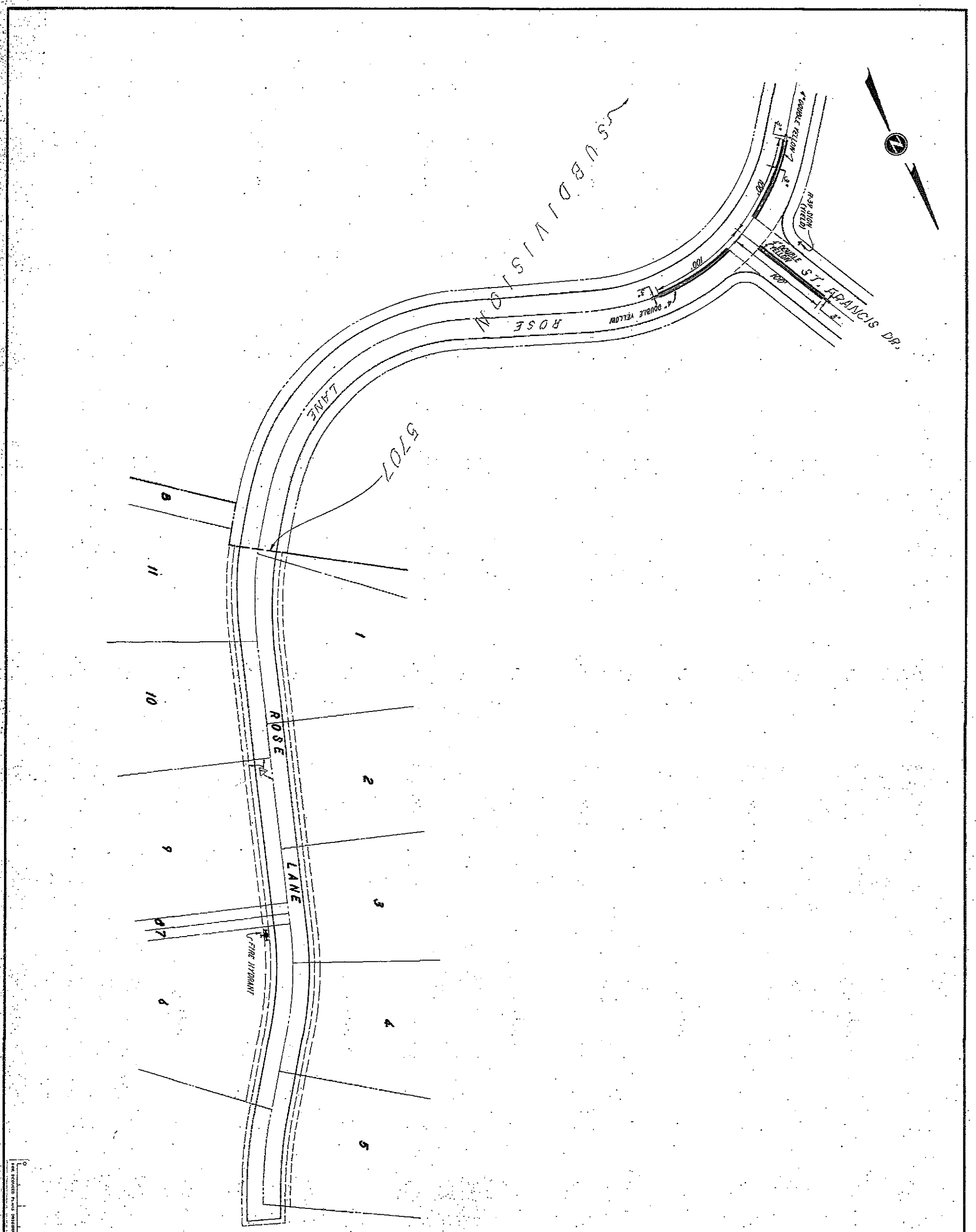
NO.	BY	DATE	
A	C.D.	8-4-86	PROVIDE CUT-OFF & ROCK CONNECTION
B		1-11-86	REVISED LIMITS OF RIP-RAP & GABIONS

SCALE: AS NOTED
DATE: 9/26/85
DRAWN BY: K.R. AM
ENGR. P.E.

F.E. BRYAN R.C.E. 6131

SHEET NO. 5 OF 6 SHEETS
JOB NO. 5261-3

85-13



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JOB NO. 6251-3 | SHEET NO. 9 OF 9 SHEETS

REGISTERED PROFESSIONAL ENGINEER FRANCIS E. BRYAN No. 6131 CIVIL

F.E. BRYAN R.C.E. 6131

SCALE: 1" = 40'
DATE: 12-13-85
DRAWN BY: ALM
ENG.
FB. P.

STRIPING, SIGNING, FIRE HYDRANT & STREET LIGHT PLAN FOR

ROSE LANE SUBDIVISION 6459

CITY OF LAFAYETTE, CALIFORNIA

NO.	BY	DATE	REVISIONS
1	ALM	3-12-86	ROSE LN. R/W TO ESM'T

8251/3

GENERAL NOTES

1. OWNER — STEVE AND LINDA WIGHT
   21 NORTHRIDGE LANE
   LAFAYETTE, CALIFORNIA 94549
   TEL (925)

2. CIVIL ENGINEER: — SCHELL AND MARTIN, INC.,
   3377 MT. DIABLO BLVD.,
   LAFAYETTE, CA 94549
   TEL (925) 283-8111
   FAX (925) 283-2866
   ATTN: HOWARD MARTIN

GRADING NOTES

1. BENCHMARK: CONTRA COSTA COUNTY DATUM. CONTRA COSTA COUNTY BENCHMARK #3527. ELEVATION 610.442

2. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND OVERHEAD UTILITIES WHICH INCLUDE, BUT ARE NOT LIMITED TO: ELECTRICAL, GAS, WATER, IRRIGATION, SANITARY AND STORM SEWERS.

3. SHOULD IT APPEAR THAT THE WORK TO BE DONE, OR ANY MATTER RELATIVE THERETO, IS NOT SUFFICIENTLY DETAILED OR EXPLAINED IN THESE PLANS, CONTRACTOR SHALL CONTACT SCHELL & MARTIN, INC. AT (925) 283-8111 FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.

4. ALL SITE PREPARATION, GRADING, PLACEMENT AND COMPACTION OF FILL, AND HAULING SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF LAFAYETTE GRADING ORDINANCE AND ALSO UNDER THE DIRECT SUPERVISION OF THE SOILS ENGINEER, AND SHALL BE INSPECTED BY THE CITY ENGINEER. SUBSEQUENT TO COMPLETION OF WORK THE SOILS ENGINEER SHALL SUBMIT TO THE CITY OF LAFAYETTE ENGINEERING DEPARTMENT A REPORT STATING THAT ALL WORK HAS BEEN DONE TO HIS SATISFACTION.

5. ANY DEVIATION FROM APPROVED PLANS SHALL REQUIRE APPROVAL OF THE LAFAYETTE CITY ENGINEER.

6. CONTRACTOR SHALL NOTIFY CITY OF LAFAYETTE ENGINEERING DEPARTMENT 48 HOURS PRIOR TO THE START OF WORK.

7. CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) 48 HOURS PRIOR TO ANY EXCAVATION TO REQUEST MARKING. PHONE (800) 642-2444. THE USA AUTHORIZATION NUMBER SHALL BE KEPT AT THE JOBSITE. CONTRACTOR SHALL NOTIFY PG & E GAS PIPELINE WHEN WORKING IN THE VICINITY OF THE HIGH-PRESSURE GAS TRANSMISISON LINE ON SITE.

8. THE SOILS REPORT SHALL BE MADE A PART OF THESE PLANS.

9. ALL GRADED SLOPES SHALL BE ROUNDED TO MEET EXISTING GRADES AND BLEND WITH SURROUNDING TOPOGRAPHY. ALL GRADED SLOPES SHALL BE PLANTED WITH SUITABLE GROUND COVER.

10. DURING GRADING OPERATIONS THE CONTRACTOR SHALL WET DOWN GRADING AREAS AND ANY HAUL ROUTES USED BY TRUCKS AND OTHER HEAVY EQUIPMENT AT LEAST TWICE DAILY TO REDUCE AIRBORNE DUST. IN ADDITION, THE NOISE LEVEL AT THE CONTRACTOR'S OPERATION SHALL BE KEPT TO A MINIMUM PER CITY OF LAFAYETTE SPECIFICATIONS.

11. SILT AND EROSION CONTROL PLANS ARE REQUIRED FOR WORK (INCLUDING LANDSCAPING) THAT REMAINS INCOMPLETE DURING THE RAINY SEASON (OCTOBER 15th THROUGH APRIL 15th). ALL LANDSCAPING MUST BE IN PLACE AND ROOTED BY OCTOBER 1st. IF THE WORK WILL NOT BE COMPLETED BY OCTOBER 15th, OR IF THE LANDSCAPING WILL NOT BE ROOTED BY OCTOBER 1st, THEN ALL STORM WATER CONTROL MEASURES SHALL BE APPROVED AND INSTALLED BEFORE OCTOBER 1st AND INSPECTED BY OCTOBER 15th.

12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL PUBLIC RIGHTS OF WAY AND OFF-SITE AREAS CLEAN FROM ALL DIRT, MUD, DUST AND DEBRIS AT ALL TIMES. ANY OFF-SITE DAMAGE TO A CITY STREET, WHICH IS FOUND BY THE CITY ENGINEER TO BE THE RESULT OF THE GRADING OPERATION, SHALL BE CORRECTED BY THE CONTRACTOR.

13. IF HUMAN SKELETAL REMAINS ARE ENCOUNTERED DURING CONSTRUCTION, ALL WORK WITHIN 20 YARDS OF THE DISCOVERY SHALL BE STOPPED IMMEDIATELY AND THE CITY OF LAFAYETTE POLICE DEPARTMENT NOTIFIED. IF THE REMAINS ARE NATIVE AMERICAN, THE CITY OF LAFAYETTE HAS 24 HOURS TO NOTIFY THE NATIVE AMERICAN HERITAGE COMMISSION. IF ANY BURIED CULTURAL REMAINS ARE ENCOUNTERED DURING CONSTRUCTION, ALL WORK WITHIN 20 YARDS OF THE DISCOVERY SHALL BE STOPPED UNTIL A PROFESSIONAL ARCHAEOLOGIST IS RETAINED TO DETERMINE THE SIGNIFICANCE OF THE FIND, AND TO RECOMMEND ANY REMEDIAL ACTIONS.

14. CONTRACTOR SHALL CALL THE SOILS ENGINEER TO INSPECT ALL FILL, ALL FINISH GRADES AND ALL TRENCH BACKFILL.

15. TRAFFIC STRIPING AND PAVEMENT MESSAGES THAT BECOME ILLEGIBLE OR OBLITERATED DUE TO THE MOVEMENT OF VEHICLES ON THEIR ROUTE TO AND FROM THE CONSTRUCTION SITE SHALL BE REPAINTED PRIOR TO ISSUANCE OF THE HOUSE BUILDING PERMIT. PROJECTS EXCEEDING SIX MONTHS IN DURATION MAY REQUIRE RESTRIPING AND REPLACEMENT OF MESSAGES ONE OR MORE TIMES DURING THE CONSTRUCTION PERIOD IF, IN THE OPINION OF THE CITY ENGINEER, THE ILLEGIBILITY OF THE WORN-DOWN, FADED OR OBLITERATED STRIPING OR MESSAGES IS DETERMINED TO BE A HAZARD.

16. BEFORE UNDERTAKING ANY WORK WITHIN THE PUBLIC RIGHT OF WAY, CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT FROM THE CITY.

17. NOT USED.

18. TO MITIGATE CONSTRUCTION NOISE IMPACTS, CONSTRUCTION SHALL BE PERMITTED ON WEEKDAYS (MONDAY TO FRIDAY) ONLY BETWEEN THE HOURS OF 8:00 A.M. AND 5:00 P.M. ALL EQUIPMENT USED ON THE JOB SITE SHALL BE ADEQUATELY MUFFLED AND MAINTAINED. STATIONARY NOISE-GENERATING EQUIPMENT, SUCH AS AIR COMPRESSORS AND CONCRETE PUMPERS, SHALL BE LOCATED AS FAR AWAY FROM MEMBERS OF THE PUBLIC AS POSSIBLE.

19. NOT USED.

20. TWO WEEKS BEFORE THE COMMENCEMENT OF THE ON-SITE GRADING, CONTRACTOR SHALL SEND A NOTICE TO RESIDENTS IN THE VICINITY TO INFORM THEM OF THE DATE THAT WORK IS SCHEDULED TO BEGIN. THE NOTICE SHALL INCLUDE THE PHONE NUMBER OF THE CONSTRUCTION SUPERVISOR AND THE CITY ENGINEER WHO MAY BE CONTACTED REGARDING THE WORK.

21. PRIOR TO STARTING THE CLEARING OR GRADING OF THE SITE, CONTRACTOR SHALL SCHEDULE A MEETING ON THE PROPERTY WITH THE OWNER OF THE PROPERTY, THE GRADING SUPERINTENDENT, THE PROJECT SOILS ENGINEER, THE CITY GRADING INSPECTOR, AND THE CITY ENGINEER. THE PURPOSE OF THE MEETING WILL BE TO ENSURE THAT THE INDIVIDUALS DOING THE WORK AND THOSE INSPECTING IT ARE AWARE OF THE CITY'S REQUIREMENTS.

22. CONTRACTOR SHALL CORRECT ANY OFF-SITE DAMAGE TO CITY STREETS WHICH IS FOUND TO BE A RESULT OF THE CONSTRUCTION OPERATIONS.

23. THE GRADING CONTRACTOR AND THE APPLICANT FOR THE GRADING PERMIT SHALL BE RESPONSIBLE FOR PREVENTING SPILLS OF ROCK, SOIL OR OTHER DEBRIS ON CITY STREETS. IF ANY SPILLS OCCUR, THE GRADING CONTRACTOR SHALL BE HELD RESPONSIBLE FOR THE IMMEDIATE CLEANUP OF THE SPILL AND SHALL REPAIR TO THE SATISFACTION OF THE CITY ENGINEER ANY DAMAGE THAT MAY HAVE BEEN DONE TO THE STREET.

24. CONTRACTOR SHALL ENSURE THAT MONTICELLO ROAD IN THE VICINITY OF THE PROJECT SITE SHALL BE MECHANICALLY SWEPT CLEAN OF SOIL ON AN AS-NEEDED BASIS TO REDUCE THE ACCUMULATION OF DIRT DURING THE GRADING OR SOIL-HAULING OPERATIONS.

25. THE PROJECT SITE SHALL BE WATERED AT LEAST TWICE DAILY DURING DRY PERIODS, OR AS NEEDED TO PREVENT THE GENERATION OF EXCESSIVE DUST. THE WHEELS OF HAULING TRUCKS AND GRADERS SHALL BE WASHED AS NEEDED WHEN LEAVING THE SITE TO PREVENT TRACKING EXCESSIVE DIRT ONTO MONTICELLO ROAD. ALL NON-ACTIVE GRADING AREAS SHALL BE PROTECTED FROM EROSION AND WIND EXPOSURE BY APPLYING HYDROMULCH WITH A TACKIFIER.

26. NOT USED.

27. PARKING OF ALL CONSTRUCTION VEHICLES (EXCEPT FOR WORKERS' PERSONAL VEHICLES), TRAILERS AND EQUIPMENT, ESPECIALLY TRACKED VEHICLES AND EQUIPMENT, ON MONTICELLO ROAD IS PROHIBITED. THESE VEHICLES AND EQUIPMENT SHALL BE DELIVERED TO THE CONSTRUCTION SITE BY TRAILER AND KEPT ON-SITE DURING THE CONSTRUCTION OPERATION.

28. CONSTRUCTION EQUIPMENT SHALL BE MAINTAINED AND TUNED AT THE INTERVAL RECOMMENDED BY THE MANUFACTURERS TO MINIMIZE EXHAUST EMISSIONS. THE IDLING OF EQUIPMENT SHALL BE KEPT TO A MINIMUM WHEN EQUIPMENT IS NOT IN USE.

29. UNLESS CONSTRUCTION COMMENCES IMMEDIATELY AFTER GRADING, THE SITE SHALL BE HYDRO-MULCHED OR OTHERWIDE TREATED TO CONTROL WIND EROSION.

30. IF THE CONTRACTOR REQUIRES A TEMPORARY STORAGE YARD OR CONSTRUCTION TRAILER, CONTRACTOR SHALL SUBMIT A PLAN SHOWING THE LOCATION OF THE STORAGE YARD OR TRAILER (INCLUDING SECURITY FENCING, LIGHTING AND LANDSCAPING) TO THE DESIGN REVIEW BOARD FOR APPROVAL.

31. THE PROJECT SOILS ENGINEER SHALL TAKE PRECAUTIONS TO SEE THAT THE TOPSOIL IS NOT INADVERTENTLY USED AS FILL. THIS MATERIAL SHALL BE SPREAD OVER GRADED SURFACES FOLLOWING GRADING TO ASSIST IN THE ESTABLISHMENT OF A VEGETATIVE COVER. THE CONTRACTOR SHALL IMPORT SUITABLE MATERIAL AS NECESSARY TO BRING THE TOPSOIL TO A SUFFICIENT DEPTH TO PROVIDE A SUITABLE ENVIRONMENT FOR LANDSCAPING.

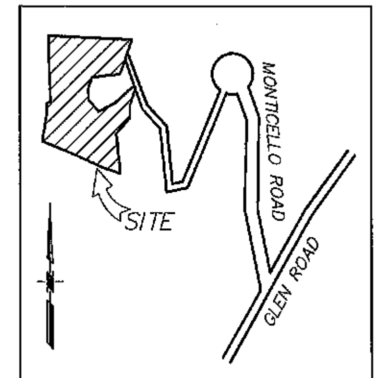
GRADING QUANTITIES

CUT: 3,580 CU. YDS.
FILL: 2,570 CU. YDS.
REQUIRED FILL TO ACCOUNT FOR 8% ASSUMED SHRINKAGE
DURING COMPACTION: 2,780 CY
EXPORT: 800 CU. YDS.

DRAWING INDEX

ABBREVIATIONS

AD	AREA DRAIN
BC	BEGINNING OF CURVE
C	CONCRETE
CB	CATCH BASIN
CO	CLEANOUT
CMP	CORRUGATED METAL PIPE
CY	CUBIC YARDS
DIP	DUCTILE IRON PIPE
DS	DOWN SPOUT/ROOF LEADER
EC	END OF CURVE
EL	ELEVATION
EP	EDGE OF PAVING
EX	EXISTING
FF	FINISH FLOOR
FL	FLOW-LINE ELEVATION
FS	FINISH SLAB
GB	GRADE BREAK
GR	GRATE ELEVATION
HDPE	HIGH-DENSITY POLYETHYLENE PIPE
HYD	HYDRANT
INV.	INVERT ELEVATION
JP	JOINT UTILITY POLE
LP	LIGHT POLE
MH	MANHOLE
N&S WP	NAIL & SHINER SURVEY WORK POINT
PCC	POINT OF COMPOUND CURVATURE
PERF	PERFORATED
PRC	POINT OF REVERSE CURVATURE
PVC	POLYVINYL CHLORIDE STORM PIPE
RC.CP.	REBAR & CAP CONTROL POINT
RCP	REINFORCED CONCRETE DRAIN PIPE
RDWD	REDWOOD
RRSPK	RAILROAD SPIKE SURVEY MONUMENT
SD-I	STORM DRAIN, FLOW FROM IMPERVIOUS SURFACES
SD-P	STORM DRAIN, FLOW FROM PERVIOUS SURFACES
SDMH	STORM DRAIN MANHOLE
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
TC	TOP OF CONCRETE CURB
TOP	TOP OF BANK OR SLOPE
TOE	TOE OF BANK OR SLOPE
WV	WATER VALVE



LAFAYETTE, CALIFORNIA
VICINITY MAP
(NO SCALE)

LEGEND

625	EXISTING CONTOUR, WITH ELEVATION
(620)	PROPOSED CONTOUR, WITH ELEVATION
31506 619.16	EXISTING SPOT ELEVATION
FG (618.9)	PROPOSED FINISH GRADE ELEVATION
T/W (620.5)	TOP OF WALL ELEVATION
B/W (618.5)	BOTTOM OF WALL ELEVATION
FF (619.12)	FINISH FLOOR ELEVATION
C (619.12)	FINISH CONCRETE SLAB ELEVATION
P (619.12)	FINISH PAVEMENT ELEVATION
T/B (619.12)	TOP OF BANK ELEVATION
T/S (619.12)	TOE OF SLOPE ELEVATION
Ⓡ	TREE TO BE REMOVED
	EXISTING STORM DRAIN
	PROPOSED STORM DRAIN
— — — —	PROPOSED SUBDRAIN
——→——→——	PROPOSED SWALE

DETAIL CIRCLE

D / C3.0 — DETAIL NUMBER / SHEET NUMBER

REVISED JUNE 12, 2014
REVISED MAY 5, 2014

REGISTERED PROFESSIONAL ENGINEER
HOWARD G. MARTIN
No. 54357
EXP. 12-31-15
CIVIL
STATE OF CALIFORNIA

GENERAL NOTES

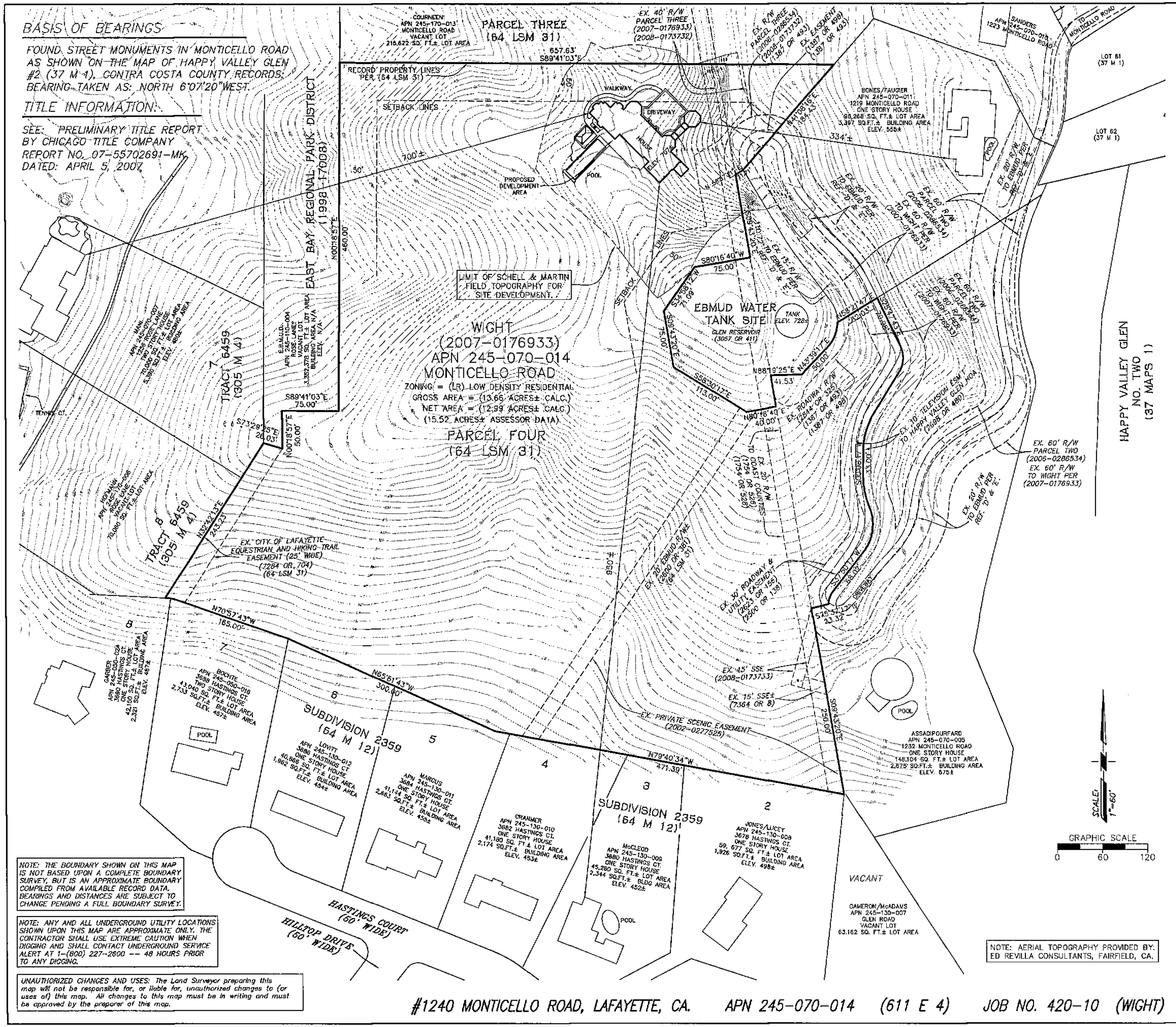
PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C0.0

BY HGM FB P JOB NO. 420-10
DATE: 15 OCTOBER, 2013 SCALE: NONE



NOTE: THE BOUNDARY SHOWN ON THIS MAP IS NOT BASED UPON A COMPLETE BOUNDARY SURVEY, BUT IS AN APPROXIMATE BOUNDARY COMPILED FROM AVAILABLE RECORD DATA. BEARINGS AND DISTANCES ARE SUBJECT TO CHANGE PENDING A FULL BOUNDARY SURVEY.

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EASEMENT INFORMATION:

1) EX. ROAD EASEMENT TO SHREVE (47 D 206) EXACT LOCATION IS NOT DEFINED OF RECORD.
2) EX. ROAD & UTILITY EASEMENT TO DIABLO VALLEY AREA GIRL SCOUT COUNCIL (4479 OR 59) EXACT LOCATION IS NOT DEFINED OF RECORD.
3) EX. ROADWAY EASEMENT (1387 OR 492). EXACT LOCATION IS NOT DEFINED OF RECORD.
4) EX. UTILITY TO EBMUD (1387 OR 497). EXACT LOCATION IS NOT DEFINED OF RECORD.
5) EX. "AGREEMENT FOR MAINTENANCE OF PRIVATE ROADWAY (5924 OR 121). SEE DOCUMENT FOR PARTICULARS.

REFERENCE INFORMATION:

A. RECORD OF SURVEY (64 LSM 31).
B. HAPPY VALLEY GLEN #2 (37 M 1).
C. BONES/FAUGIER DEED (2001-0245773).
D. GLEN RESERVOIR PROPERTIES AND RIGHT OF WAYS (MC-72) 6-23-1949.
E. GLEN RESERVOIR PROPERTY AND RIGHT OF WAY (5861-G) 3-4-1971.

NOTES:

SURROUNDING HOME AND LOT SIZES ARE OBTAINED FROM COUNTY TAX RECORDS AND ARE APPROXIMATE.

SURROUNDING HOME ELEVATIONS AND LOCATIONS ARE DERIVED FROM CONTRA COSTA COUNTY G.I.S. RECORDS, TERRA SERVER, AND FROM GOOGLE EARTH.

NOTE: AERIAL TOPOGRAPHY PROVIDED BY: ED REVILLA CONSULTANTS, FAIRFIELD, CA.

DATE: 12-31-12
DATE: 9-26-11
DATE: 1-12-11

CONTEXT MAP

PCL. 4, 64 LSM 31, APN 245-070-014
#1240 MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

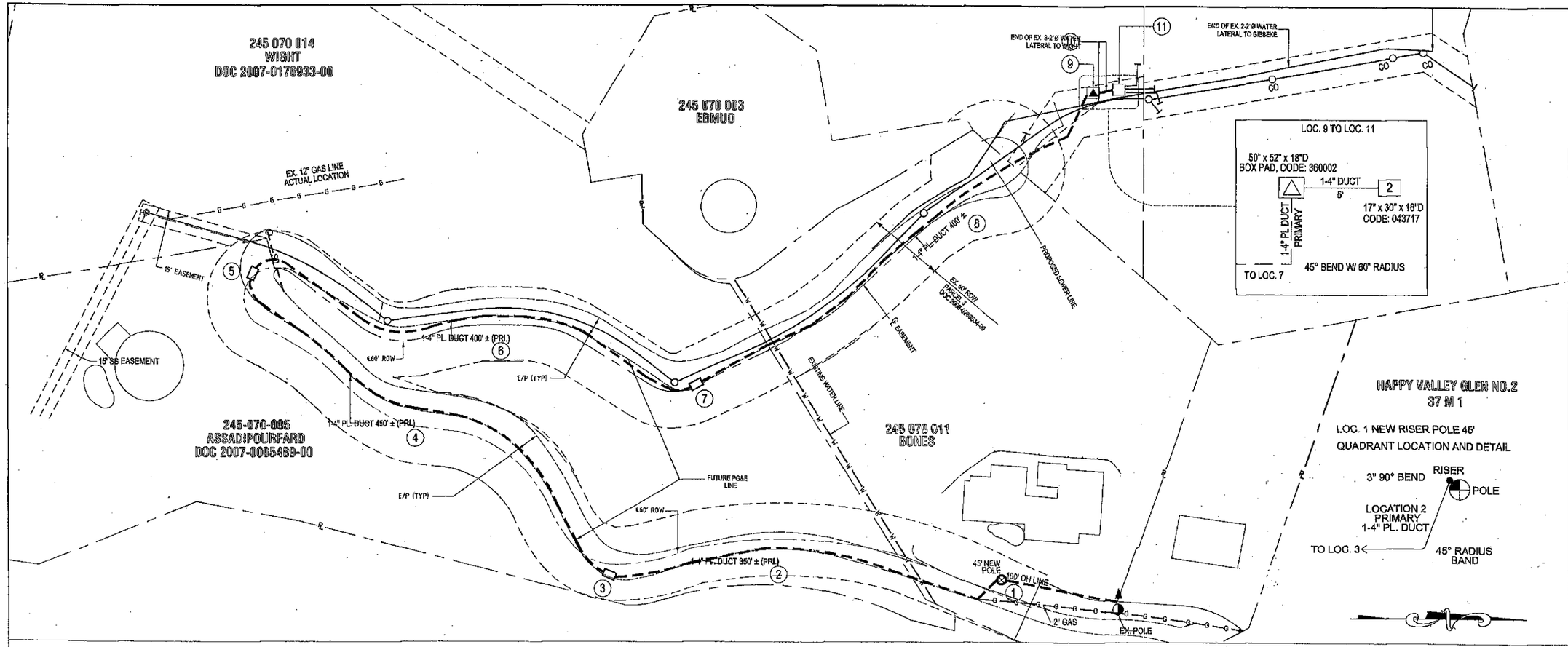
REGISTERED PROFESSIONAL ENGINEER HOWARD G. MARTIN No. 54357 EXP. 12-31-15 CIVIL STATE OF CALIFORNIA

FOR: STEVE AND LINDA WIGHT 21 NORTHRIDGE LANE LAFAYETTE, CALIFORNIA 94549

C0.1

BY HGM — JOB NO. 420-10
DATE: 31 DECEMBER, 2012 — SCALE 1" = 60'

#1240 MONTICELLO ROAD, LAFAYETTE, CA. APN 245-070-014 (611 E 4) JOB NO. 420-10 (WIGHT)

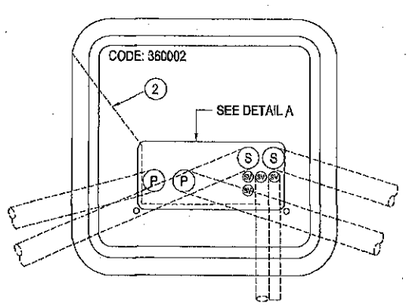


PROPOSED WORK:

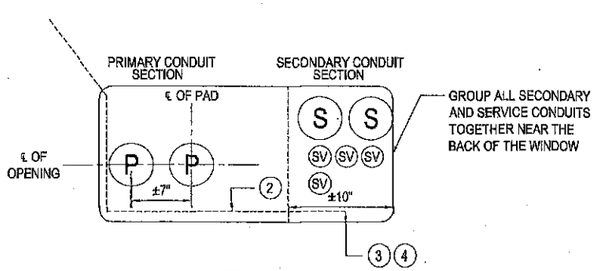
1. APPLICANT TO TRENCH, SUPPLY & INSTALL ALL SUBSTRUCTURES AND GROUNDS RODS ALL WORK AND MATERIALS TO BE INSPECTED BY PG&E PRIOR TO BACKFILLING. NOTIFY PG&E AT LEAST 48 HOURS BEFORE THE INSPECTION IS REQUIRED.
2. ALL PRIMARY CONDUIT BENDS ARE TO HAVE A 60" RADIUS EXCEPT VERTICAL (RISERS) MAY HAVE A 36" RADIUS. 3" AND 4" SEC'DY CONDUIT BENDS ARE TO HAVE A 36" RADIUS MIN. HOR. AND 24" RADIUS MIN. VERTICAL FOR SERV. CONDUIT BEND RADIUS SEE THE GREEN BOOK.
3. UTILITIES SHOWN ARE APPROXIMATE LOCATIONAND ARE FOR INFORMATION PURPOSES ONLY.

NOTES: RETAINING WALLS, BARRIERS AND CLEARANCES ARE THE APPLICANTS RESPONSIBILTY. PG&E WILL SUGGEST LOCATIONS WHERE BARRIERS OR RETAINING WALLS MAY BE REQUIRED BUT NOT ALL FIELD CONDITIONS CAN BE ACCOUNTED FOR ON THE SKETCHES ID FIELD CONDITION REQUIRE BARRIERS AND/OR RETAINING WALLS, THEY ARE TO BE INSTALLED. REFER TO THE GREEN BOOK, THEN IF NEEDED CONTACT THE PG&E INSPECTOR FOR MORE INFORMATION.

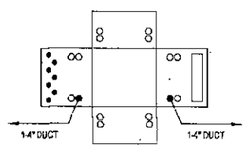
PLAN
SCALE: 1" = 40'



BOX PAD FOR PAD-MOUNTED TRANSFORMERS

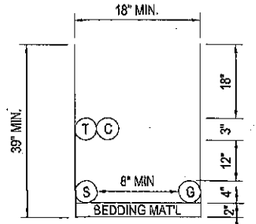


DETAIL A
PLACEMENT OF CONDUITS



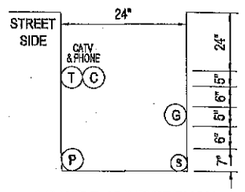
TYPICAL S/B DETAIL
@ LOC. 3,5 & 7 CODE: 025601
3'0" x 5'0" x 3'0"D
EXCAVATE: 5'0" x 7'0" x 5'0"D
ALLOWING FOR 6" OF COMPACTED 3/4" MINUS ROCK BASE

TYPICAL SERVICE TRENCH



(VIEW FACING DISTRIBUTION TRENCH)

TYPICAL DISTRIBUTION TRENCH
JOINT TRENCH



24" WIDE JOINT TRENCH
@ LOC. 2,4,6 & 8

MINIMUM SEPERATION AND CLEARANCE REQUIREMENTS

		G	DUCT T	DB T	C	S	P
G	(GAS)	-	12"	12"	12"	6"	12"
T	(TELEPHONE) DUCT	12"	-	1"	1"	12"	12"
T	(TELEPHONE) DIRECT BURY	12"	1"	-	1"	12"	12"
C	(CATV)	12"	1"	1"	-	12"	12"
S	(ELECTRIC SECONDARY)	6"	12"	12"	12"	-	3"
P	(ELECTRIC PRIMARY)	12"	12"	12"	12"	3"	-
SL	(STREETLIGHT)	6"	12"	12"	12"	1"	3"

PREPARED BY OR UNDER THE DIRECTION OF:

E.C. REVILLA
R.C.E. 32102
EXP. DATE: 12-31-08
TEL: (707) 803-7800

ED REVILLA CONSULTING
CIVIL • STRUCTURAL • SURVEYING
ED REVILLA - P.E. RCE 32102
2129 FOX GLEN DRIVE, FAIRFIELD, CA 94534
Tel. (707) 803-7800 FAX. (707) 399-6699
E-MAIL: edrevilla@gmail.com

UNDERGROUND UTILITIES PLAN

FOR: BEATRICE PROPERTIES INC.
APN-245-070-012
APN-245-070-013
APN-245-070-014

PROPOSED SINGLE FAMILY RESIDENCES
LAFAYETTE, CALIFORNIA

MONTICELLO RD.

DESIGN BY: MAP
CHECKED BY: ECR
JOB NUMBER:
DATE: SEP 11/08

REVISION

SHEET NO.
C1
OF 1 SHEETS

REFERENCE INFORMATION:

A. RECORD OF SURVEY (64 LSM 31).
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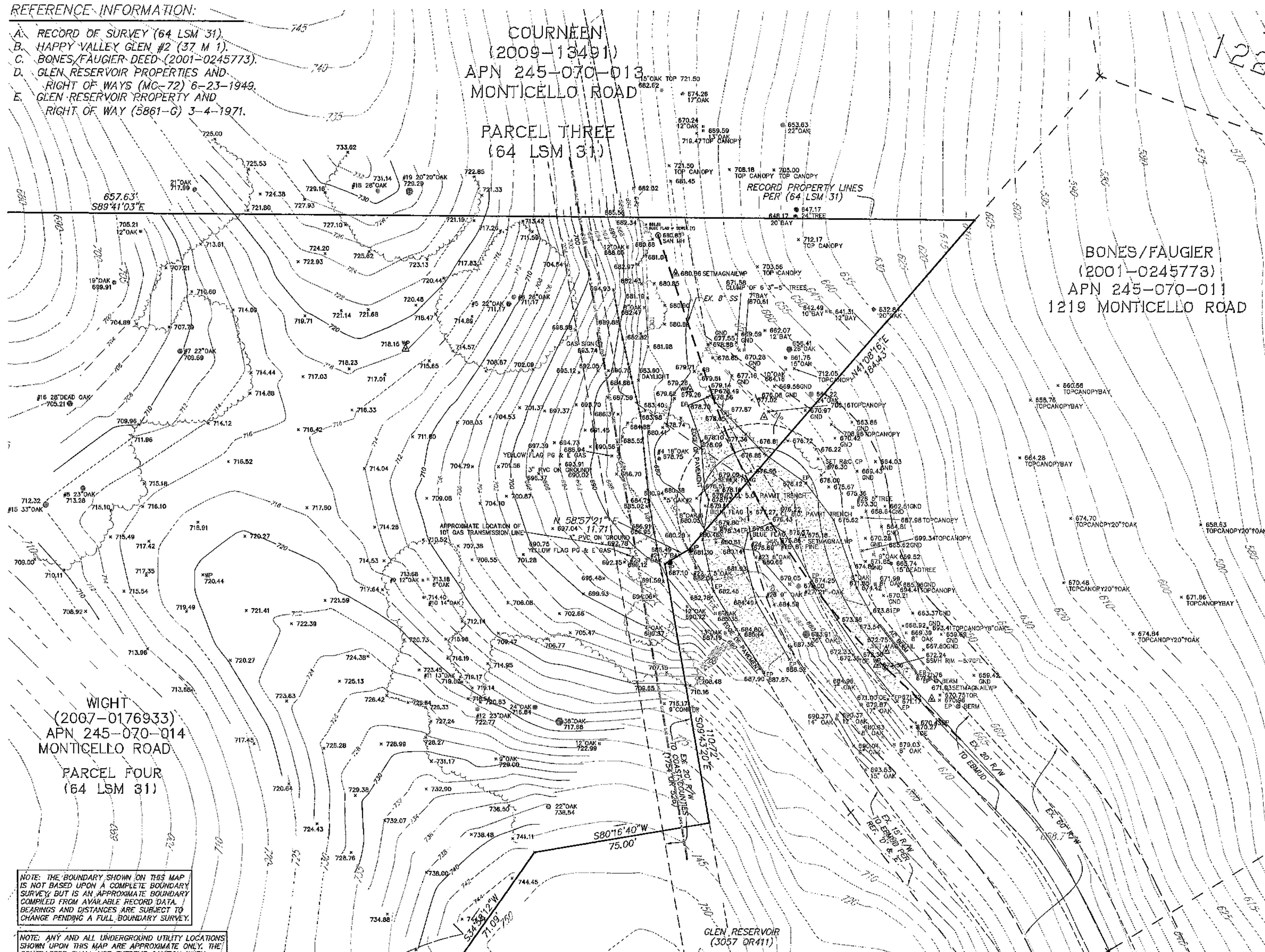
E. GLEN RESERVOIR PROPERTY AND RIGHT OF WAY (5861-G) 3-4-1971.



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BASIS OF BEARINGS

FOUND STREET MONUMENTS IN MONTICELLO ROAD AS SHOWN ON THE MAP OF HAPPY VALLEY GLEN #2 (37 M 1), CONTRA COSTA COUNTY RECORDS: BEARING TAKEN AS: NORTH 6°07'20"WEST.

BASIS OF ELEVATION

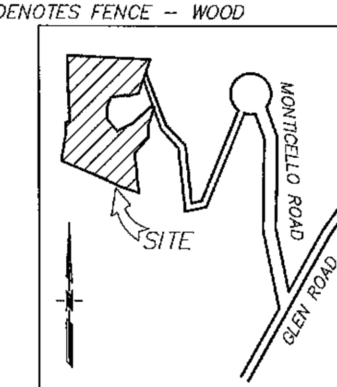
CONTRA COSTA COUNTY DATUM.
CONTRA COSTA COUNTY BENCHMARK #3527
ELEVATION 610.442

FIELD DATA

TOPOGRAPHIC DATA SHOWN ON THIS MAP HAS BEEN FIELD VERIFIED PER SURVEY, DATED APRIL 2010.
FIELD BOOK 522, PAGES 44-47, DATED 1-18-2007.
FIELD BOOK 522, PAGES 69-71, DATED 01-15-2007.

LEGEND

●	DENOTES FOUND EBMUD MONUMENT.
⊕	DENOTES SET 1/2" REBAR AS NOTED.
✱	DENOTES FD. NAIL AS NOTED.
¤	DENOTES SET NAIL AS NOTED.
×	DENOTES SURVEY SHOT
JP	DENOTES "JOINT UTILITY POLE"
TC	DENOTES "TOP OF CURB"
EP	DENOTES "EDGE OF PAVEMENT"
GM	DENOTES GAS METER
EM	DENOTES ELECTRIC METER
WM	DENOTES WATER METER
OHW	OVER HEAD UTILITY WIRES
TB	DENOTES "TOP OF BANK"
GB	DENOTES "GRADE BREAK"
TW	DENOTES TOP OF WALL
BW	DENOTES BOTTOM OF WALL
DL	DENOTES "DRIP LINE OF TREES"
SWI	DENOTES "STORM WATER INLET"
FW	DENOTES FENCE - WIRE
FWD	DENOTES FENCE - WOOD



LAFAYETTE, CALIFORNIA
VICINITY MAP
(NO SCALE)

SCALE: 1"=20'
GRAPHIC SCALE
0 20 40

TOPOGRAPHIC MAP
PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

REV.

LICENSED LAND SURVEYOR
HOWARD G. MARTIN
EXP. 6-30-14
No. 6690
STATE OF CALIFORNIA

FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C1.0

BY HGM FB P JOB NO. 420-10
DATE: 31 DECEMBER, 2012 SCALE 1" : 20'

MONTICELLO ROAD, LAFAYETTE, CA. APN 245-070-014 (611 E 4) JOB NO. 420-10 (WIGHT)

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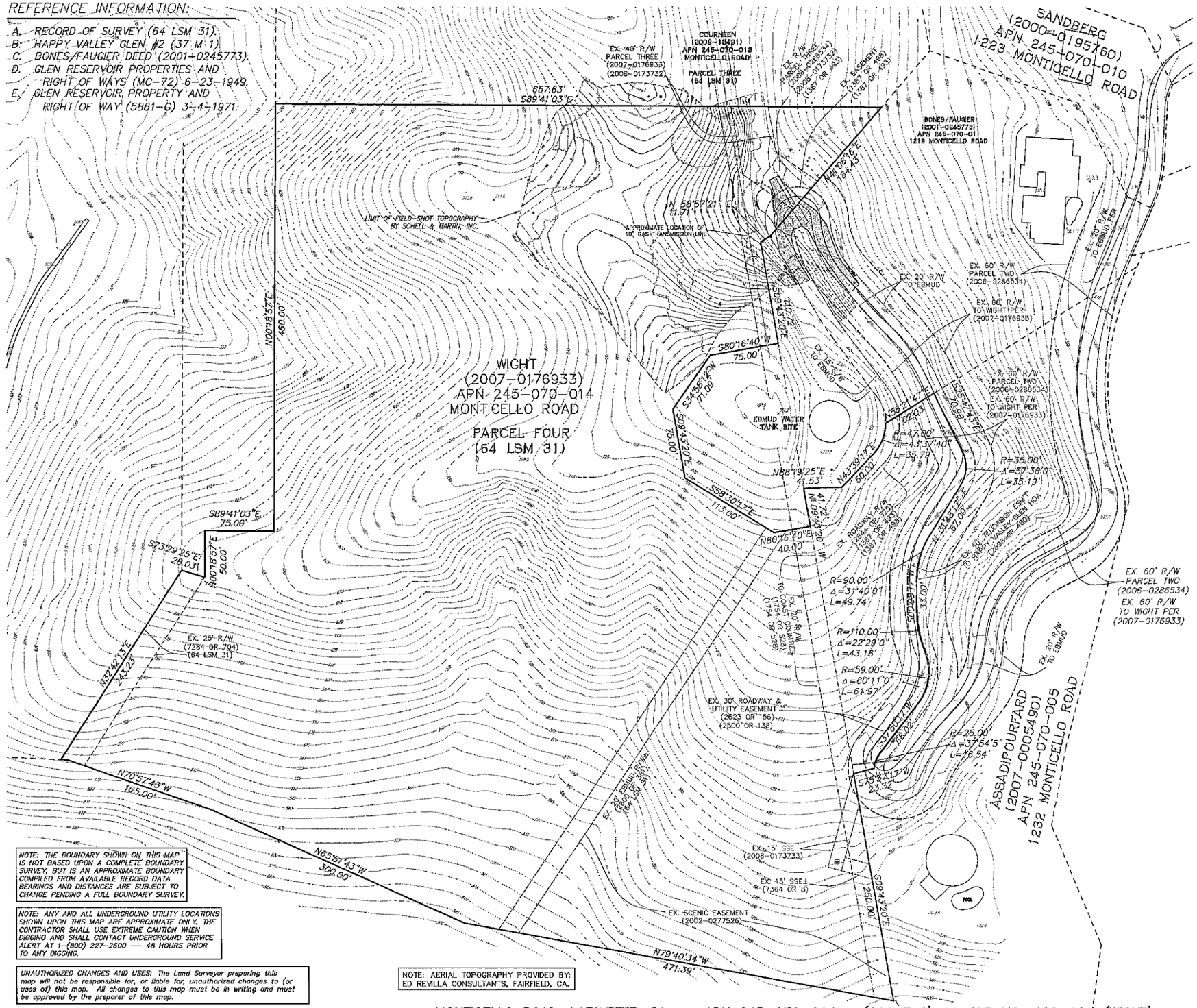

BASIS OF BEARINGS

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BASIS OF ELEVATION

CONTRA COSTA COUNTY DATUM.
CONTRA COSTA COUNTY BENCHMARK #3527
ELEVATION 610.442

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SWI	DENOTES "STORM WATER INLET"
FW	DENOTES FENCE – WIRE
FWD	DENOTES FENCE – WOOD

SCALE: 1" : 50'

GRAPHIC SCALE
0 50 100

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ED REVILLA CONSULTANTS, FAIRFIELD, CA.

MONTICELLO ROAD, LAFAYETTE, CA. APN 245-070-014 (611 E 4) JOB NO. 420-10 (WIGHT)

REV.

LICENSED LAND SURVEYOR
HOWARD C. MARTIN
EXP. 6-30-14
No. 6690
STATE OF CALIFORNIA

TOPOGRAPHIC MAP

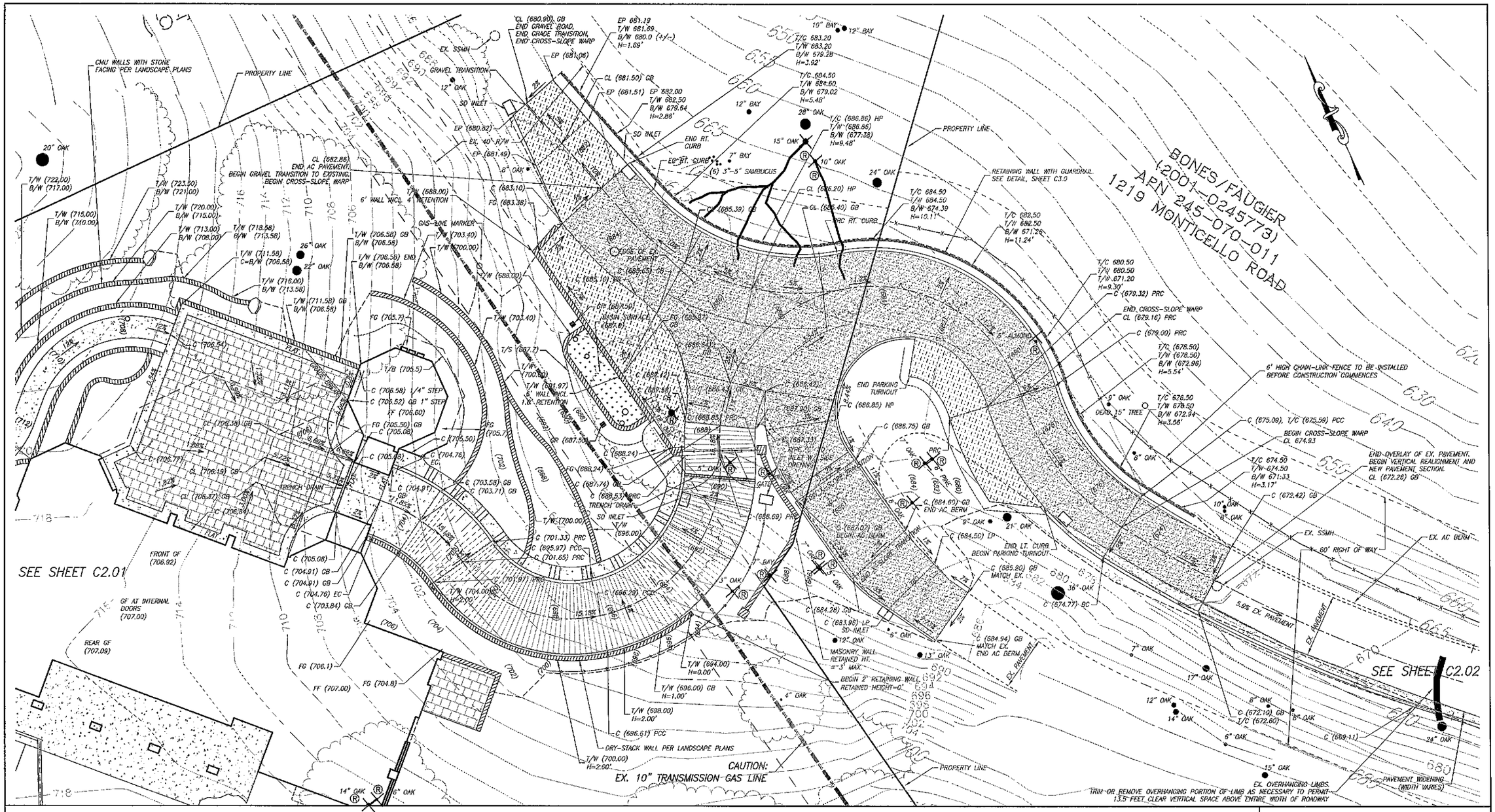
PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C1.1

BY HCM	FB P	JOB NO. 420-10
DATE: 31 DECEMBER, 2012		SCALE 1" : 50'



GRADING & DRAINAGE PLAN

PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

REGISTERED PROFESSIONAL ENGINEER
HOWARD C. MARTIN
No. 54357
EXP. 12-31-15
CIVIL
STATE OF CALIFORNIA

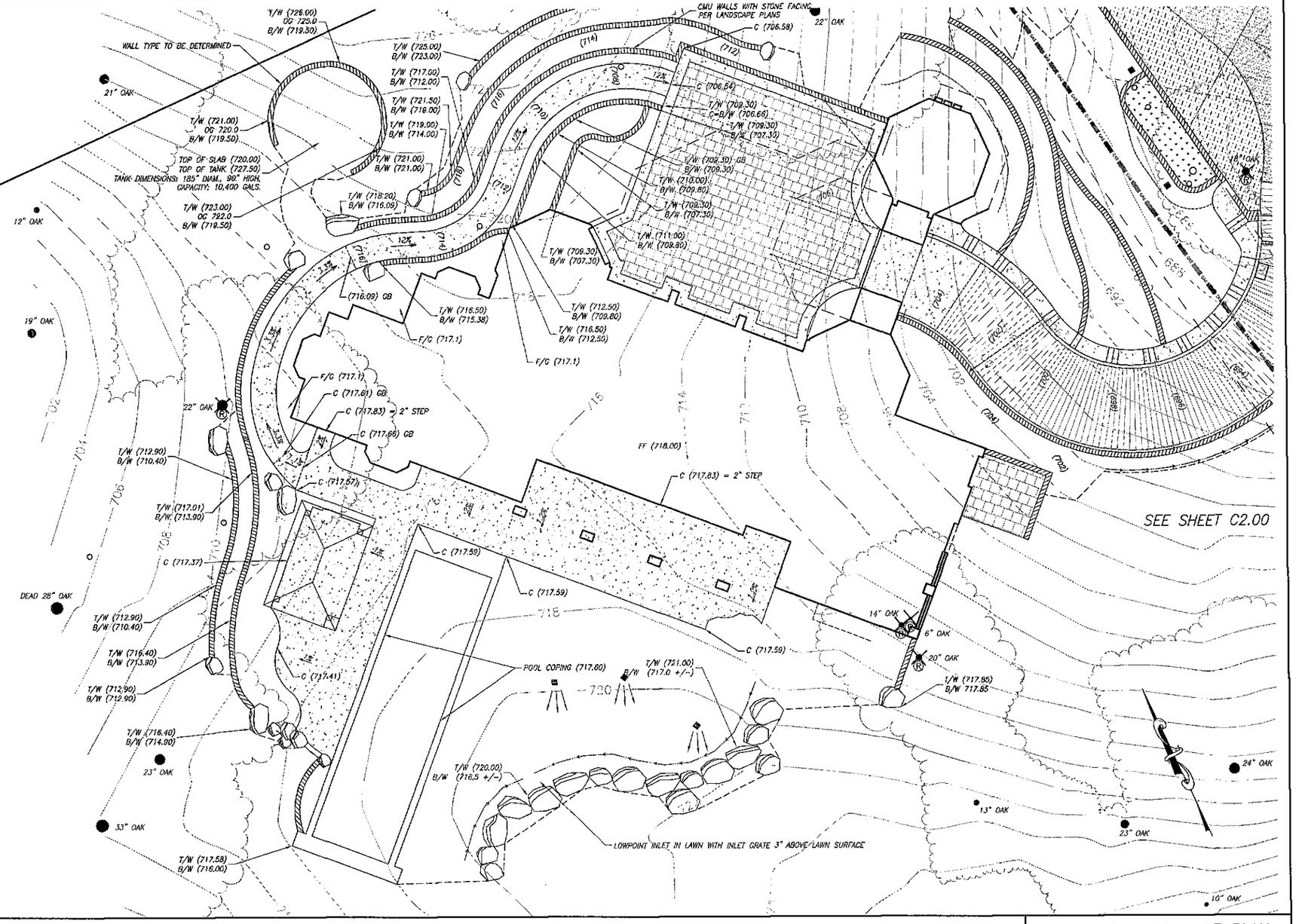
FOR: STEVE AND LINDA WRIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C2.00

BY HGM FB P JOB NO. 420-10
DATE: 15 OCTOBER, 2013 SCALE 1" = 10'

COURNEEN
(2009-13491)
APN 245-070-013
MONTICELLO ROAD

PARCEL THREE
(64 LSM 31)



PERMEABLE PAVERS

GROOVED CONCRETE PER FIRE DEPARTMENT STANDARDS. SLOPE GREATER THAN 16%

AC PAVEMENT

CONCRETE

GRAVEL ROAD / PARKING AREAS

BIORETENTION FILTER GARDEN

0 10 20 30

REVISED: MAY 5, 2014

REGISTERED PROFESSIONAL ENGINEER
HOWARD G. MARTIN
No. 54357
EXP. 12-31-15
CIVIL
STATE OF CALIFORNIA

GRADING & DRAINAGE PLAN

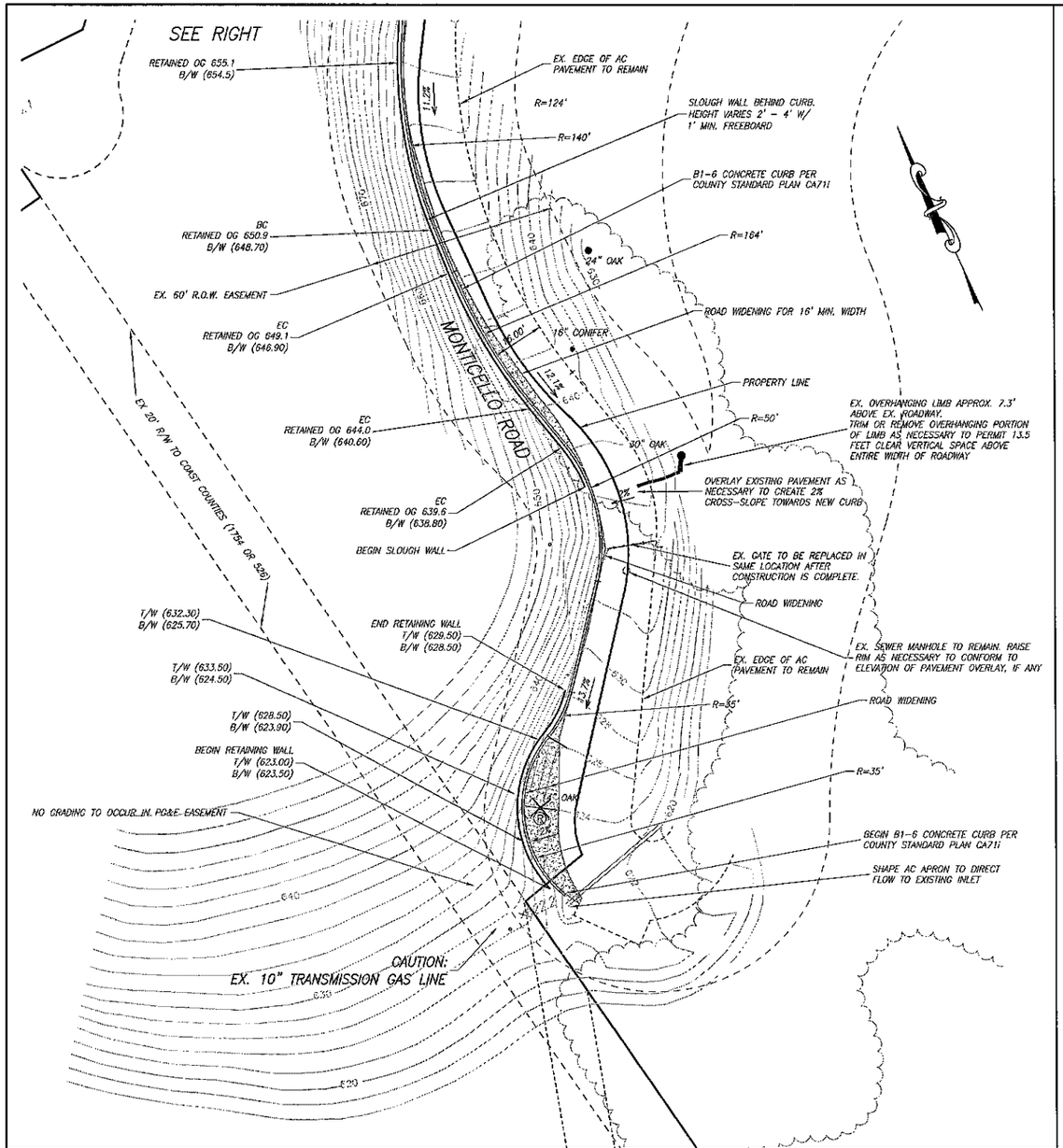
PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

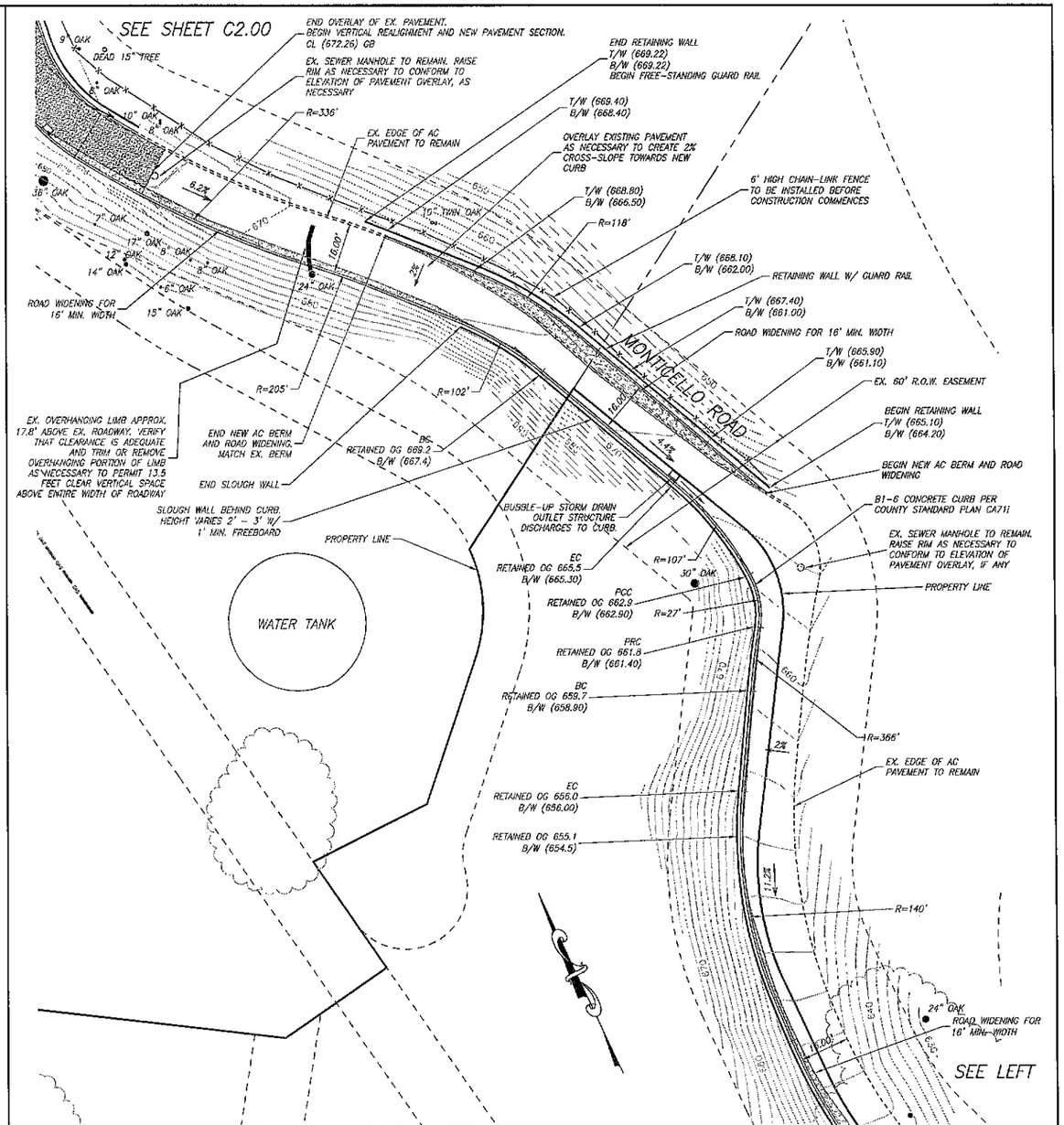
SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C2.01

BY HGM FB P JOB NO. 420-10
DATE: 15 OCTOBER, 2013 SCALE 1" = 10'





0 20 40 60

REVISED: MAY 5, 2014

REGISTERED PROFESSIONAL ENGINEER
HOWARD G. MARTIN
No. 54357
EXP. 12-31-15
CIVIL
STATE OF CALIFORNIA

ROAD WIDENING PLAN

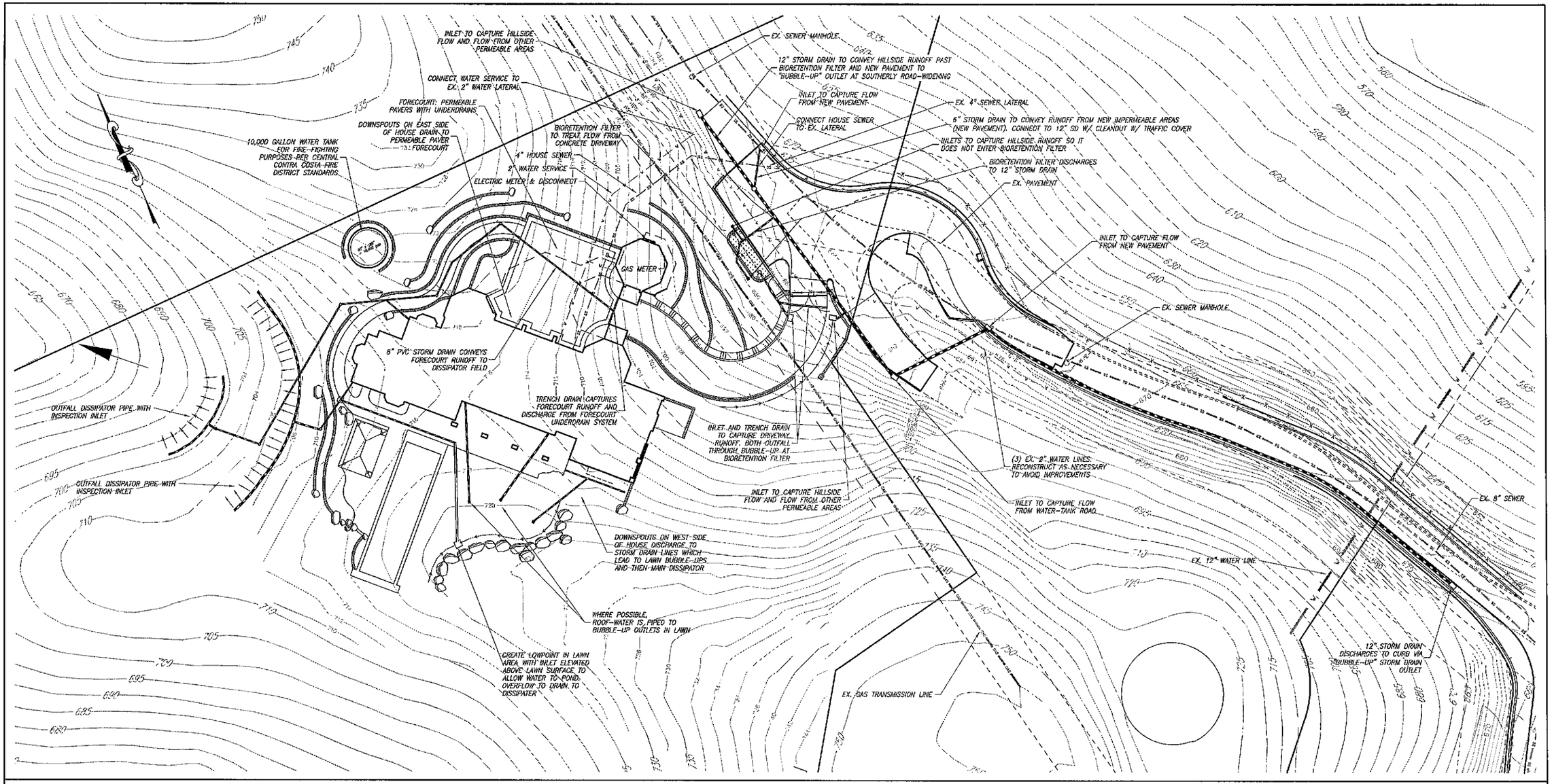
PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C2.02

BY HGM FB P JOB NO. 420-10
DATE: 15 OCTOBER, 2013 SCALE 1" = 20'



REVISED: MAY 5, 2014

REGISTERED PROFESSIONAL ENGINEER
HOWARD G. MARTIN
No. 54357
EXP. 12-31-15
CIVIL
STATE OF CALIFORNIA

SEWER & STORM DRAIN PLAN

PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C2.1

BY HGM FB P JOB NO. 426-10
DATE: 15 OCTOBER, 2013 SCALE 1" = 20'

ROSE LN.

EX. HOUSE

EX. HOUSE

EX. HOUSE

EX. HOUSE

EX. SEASONAL CREEK

EX. HEADWALL

EX. CONCRETE DITCH

EX. DRAINAGE CHANNEL

STORM DRAINS OUTFALL AT HORIZONTAL DISSIPATOR PIPES

PERMEABLE PAVEMENT WITH UNDERDRAINS DRAINS WESTERLY TO DISSIPATOR

INLET TO CAPTURE HILLSIDE FLOW AND FLOW IN EX. DIRT ROAD

12" STORM DRAIN

BIORETENTION FILTER TREATS RUNOFF FROM IMPERMEABLE DRIVEWAY AND NEW PORTION OF ROAD. TREATED RUNOFF IS DIRECTED TO MAIN 12" STORM DRAIN.

EX. HOUSE

12" STORM DRAIN

EX. 10" GAS LINE

EX. WATER TANK

PROPERTY LINE

PROPERTY LINE

FLOW FROM NEW STORM DRAIN SYSTEM EMERGES FROM "DOUBLE-UP" STORM DRAIN OULET TO NEW CURB.

TO EX. STORM DRAIN INLET

EX. PRIVATE ROAD

EX. ROADSIDE SWALE

RUNOFF FLOWS ALONG NEW CURB

EX. STORM DRAIN

RUNOFF FLOWING ALONG NEW CURB IS DIRECTED TO EXISTING INLET

EX. HOUSE

EX. HOUSE

0 50 100 150

PROPOSED STORM DRAIN

REVISED: MAY 5, 2014
11 OCTOBER, 2013

REGISTERED PROFESSIONAL ENGINEER
HOWARD G. MARTIN
No. 54357
EXP. 12-31-15
CIVIL
STATE OF CALIFORNIA

STORM DRAIN OVERVIEW

PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

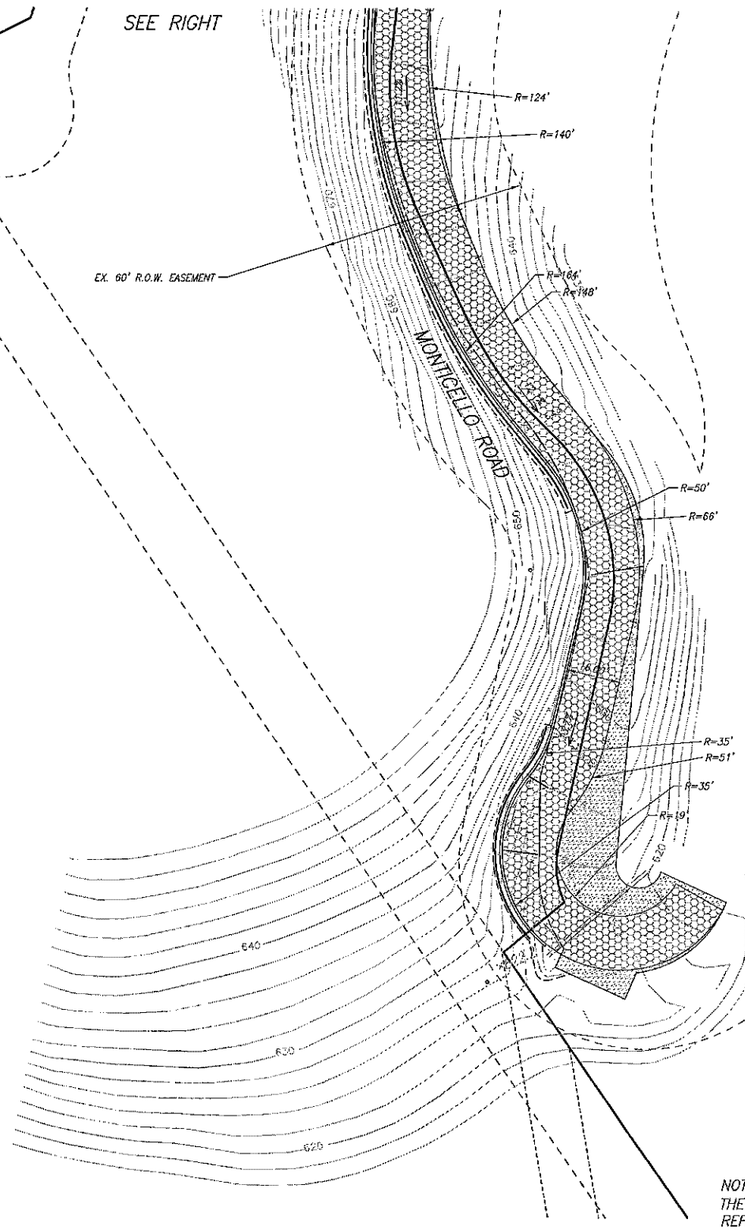
SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3337 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C2.2

BY HGM FB P JOB NO. 420-10

DATE: 15 OCTOBER, 2013 SCALE 1" = 50'

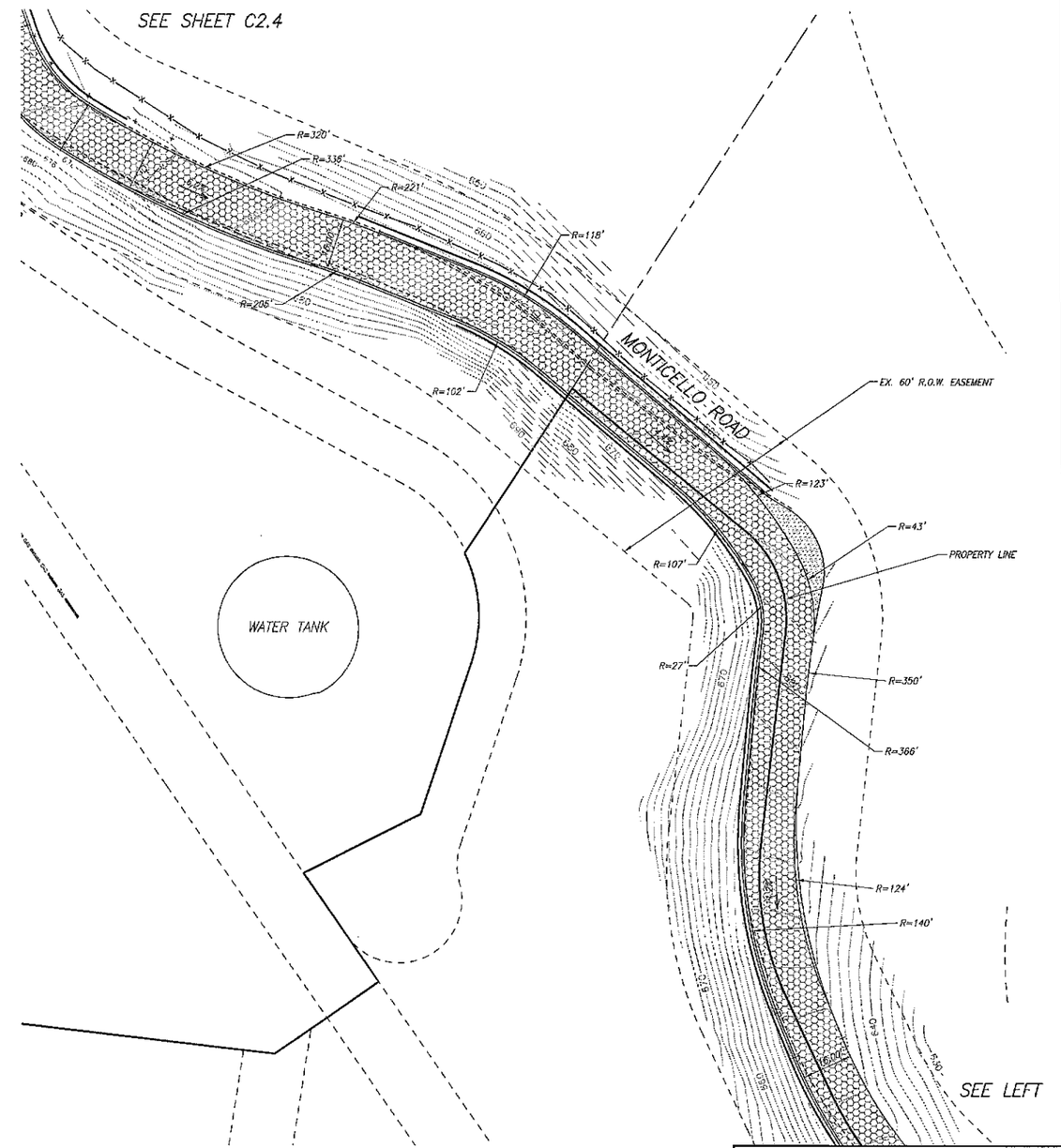


NOTE:
THE REQUIRED 16' WIDE FIRE ENGINE PATH REFLECTS THE PROPOSED ROAD WIDENING AS SHOWN ON SHEETS C2.00 & C2.02

LEGEND

16' WIDE FIRE ENGINE PATH AFTER COMPLETION OF PROPOSED ROAD WIDENING

ADDITIONAL CONCRETE, ASPHALT OR OTHER HARD SURFACE OUTSIDE REQUIRED FIRE ENGINE PATH



0 20 40 60

REVISED: MAY 5, 2014

REGISTERED PROFESSIONAL ENGINEER
HOWARD G. MARTIN
No. 54357
EXP. 12-31-15
CIVIL
STATE OF CALIFORNIA

FIRE ENGINE ACCESS EXHIBIT

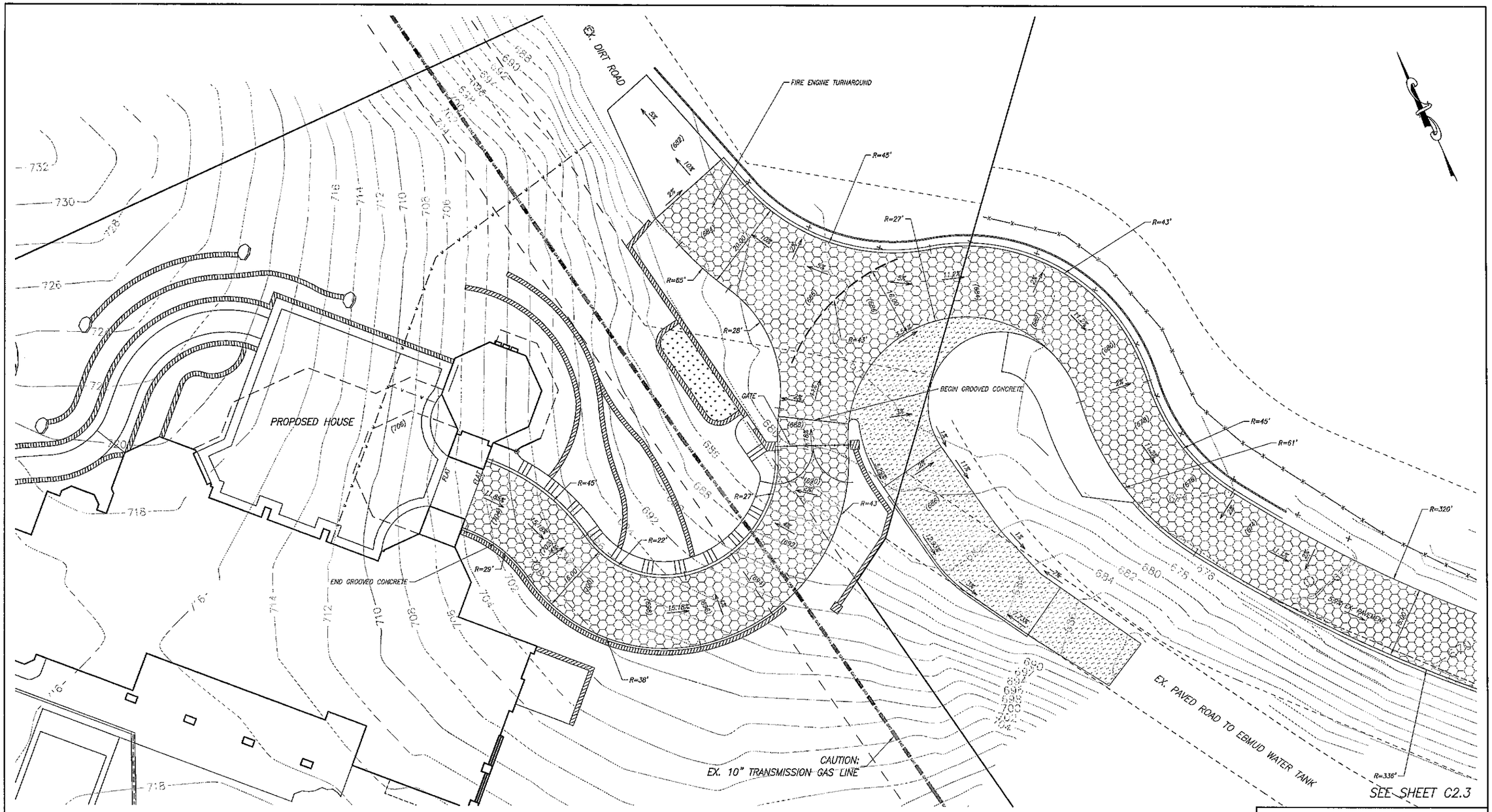
PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C2.3

BY HGM FB P JOB NO. 420-10
DATE: 15 OCTOBER, 2013 SCALE 1" = 20'



LEGEND

16' WIDE FIRE ENGINE PATH AFTER COMPLETION OF PROPOSED ROAD WIDENING AND DRIVEWAY IMPROVEMENTS

ADDITIONAL CONCRETE, ASPHALT OR OTHER HARD SURFACE OUTSIDE REQUIRED FIRE ENGINE PATH

BC	BEGIN CURVE
EC	END CURVE
GB	GRADE BREAK
HP	HIGH POINT
LP	LOW POINT
LT.	LEFT
PCC	POINT OF COMPOUND CURVATURE
PRC	POINT OF REVERSE CURVATURE
R	RADIUS
RT.	RIGHT

0 10 20 30

NOTE:
THE REQUIRED 16' WIDE FIRE ENGINE PATH REFLECTS THE PROPOSED ROAD WIDENING AS SHOWN ON SHEETS C2.00 & C2.02

REGISTERED PROFESSIONAL ENGINEER
HOWARD G. MARTIN
No. 54357
EXP. 12-31-15
CIVIL
STATE OF CALIFORNIA

FIRE ENGINE ACCESS EXHIBIT

PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
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CONTRA COSTA COUNTY, CALIFORNIA

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
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FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C2.4

BY HGM FB P JOB NO. 420-10
DATE: 15 OCTOBER, 2013 SCALE 1" = 10'

1. END EAST BERM. LOOKING UPHILL TO SOUTH

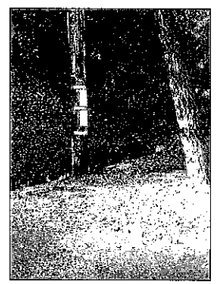
2. BEGIN WEST BERM. LOOKING DOWNHILL TO NORTH

3. EAST BERM. LOOKING DOWNHILL TO NORTHEAST

4. LOOKING UPHILL

5. FAILED PAVEMENT AT CULVERT ENTRANCE. LOOKING WEST

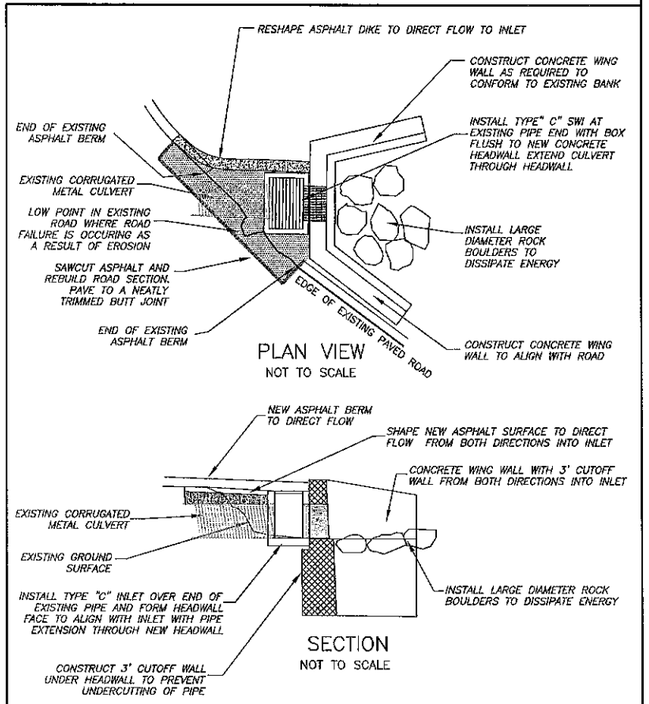
5A. CLOSE-UP OF FAILED PAVEMENT



6. TWO CULVERTS UNDER DRIVEWAY. LOOKING NORTHWEST

7. WATER FLOW AND PONDING IN MIDDLE OF STREET

(5) → PHOTOGRAPH LOCATION. CIRCLE IS AT POSITION OF CAMERA. ARROW POINTS IN DIRECTION OF PHOTO



PROPOSED HEADWALL AND PAVEMENT RECONSTRUCTION

0 20 40 60

CONCEPTUAL OFFSITE DRAINAGE IMPROVEMENTS

PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

REVISED JUNE 12, 2014

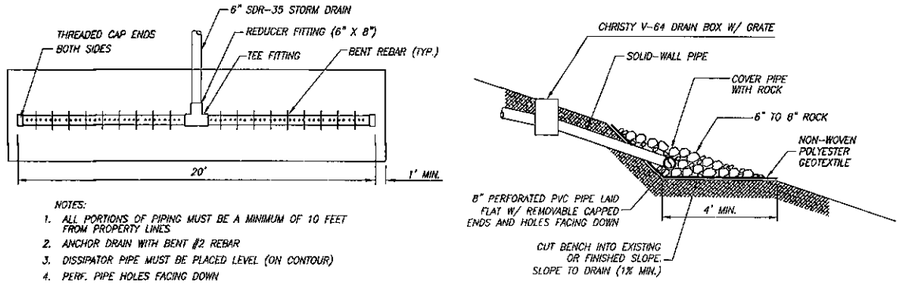
SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

REGISTERED PROFESSIONAL ENGINEER — HOWARD G. MARTIN — No. 54357 — EXP. 12-31-15 — CIVIL — STATE OF CALIFORNIA

FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C2.5

BY HGM FB P JOB NO. 420-10
DATE: 15 OCTOBER, 2013 SCALE 1" = 50'



NOTES:

1. ALL PORTIONS OF PIPING MUST BE A MINIMUM OF 10 FEET FROM PROPERTY LINES
2. ANCHOR DRAIN WITH BENT #2 REBAR
3. DISSIPATOR PIPE MUST BE PLACED LEVEL (ON CONTOUR)
4. PERF. PIPE HOLES FACING DOWN
5. PERIODIC MAINTENANCE IS REQUIRED TO KEEP DISSIPATOR FREE FROM BLOCKAGE

C — WATER DISPERSION SYSTEM

NO SCALE

STORM DRAIN NOTES

ALL STORM DRAINS AND SUBDRAINS TO BE PVC SDR-35.

CATCH-BASIN TYPES PER LANDSCAPE PLANS.

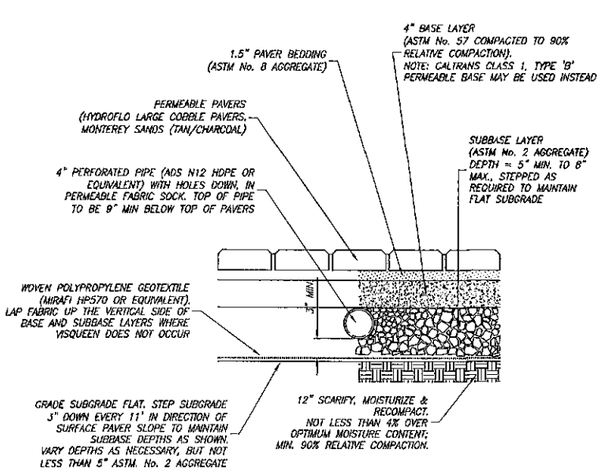
CONNECT TO ROOF DOWNSPOUTS AT LOCATIONS TO BE DETERMINED BY CONTRACTOR.

CONSTRUCT CLEANOUTS AT ALL JUNCTIONS, AT EVERY 50' AND AT ALL ELBOWS 45° OR SHARPER.

MAIN SD OUTLET IS A DISPERSION FIELD AS SHOWN. INVERT ELEVATIONS ARE NOT SHOWN, BUT ARE TO BE DETERMINED BY CONTRACTOR.

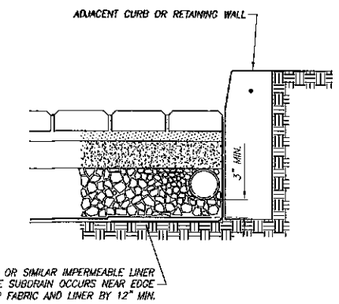
MAINTAIN 0.5% MINIMUM SLOPE ON 6" AND 8" PIPES, 1% ON 4" PIPES.

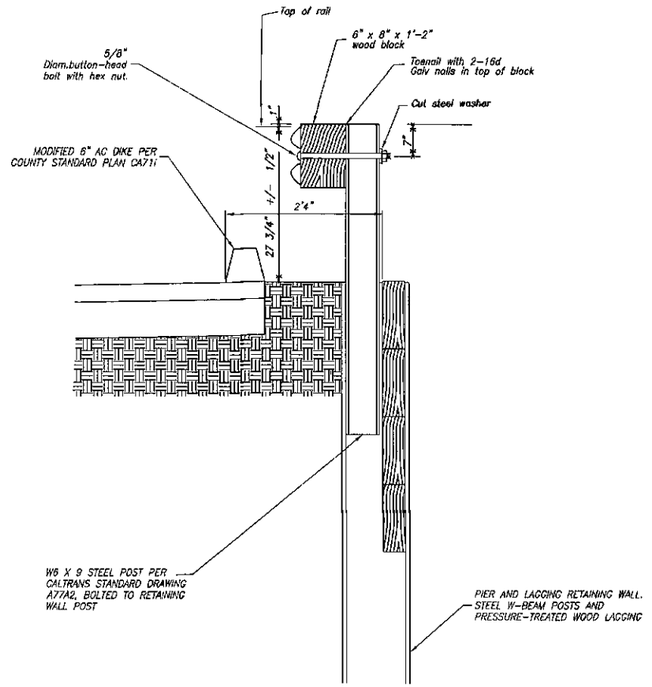
ALL STORM DRAIN GRATE ELEVATIONS SHOWN ARE TO BE CONFIRMED BY THE CONTRACTOR AND ADJUSTED FOR FINISHED GROUND CONDITIONS AS NECESSARY.



B — SECTION THROUGH PARKING AREA

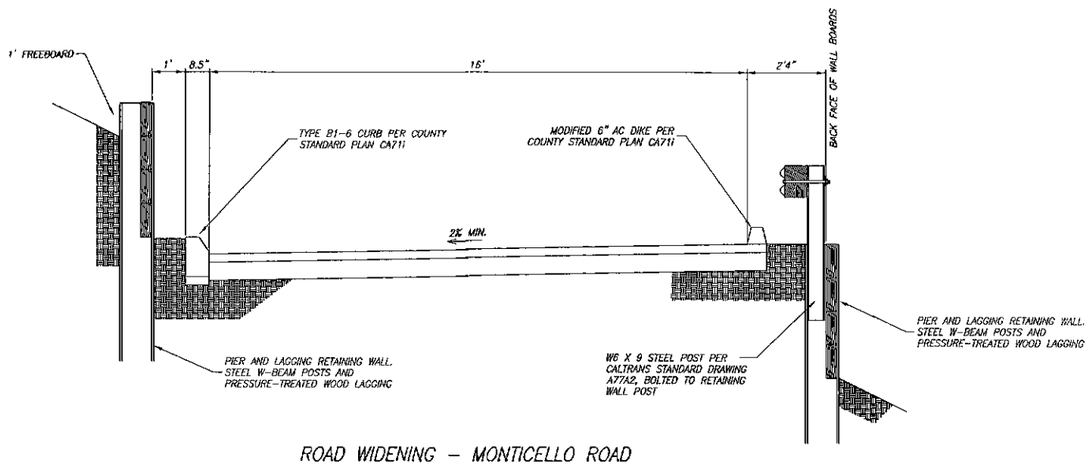
NOT TO SCALE





METAL BEAM GUARD RAILING

NOT TO SCALE



ROAD WIDENING – MONTICELLO ROAD

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
HOWARD G. MARTIN
No. 54357
EXP. 12-31-15
CIVIL
STATE OF CALIFORNIA

DETAILS

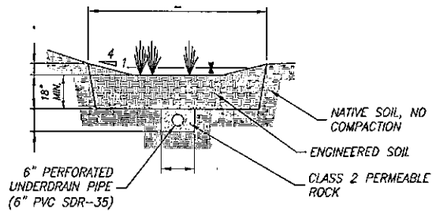
PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

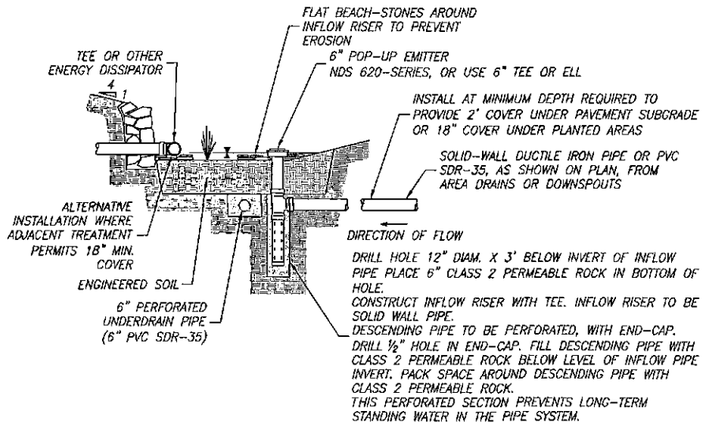
C3.0

BY HGM	FB P	JOB NO. 420-10
DATE: 15 OCTOBER, 2013		SCALE: NONE



BIORETENTION FILTER

NOT TO SCALE



BIORETENTION FILTER INFLOW PIPES

NOT TO SCALE

INFLOW PIPE NOTES

1. DO NOT CONNECT STORM DRAIN INFLOW PIPES TO UNDERDRAIN.
2. MINIMUM SLOPE MEASURED FROM TOP OF GRATE OF AREA DRAIN (OR DOWNSPOUT DRAIN) TO TOP OF EMITTER SHALL BE 1% (4" PIPE) OR 0.5% (6" PIPE)
3. MINIMUM INFLOW PIPE SLOPE SHALL BE 1% (4" PIPE) OR 0.5% (6" PIPE)
4. MINIMUM UNDERDRAIN PIPE SLOPE SHALL BE 0.5% (6" PIPE)
5. LOW POINT OF STORM DRAIN INFLOW PIPE SHALL BE AT INFLOW RISER LEADING TO EMITTER.
6. INSTALL OVERFLOW RISER AS SHOWN IN DETAIL 'D'

BIORETENTION FILTER NOTES

1. SWALE SHALL BE GRADED TO DRAIN TOWARD OUTLET AT A MINIMUM SLOPE 0.2%
2. PLANTINGS MAY INCLUDE TREES.
3. INSTALL PERFORATED PIPE WITH PERFORATIONS DOWN.
4. NO FILTER FABRIC TO BE USED.
5. INSTALL CAPPED CLEANOUTS AT UNDERDRAIN ENDS.
6. SOIL MIXTURE SHALL BE AS FOLLOWS:

SOILS FOR BIOTREATMENT OR BIORETENTION AREAS SHALL MEET TWO OBJECTIVES:

1. BE SUFFICIENTLY PERMEABLE TO INFILTRATE RUNOFF AT A MINIMUM RATE OF 5" PER HOUR DURING THE LIFE OF THE FACILITY, AND
2. HAVE SUFFICIENT MOISTURE RETENTION TO SUPPORT HEALTHY VEGETATION.

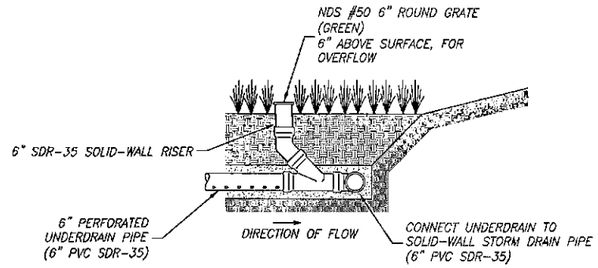
BIORETENTION SOILS SHALL:

A. ACHIEVE A LONG-TERM, IN-PLACE INFILTRATION RATE OF AT LEAST 5 INCHES PER HOUR.
B. SUPPORT VIGOROUS PLANT GROWTH.
C. CONSIST OF THE FOLLOWING MIXTURE OF FINE SAND AND COMPOST, MEASURED ON A VOLUME BASIS:

60%-70% SAND
30%-40% COMPOST

FOR MORE DETAILED INFORMATION, SEE

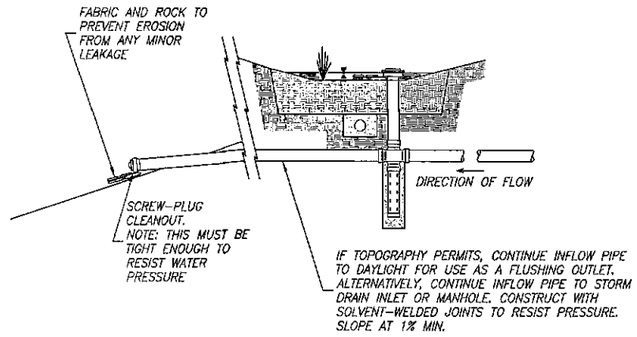
"STORMWATER C.3 GUIDEBOOK" 6th EDITION, AT CCC.CLEANWATER.ORG
PPENDIX 'B', ATTACHMENT 'L' "SPECIFICATION OF SOILS FOR BIOTREATMENT OR BIORETENTION FACILITIES"



NUMBERS REFER TO NDS DRAINAGE PRODUCTS.
THESE NDS NUMBERS ARE SHOWN ONLY AS A GUIDE.
IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE CORRECT PRODUCT NUMBER AND APPLICATION.

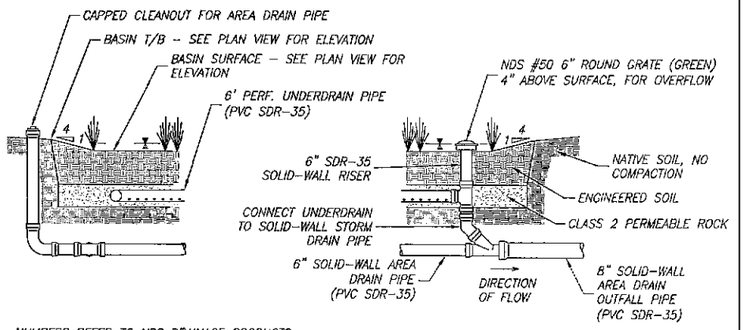
BIORETENTION FILTER OUTFLOW PIPE

NOT TO SCALE



INFLOW PIPE FLUSHING INLET

NOT TO SCALE



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BIORETENTION FILTER OUTLET WITH STORM DRAIN PIPE UNDERNEATH

NOT TO SCALE

REGISTERED PROFESSIONAL ENGINEER
HOWARD G. MARTIN
No. 54357
EXP. 12-31-15
CIVIL
STATE OF CALIFORNIA

DETAILS

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MONTICELLO ROAD
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SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
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C3.1

BY HGM FB P JOB NO. 420-10
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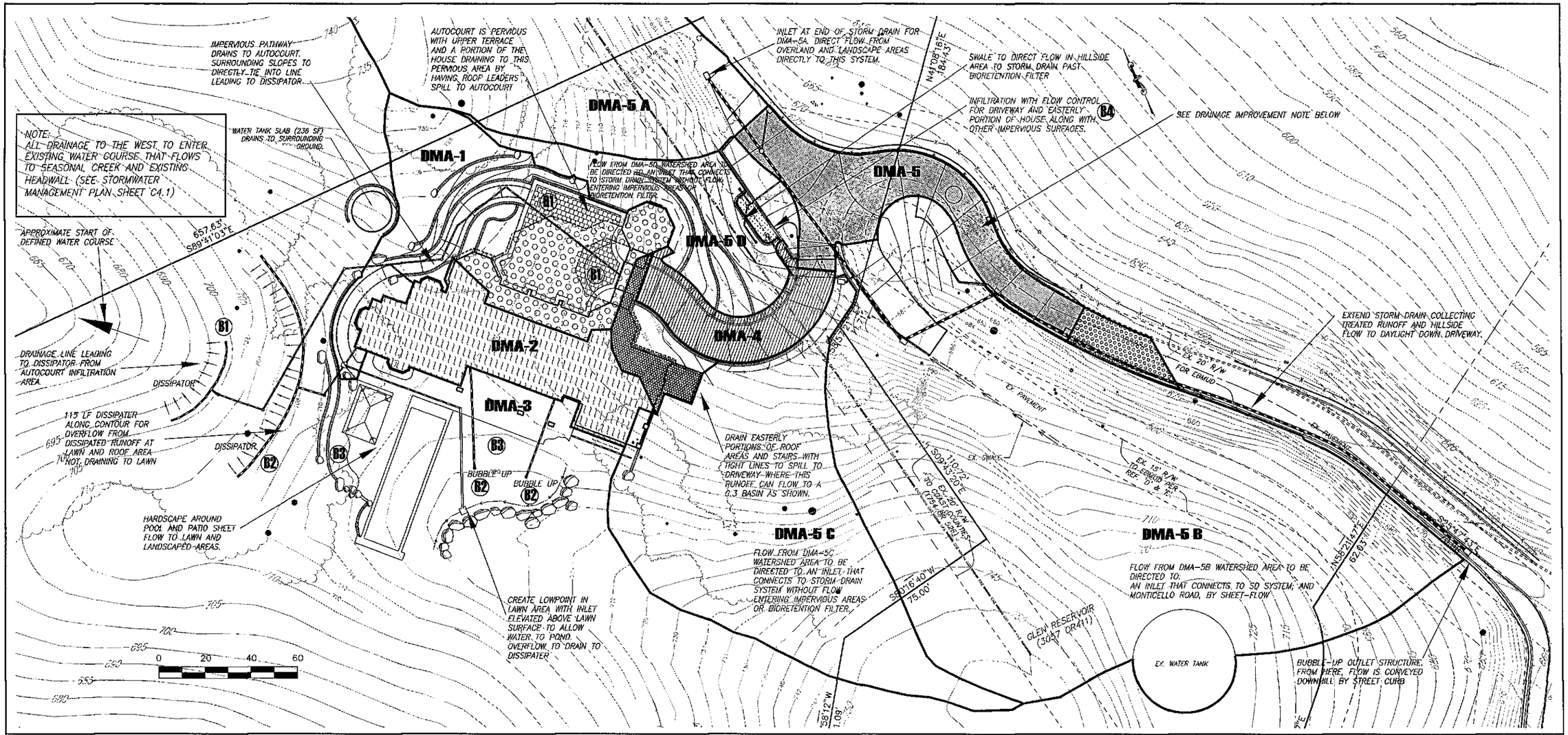


DRAINAGE MANAGEMENT AREAS

DMA-1 (B1) PERVIOUS AUTOCOURT TO PROVIDE RETENTION FOR NORTHERLY PORTIONS OF HOUSE AND PAVEMENT AREAS WITHIN THE AUTOCOURT. UNDERDRAINS AT TOP OF ROCK STORAGE LAYER IN AUTOCOURT TO CARRY EXCESS RUNOFF TO HILLSIDE DISSIPATION. DISSIPATOR TO BE LOCATED TO DIRECT RUNOFF INTO EXISTING WATERCOURSE DRAINING TO SEASONAL CREEK.

PERVIOUS PAVING SYSTEM (TOTAL SURFACE AREA INDICATED HERE)	1,765 SF
PORTION OF PERVIOUS AUTOCOURT NOT COVERED BY TERRACE	965 SF

IMPERVIOUS AREAS	
ROOF AND TERRACE DRAINING TO AUTOCOURT	2,991 SF
IMPERVIOUS PATHWAY DRAINING TO AUTOCOURT	657 SF
TOTAL IMPERVIOUS AREA	3,648 SF
PERVIOUS AREAS	
PERVIOUS AREA NOT DRAINING TO AUTOCOURT BUT TO DISSIPATOR	3,717 SF
PERVIOUS AREA DRAINING TO AUTOCOURT	687 SF
TOTAL PERVIOUS AREA	4,404 SF
TOTAL AREA, PERVIOUS AND IMPERVIOUS IN DMA-1	**8,052 SF**

DMA-2 (B2) THAT PORTION OF THE HOUSE THAT CANNOT DRAIN TO THE PERVIOUS COURT YARD DRAINS TO BUBBLE UPS IN LAWNS AND LARGE DISSIPATER ABOVE WATERCOURSE 4,180 SF

NO FACILITY PROVIDED: DRAINS TO DISSIPATER AND WATER COURSE WITH SOME ROOF AREAS DRAINING TO BUBBLE-UPS IN LANDSCAPING AND LAWN WITH OVERFLOW TO LARGE WESTERLY DISSIPATOR ABOVE WATERCOURSE

DMA-3 (B3) HARDSCAPE, PATIO, POOL DECK, PATHWAY AND POOL HOUSE SHEET FLOW TO LAWN AND LANDSCAPE AREAS
TOTAL IMPERVIOUS SURFACE AREA 3,720 SF

DMA-4 (B4) EASTERLY PORTION OF HOUSE AND HARD SURFACES DRAINING TO DRIVEWAY 859 SF
DRIVEWAY AREA 2,032 SF
FACILITY PROVIDED: C.3 TYPE BASIN WITH FLOW CONTROL
C.3 TYPE BASIN WITH FLOW CONTROL USING SIZING FACTOR OF 0.05 (2,032 + 859) x 0.05 = 145 SF. AREA PROVIDED = 153 SF

DMA-5 IMPERVIOUS AC PAVEMENT IN ROAD & FIRE DEPARTMENT TURNAROUND AREA 4,824 SF

5A PERVIOUS HILLSIDE AREA TO BE DIRECTED TO STORM DRAIN, THEN TO STREET GUTTER FLOW 52,175 SF

5B PERVIOUS HILLSIDE AREA TO BE DIRECTED TO STORM DRAIN, THEN TO STREET GUTTER FLOW 32,624 SF

5C PERVIOUS HILLSIDE AREA TO BE DIRECTED TO TIGHT LINE SYSTEM SO AS TO PREVENT COMMINGLING WITH RUNOFF FROM IMPERVIOUS CONCRETE AREAS 12,972 SF

5D PERVIOUS HILLSIDE AREA TO BE DIRECTED TO TIGHT LINE SYSTEM SO AS TO PREVENT COMMINGLING WITH RUNOFF FROM IMPERVIOUS CONCRETE AREAS 3,585 SF

NOTE: BECAUSE OF THE CONSTRAINTS OF TREE-PRESERVATION AND STEEPNESS OF THE EXISTING HILLSIDE, IT IS PROPOSED THAT, INSTEAD OF CONSTRUCTING A SECOND BIORETENTION FACILITY ADJACENT TO MONTICELLO ROAD TO TREAT THE RUNOFF FROM DMA-5, THE APPLICANT CONSTRUCTS DRAINAGE AND ROADWAY IMPROVEMENTS AT THE FAILING PORTION OF MONTICELLO ROAD NEAR THE INTERSECTION OF MONTICELLO COURT AS SHOWN CONCEPTUALLY ON SHEET C2.5

STORMWATER MANAGEMENT PLAN

PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

REVISED MAY 2, 2014

REGISTERED PROFESSIONAL ENGINEER HOWARD C. MARTIN No. 54357 EXP. 12-31-15 CIVIL STATE OF CALIFORNIA

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
LAFAYETTE, CALIFORNIA 925-283-8111

FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C4.0

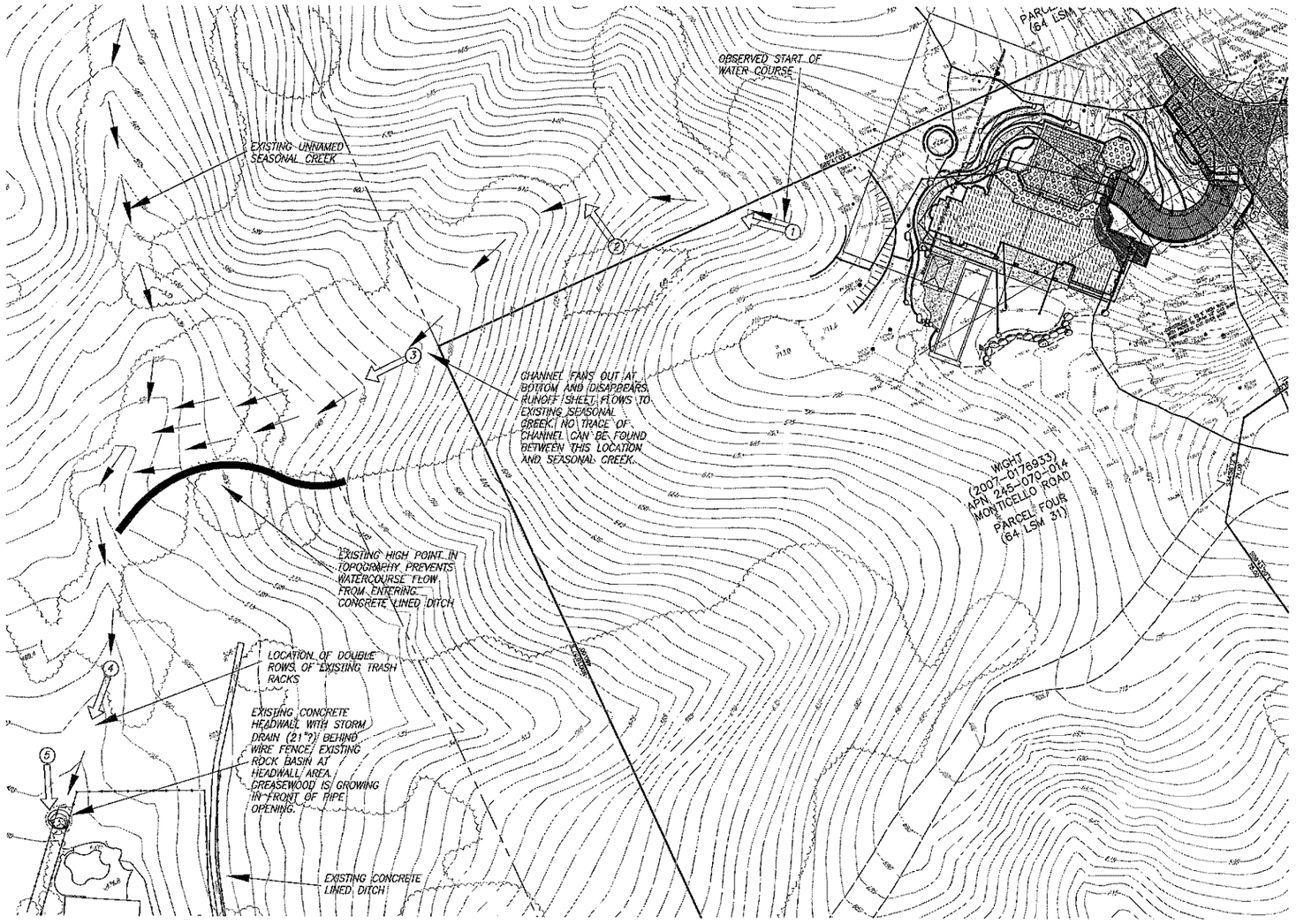
BY HGM FB P JOB NO. 420-10
DATE: 15 OCTOBER, 2013 SCALE 1" = 20'

1. START OF WATER COURSE LOOKING DOWNHILL

2. VIEW LOOKING DOWN INTO WATER COURSE.

3. FAN AREA AT END OF CHANNEL LOOKING WESTERLY

4. VIEW LOOKING DOWNSTREAM TOWARDS HEADWALL IN SEASONAL CREEK SHOWING TRASH RACKS.



5. HEADWALL AND STORM DRAIN (ENTRANCE OBSCURED BY VEGETATION IN PHOTO)

REVISED MAY 2, 2014

REGISTERED PROFESSIONAL ENGINEER HOWARD G. MARTIN No. 54357 EXP. 12-31-13 CIVIL STATE OF CALIFORNIA

STORMWATER MANAGEMENT PLAN

PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

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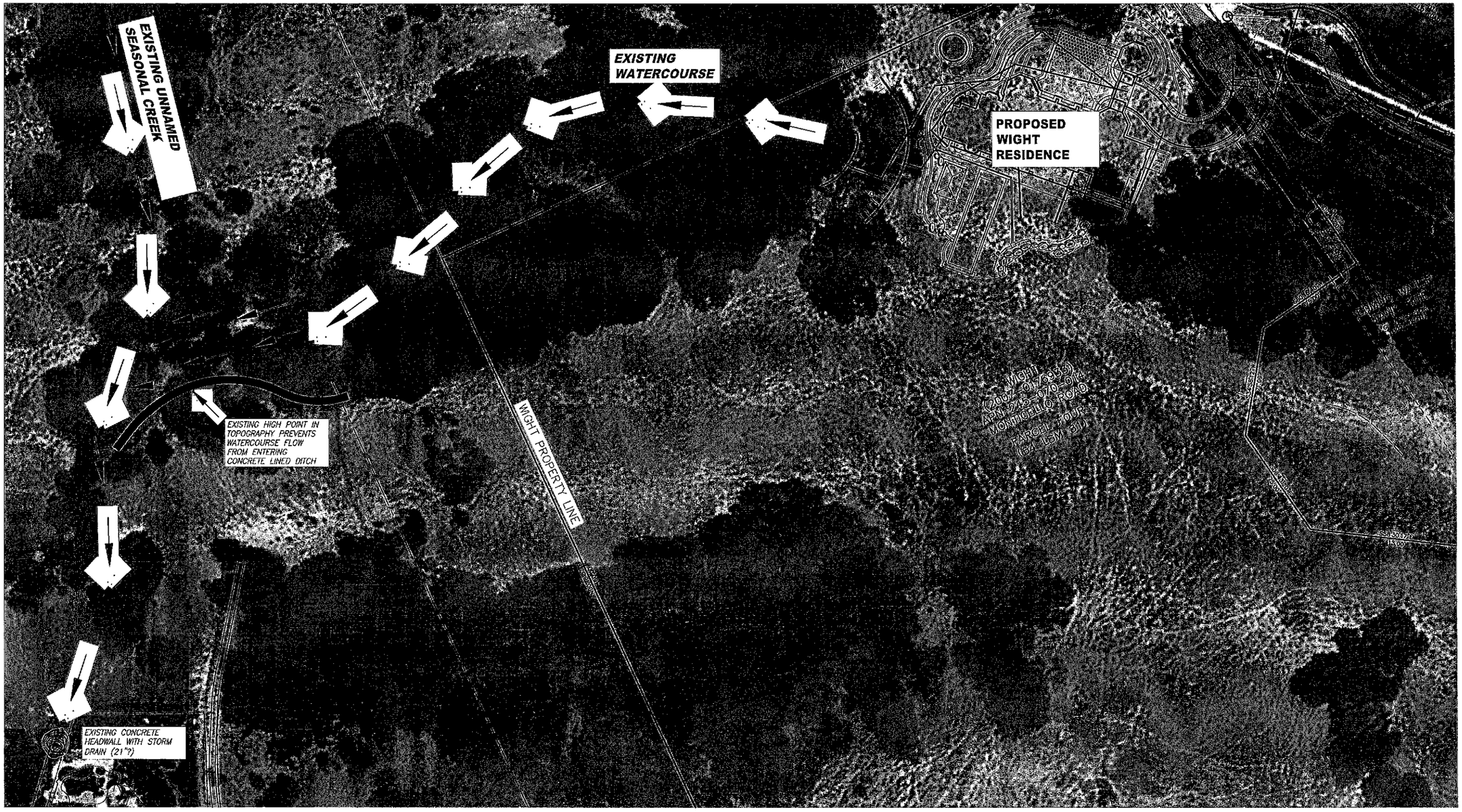
FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C4.1

BY HGM FB P JOB NO. 420-10
DATE: 15 OCTOBER, 2013 SCALE 1" = 40'



STORMWATER MANAGEMENT PLAN

PCL. 4, 64 LSM 31, APN 245-070-014
MONTICELLO ROAD
CITY OF LAFAYETTE
CONTRA COSTA COUNTY, CALIFORNIA

REVISED MAY 2, 2014

SCHELL AND MARTIN, INC.
LAND SURVEYING AND CIVIL ENGINEERING
3377 MT. DIABLO BOULEVARD
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REGISTERED PROFESSIONAL ENGINEER
HOWARD G. MARTIN
No. 54357
EXP. 12-31-15
CIVIL
STATE OF CALIFORNIA

FOR: STEVE AND LINDA WIGHT
21 NORTHRIDGE LANE
LAFAYETTE, CALIFORNIA 94549

C4.2

BY HGM FB P JOB NO. 420-10
DATE: 15 OCTOBER, 2013 SCALE 1" = 30'

Recusal:

Commissioner Ptasynski recused himself from participating in the next item and left the dais. Commissioner Chong chaired the meeting.

Commissioner Hertel stated that the remaining two items are likely to be heard very late at night. He suggested the Commission remove Item A; MS501-14 Twelve Wildwood LLC (Owner), and stated that Item B; DR06-12 Bill Lim & Sheu Poy (Owners) should be very brief.

Mr. Wolff supported the recommendation to move Item A to the next meeting. It would be heard early in the meeting. Commissioner Hertel confirmed that continuation would not interrupt the applicant's schedule, and Mr. Wolff added that the item could be continued to May 12th so it would not push back the hearing date.

Commissioner Cleaver moved to adjust the agenda such that Item 9A; MS501-14 be continued to the May 12, 2014 DRC meeting as a continued public hearing and be heard first on the agenda; Commissioner Ptasynski seconded the motion which carried by unanimous consent (3-0-1-1) Ayes: Chong, Cleaver and Hertel. Noes: None; Absent: Agrawal; Abstain: Ptasynski.

A. HDP20-13, GR07-13 & TP12-13 Steve and Linda Wight (Owners) LR-10 Zoning: Request for (1) a Phase II Hillside Development Permit for a new two-story, 9,638 s.f. single-family residence with an attached 3 car garage with an average height of 28.5 feet and a 365 s.f. garden room; (2) a Grading Permit for the movement of 4,800 CY of earth (2,900 CY cut/ 1,900 CY of fill); and (3) a Tree Permit for the removal of 11 native trees on a vacant 13.66 acre parcel located in the Hillside Overlay District within a Class II ridgeline at 1240 Monticello Road. APN 245-070-014
Recommendation: Adopt Resolution 2014-04, forwarding a recommendation of approval to the City Council, subject to conditions.
Project Planner: Catarina Kidd, Tel. (925) 299-3241, ckidd@lovelafayette.org

Commissioner Chong recited the hearing protocols and called upon staff to provide an overview.

Contract Planner Catarina Kidd presented visual displays of the 1240 Monticello Road site and stated based upon a Commissioner's request at the last meeting, a square foot tabulation of all constructed areas is in the staff report attachment, as well as an expanded construction management plan, a hydrology report to address downstream mitigation facilities on site and downstream, and a response making the required findings in DRC Resolution 2001-04. The applicant's responses for all four items are contained in Attachment 1, which were found to be satisfactory. Relative to the findings, Ms. Kidd displayed an exhibit which is an overlay of the plan onto topography, which shows development grading to minimize the cutting of hillsides. She noted the siting is located in an area where it is not possible to be invisible; however, the site is almost 14 acres and about 2% of the property will be developed specifically for the home. The screening of the home is not relying just on trees or just on landscaping. The site was specifically chosen because it is a little more obscure. Topography rises to the south and there is natural and substantial screening of the home as well as from the public viewing areas.

Ms. Kidd presented the civil plan that shows the context of the home and distances, stating to the west it is approximately 700 feet away from the nearest home, to the east it is about 334 feet and to the south, 900 feet. So in virtue of the distance as well as the percentage of the site being developed, staff believes it meets the findings regarding visibility and limits grading to a very small area of the site.

Commissioner Cleaver stated staff has a series of red and blue corrections. He asked if the red corrections were based upon comments and blue corrections were the results of conversations and not actual direction from the Commission. Ms. Kidd stated the color is somewhat of a chronology. The original March meeting resulted in the blue text. Subsequently, from the next meeting, staff had a few more corrections based on comments from Commissioners as well as language clarification.

Commissioner Chong stated there were very specific issues in the Commission's findings that caused this continuance, and asked that the applicant focus on those rather than review material already covered.

David Bowie, representing the applicants, stated this happens to be one lot of several lots in an existing subdivision with a pre-determined access road. As a result, whatever the various environmental issues involved in the original developmental approvals has all since occurred. They are dealing here with a proposal to build a single family home on an existing legal lot. Staff has mentioned that the lot itself is about ½ acre of a 14 acre lot and is a very non-intrusive development.

He said they previously submitted to the Commission very detailed hydrology and soils reports, and the most recent reports submitted were in direct response to questions and issues raised by this Commission at the last hearing. It is useful that staff has indicated that it has found those reports are adequate. There was a request for a detailed breakdown of areas as part of this development that has been provided to the Commission and one point made by Ms. Kidd at the last hearing was that they really have not had much of a discussion about the architecture treatment of this particular home. He knows there were concerns about the southern or eastern elevation. Therefore, they brought their architect from Colorado who has been most responsible for the design concept to discuss that with the Commission. They also have in attendance David Thorne, landscape consultant, and hydrology expert Howard Martin.

Lastly, Mr. Bowie said there has been a lot of discussion about the construction management plan. They did revise the plan that shows critical time paths and was more expanded which has been reviewed by staff and found to be adequate for all purposes at the present time. He then turned over the presentation to Tom Frye.

Tom Frye, Resort Design Architects, said he has worked with Gordon Pierce on this project for several years now and has been involved with the project from the start. They have designed many homes on hillsides in various parts of the U.S. and other countries, and this is one of the more challenging sites presented. It does create certain difficulties they feel they have managed through development of design. He has prepared the square footages requested and broke them down into various components. He drew attention to the south elevation renderings which were included in the packet and available, as well as the material boards. He can then address issues specific to concerns the Commission has regarding the design and Mr. Martin is available to address hydrology questions or comments, representatives of Young and Burton who can discuss the construction management plan, and David Thorne who can answer landscape questions.

Commissioner Cleaver referred to the construction management plan and thanked Mr. Thorne for what has been done. He appreciates the bar chart, but what he finds lacking in this presentation is the actual physical impact to the neighborhood. During grading, he asked how many trucks are going in and out and how many employees are utilized during that grading period.

Samantha Burton, Young and Burton, said the plan shows the average number of vehicles per day per month on the schedule. It describes specifically what kinds of trucks and vehicles that will come up and down each day. She noted they include personal work trucks, van pools from off-site parking, stating they are planning 4 van pool trips per day. Once they get through grading and concrete within 6-7 months, there will be more subcontractor vehicles accessing the site. She noted the red represents off-haul dump trucks and they project 2 per day for 3 months. At the end they can increase this more, but they must move a lot of dirt on the site and not take it off-site. The way they have to stage the vehicles, they cannot do more than 2 trucks a day. The yellow represents concrete trucks and they project 2-4 per day because of timing.

Commissioner Cleaver said his understanding is that the number of concrete trucks for months 3 and 4 would be 10 per day. Ms. Burton clarified this is total vehicles on site. In months 3 and 4, they are averaging 10 total vehicles per day, 2 of which would be cement trucks. In months 5, 6 and 7, they will have as many as 4 cement trucks per day.

Commissioner Hertel noted that he recently installed a small retaining wall and they had 10 concrete trucks in one day and he confirmed they were able to be staged. Ms. Burton noted there is no space on the lot and said they must have one come up, pour, empty out and go down before they can have another one come up. Commissioner Hertel did not disagree with the logistics, but he was not sure the volume and quantity was correct given the amount of concrete needed, especially when broken down by day. He said the same thing applies to the 10-wheel dump trucks. Somewhere in the number, he must be convinced that all of the yards going off of that site are contained in that number of trucks. He asked if they will just meter out 2 trucks a day, and Ms. Burton said this is their best estimate given what they can get done the way the site is set up. She said she does not foresee the ability to maneuver more than this, given the grading and off-hauling schedule. Commissioner Hertel noted it is not the logistics of this job site but the impact to the neighborhood. He said the charts and graphs need to address the impact to the neighbors. If they have an average of 2 trucks per day, this does not describe the situation.

Howard Martin, Young and Burton, stated one day it could be 6 trucks and the next zero trucks and then the next day 8 trucks depending on how they can load up. At this point in time, they cannot predict the situation on a day to day basis so they have tried to project the overall feel of the impact to the road with the timeframe involved. Commissioner Hertel said he was not trying to be argumentative, but was simply trying to get to the issue regarding impact to the neighbors. He is not saying the impact cannot be mitigated, managed, or handled, but he thinks there is an issue when it comes to management. Whether it is 10 trucks a day or zero for the next few days, this is a different impact than 2 per day regularly at the same time. Ms. Burton said they propose to do weekly updates projecting what would be happening in the following week. Commissioner Hertel said his only concern with that is that as the Commission approves the project and they do email blasts and updates, this is after the fact. So he thinks the neighbors are owed an understanding of what is coming their way rather than when it happens and they must adjust to it. He asked what leverage the City and residents have to modify the schedule or procedures. Ms. Burton said the City has holds on framing requirements. With off-haul they must do a pre-review of the road. They must keep the road clean constantly or the City can place a stop notice on the project, and they cannot finish the project until the road is improved and they restored it to its original condition. Commissioner Hertel said to him, this is the least of the issues. He is talking about the daily inconvenience for months of the neighborhood. To him this is a reasonable question and while their chart is beautiful, it does not tell him enough of the story.

Mr. Wolff said it seems that there are two issues at hand; one is impacts on the road itself which will be what they will be irrespective of the timing of the trips. If it is 1,000 truck trips, it is 1,000 whether they happen in one day or 1,000 days. This chart seems to be informative on this aspect. Whether there are 30 concrete trucks that access the site over a given month, there could be one a day or all 30 could occur in a single day and there is a dramatic difference in the staging and impact on the neighbors in that circumstance. He said he thinks what the Commission is hearing from the applicant is that at this point in time, it is very difficult to project the more nuanced trip generation that construction will have. Their best effort is projecting it this far out from construction and as they get closer, there will be more clarity or detail available. Therefore, it is quite possible that the Commission could ask for another iteration of more detailed construction management plan as it gets closer to construction.

Commissioner Hertel said he is concerned that what he sees is a chart of averages when what really needs to happen is a chart of worst case scenarios. This is his difficulty because those are dramatic differences.

Commissioner Cleaver added that what Commissioner Hertel would like to see is that there are 8 months over two years where concrete trucks will be traveling the road and out of that time, they are anticipating it will be more than 100 and less than 1,000 trucks. Other than that the plan cannot be more specific than that, and he felt this was totally understandable. Ms. Burton said their projected concrete is 120 concrete trucks to do all of the concrete on the job. For off-haul they expect 50 trucks. Everything else includes deliveries, employees to and from the van pool, and trash removal. She noted 10 wheel dump trucks are the largest truck they can use, given the access. Commissioner Hertel said according to the plan, they have 4 months of 10-wheel dumps pulling things off, and Ms. Burton clarified this is the dirt off haul.

Commissioner Chong said he was not clear on the level of involvement of the construction management team throughout the 22 month effort. He asked how many people will staff the effort, number of hours on site, and Ms. Burton stated they man all of their projects the same. Her father is here and is the owner of the company. She is a project manager and supports on-site staff, works with the client, the City, and is the point of contact and transmission of information and documentation for the project. They have a site superintendent, Dave Howman, whose information has been included as a point of contact for day to day work on site every day and completely manages all trades, all deliveries and everything regarding the site. They self-perform work as well so this usually supplies anywhere from 5-10 of their own employees on the site as well.

Commissioner Chong asked and confirmed that Ms. Burton was the general contractor and that they manage the entire construction project and management plan. Commissioner Chong asked if the construction management plan staff is in addition to the construction staff, and Ms. Burton stated no, they are one in the same. They wrote the construction management plan and will be implementing it. Commissioner Chong said he was trying to get a sense as to the level of commitment to the issues that concern the neighborhood, such as how many people they will have available from a construction management perspective. He asked who is dealing with the construction management issues on behalf of the neighbors. Ms. Burton said this would be his father who is owner of the company, herself, Dave Howman who is the project superintendent and she noted there are 5 people from their office who can always be contacted and are involved with every project they work on.

Commissioner Chong opened the public comment period.

Public Comments:

Richard Sutcliffe ceded his time to Don Walklet.

Don Walklet, 3675 Nordstrom Lane, said this is basically a continuation of where he left off from the last meeting. He said he thinks the neighborhood has always presumed the Wights have a right to build a home on their property. They have all gone through this at one time or another and they are not asking anything they would not ask of themselves. What the neighborhood has strongly recommended is that that the Wights should not have the right to build any house on their property. He thinks this captures what they are trying to say; size really does matter. He displayed a slide which he said is critically important, which is right out of the Planning Commission project denial. He read it as, "As designed, the project does not minimize grading and cutting of the hillsides; instead, designing the development to fit the terrain. The terrain is being graded and manipulated to fit the project. Excessive grading, including the need to export 1,000 cubic yards of earth also has the potential to create a nuisance or traffic hazard as the area's residential and utility roads were not designed to handle large and heavy construction loads." He then quoted from the meeting of March 10th which is from DRC discussion; "How does this project impact the neighborhood? I am concerned about the size of the house; that this is a house considerably different than the rest of the neighborhood and the rest of the neighborhood is being asked to bear the burden of its construction. We should be opting for minimal solutions as much as possible. The house is large and the community is being asked to bear the brunt of its construction and it needs to be reduced. By calling it a 10,000 square foot house, there is considerably more here. The scale of the gesture is what we're talking about. Excessive architecture is being created where it is not necessary. The scale of the gesture is too big for this location and this neighborhood. It isn't just about the fit in the saddle but also a question of ecological responsibility." Mr. Walklet said he has tremendous respect for the architect who is from Colorado. What he would like to see is obviously a whole plan started from scratch. They wish it would have started this way, and he thinks the DRC can appreciate the fact that he believes that they can achieve a spacious and aesthetically appealing home, not necessarily going the route they have taken. He would like a plan that eliminates the 1,000 cubic yards of off-hauling of soil. They would like to minimize the logistics of construction. They would like a construction management plan in collaboration, which he emphasized, with the neighborhood. They neighborhood is asking for right-sizing the project to the land and to the neighborhood circumstances. He presented a slide showing the drainage they must deal with on this property which is a big deal. The civil engineer has addressed it very well, but in his latest iteration he is talking about a plan that uses the average annual rainfall of 27 inches per year. During the past El Nino years, rainfall has been as much as twice that amount which would dramatically exceed the capacity of the Schell and Martin plan. It is likely that future El Nino events will exceed any past records based on the impacts of climate change. He knows the City can probably retain even more water than the engineer proposes, but he asked how much can be retained, as at some point this becomes a parking lot at the top of the hill. There is also the gas pipeline which has not been addressed in the MMD. He believes most people did not even know about it at the last meeting. He has walked the trail up to the ridge and many times have noticed the exposed pipeline and finally happened to see PG&E representatives and their pipeline consultants. They looked aghast at this pipe. He thinks there is real concern at PG&E that not only this piece of the pipeline, but more is potentially a problem. He presented the letter from PG&E which states, "Currently we are in the planning process of addressing this segment. Everything from this project has been challenging due to the area and environmental impacts. I passed the information on the future construction plans for the area to the project manager. The City will also want us to address this issue through the permitting process." He said this is a big deal and he referred to San Bruno. He said these are questions he submitted and would like them addressed. He offered to bring back the slide so the

Commission can address them one by one. In summary, the findings under Section 4 which state, "the approval of the plan is in the best interests of public health, safety and general welfare", are really what they are talking about. They do not oppose the Wights having a house. They just would like to have it in the least impactful way to the neighborhood and have a constructive dialogue. They have no dialogue and no interaction.

Gwen Helvey ceded her time to Ben Douglas

Ben Douglas said they had circulated in the neighborhood a petition which well over 100 people signed, asking for certain requirements to manage traffic. As Commissioner Hertel had indicated there was and still is a real lack of sensitivity to the realities of this neighborhood, given the narrow street going up the road and an even narrower street on Monticello and ultimately the bottleneck at the access road. He directed the Commission to the petition and they suggested conditions be included as part of the project, that there be only one large truck in the neighborhood at the time. The reason for that is that if there are two trucks, it will cut off the entire the neighborhood's traffic flow. They ask that passage of the large trucks be limited outside of rush hour because there is only one way out and turning left on Deerhill can be a very time-consuming process. Most significant is the question of who will monitor conditions; as to how frequent the trucks are, how long they spend waiting at the bottom of Monticello and to whom do they answer. There is inevitable conflict of interest because it is more efficient and more cost-effective for the contractor to stack up a bunch of trucks. They will want to have everything staged and ready to go so as soon as one comes down, they can pour more concrete or load off more dirt. They say they will not do this and indicate they will have a limit of 5 minutes, but he questioned who would enforce this. He can understand there will be a temptation to let 5 minutes become 10 minutes and so forth. If the person monitoring this and flagging it gets a paycheck from that contractor, he questioned what would make them enforce the situation. This is why the traffic monitor should be a City employee or someone who is not accountable to the contractor or applicants, and someone who is going to look out for the public's interests. Otherwise, there will always be exceptions and neighbors will have to chase down the site manager and what incentive they have to listen to a neighbor who is complaining about a truck blocking their driveway.

Given the lack of communication they have had from the applicants, another thing they ask for is that in order to monitor this, that they upgrade the neighborhood security system so they will have evidence of when and where trucks are traveling so they can confirm they are following the plan. And lastly, they ask that the applicants agree in writing that they will follow whatever standards are set as to frequency of trucks, staging of trucks and that there be actual penalties involved. They can always make promises, but the temptation will always be there to ignore those promises when they need to squeeze one more load of materials up the hill at the end of the day. This will be more important to them than keeping the neighbors happy. So, unless there is some monetary penalty, they can see inevitably that it will be an ongoing saga and argument.

Laurie Walter ceded time to George Bishop.

George Bishop, 1217 Monticello Road, referred to erosion and flooding and said when at the last meeting, they were told there was a plan that would actually reduce the amount of flow down towards Monticello Road. Since then, they have had a chance to look at the written plan and it all depends on rainfall consisting of average. If above average, everything "goes out the window." It seems to him that anybody in the construction industry knows it is courting disaster to assume average weather. He has seen 45 inches per year or more in the neighborhood, has seen huge floods just in the last 10 years and

in looking at the plan, if they decide to send the water his way, the only way they can say it does not increase water flow is to point to an odd arrangement of pipes or a catchment system underneath their property which would be overwhelmed if they had a storm such as New Year's Eve in 2006, where 6 inches of rain fell in one day, or much less. Therefore, the plan assuming 27 inches of rainfall a year is just not helpful and he asked that a worst case scenario be considered, not just the average. He said he got into trouble at the last meeting when he stood up and asked Mr. Martin where the water will go. It does matter, and it turns out that it gets dumped into his property just as he feared and in exactly the worst place. The applicants did not study what is a good or bad place. This is not an erosion or flooding plan, and all they talk about is the volume of water. To the extent he understands it, it goes underneath the culvert. In his sworn declaration, he talks about the fact that the culvert that runs from 1219 Monticello under the road to his property has been eroded away. The water goes underneath the culvert and not through it. In past years, this water has eroded and nearly destroyed his rear fence. In relating this to today, it means that as far as the existing culvert it is a disaster waiting to happen. It is also an indication of how much water goes there and how much potential damage there is. They propose to put more water there where it is even more damaging. He said he has heard a bit about what Mr. Coe had to say about the channel around his property being too small. He has not spoken to him yet, and would like the chance to talk to him and get some input before the applicants send all the water directed to his property. This is another example of looking at this project from 30,000 feet and not looking at specifics, and not talking to people in the neighborhood who know what is happening.

Regarding where they are and what the task for the Commission is now, Mr. Bishop said the neighborhood has talked about these issues for months, there have been scores of people at the public meetings, and this is not reflected in the report staff has given the Commission which is very unfortunate. There are no findings or references to any of the neighbors' evidence. He asked how this could happen. Also, there has been a great deal of confusion about what the Commission is being asked to do. He has heard that possibly it is in the DRC's purview and maybe not, these are just recommendations, it is not something the Council will care about, but the Commission is being asked to adopt staff's findings as the Commission's own. These will be presented to the City Council and these findings talks specifically about there being no impact on general welfare, health, safety and exactly the kinds of things speakers are talking about. This has the effect of sweeping everything under the rug without ever looking at the specific harms. He does not want to be overly dramatic, but there are 120 families in this neighborhood and these people matter. These things have never been considered and they have to be. If somebody is going to say that the law will not allow the Commission to consider it, he asked to be clear about it. This is not the law. If somebody is going to say one is not required to consider the concerns of this neighborhood, he asked the Commission to be clear about it. He asked the DRC to think about it, look at this and from the perspective of Don Walket's comments. Neighbors are entitled to a fair hearing. He asked to consider the burdens this Commission has already referred to so many times and make this a reasonable project before approving it. Lastly, there has been talk about lack of transparency. He tried to make sense of what he heard from the construction management plan and he compared it to what is in their plan. Their narrative states that the average is going to be 10-25 trucks a day. What they then indicated was 4-16 trucks. There is concern that the applicant cannot plan now and cannot make projections, but this is the problem. Neighbors are being asked to take the risk now. If they do not know what the harm is going to be to the neighborhood, this is even worse. Staging at the end of Monticello Road is another problem. The plan says no staging, but it goes on to say they can stay there for 5 minutes. He said it is not the period of time that matters; it is the period that is stated does not matter. They will be there until the time when whatever truck comes down the hill and if another truck comes from down below, they cannot limit it to one because there is nowhere else to go.

Todd Driessen, 10 Monticello Court, said he is a physician and one concern he has for the project is the impact of the health, safety and welfare of the community. He spoke at two meetings ago, wrote a letter and in recapping this, his daughter has been diagnosed with asthma. They lived in Los Angeles for a number of years and she did have a number of asthma attacks that ended them up in the emergency room. Since moving to Lafayette they have been thrilled they have had no such attacks. When confronted with the project, they are right at the bottom of the hill and right where trucks are going into low gear and going up the hill to get up in the neighborhood of 200 vertical feet in the course of about one-quarter mile. There is concern there will be pollution impacts and diesel fumes. When researching the impact, he went on Med-Line and when looking at diesel and asthma, there are 279 citations. One thing mentioned in an article from 2008 that especially with kids, it is important to focus on children with relationship to air pollution because their lungs are not completely developed. They have greater exposures than adults and these exposures can deliver higher doses of different compositions and they remain in the lung for greater duration. There is this foundation and then they have a situation in the neighborhood where they do not live in an open plain where air flows freely. They live at the bottom of a fairly narrow valley. They will have trucks going up in low gear and emitting fumes. He does not know where those fumes are going and is concerned. He would like to have some reassurance that a plan is in place to monitor the quality of the air when this construction period is going on. The part he is worried about is what will come out of exhaust pipes with each and every trip. Also, this is not a project that will last for weeks or months, but a minimum of two years. This does not even include the road construction costs as far and time, cost and effort in these estimations. Then there are an additional two lots at the top of the hill which will use this project as a precedent. If this project goes 3 years, they may find themselves a better part of 10 years before the construction at the top is done. Therefore, he thinks given the public health issues and other concerns must be looked at during this stage.

Wayne Hahn, 1225 Monticello Road, said he lives at the end of Monticello where all of the trucks will be parking. He referred to the construction management plan and chart and said when he read the documents, it states "cement trucks' run would amount to a maximum of 8 to 10 trucks per pour day. Those foundation pour days would amount to 5 to 10 days depending upon the final design of the foundation. There will be approximately 4-6 pour days required for the hardscape with anywhere from 2 to 6 trucks per day." However, when looking at the chart, this is spread out over 3 months and it only shows 4 trucks a day. The applicant's own documentation in the report shows 10 to 12 trucks per pour day, which does not jive. He worked for Bechtel and dealt with engineering construction projects and this does not hold water.

Chris Mani, 1256 Rose Lane, said his family lives on the other side of the project and it came to their attention that there are plans to shun water over to the west side to come down the hill towards their property. He asked for staff to display an overview of the Wicht property and stated they bought their house in 2008. Their lot is 1.6 acres. Part of it is flat. A lot of it goes up a hillside that buts up against the Wight's property. When they bought their house they had to sign documents that they acknowledge that the hillside that comes down into the flat part of their property has a potential for sliding and it was pointed out to them that there are lumps and slides coming down that hill. When the property was built, there was a concrete culvert that goes to the base of the hillside along their lot to prevent water from going into the landscaping. Since 2008, they have had to have crews go up and clear the concrete culvert out twice just from natural movement of the hillside towards their house. Therefore, he is very concerned that the Wight project, in moving more water down their hillside, will make that problem worse and even cause a bigger slide in a heavy rainfall year. There are several neighbors on his side of the hill who are concerned and could not attend the meeting tonight. He does not propose to represent them, but they are concerned. He pointed to the slide overview of the Wight property and referred to

the top right corner which is 1256 Rose Lane. Staff indicated there is a 700 foot sight line to the Wight house, and he pointed to a thick vertical black line that goes to his property, and this is the concrete culvert he has had to have cleaned up. Everything to the right of that goes uphill to where it butts up against the Wight's property line. He thinks there is a PG&E easement there as well, which is still part of the hillside.

Mary Miller, 1185 Monticello Road, said her family moved to this house in 1956 and now her brother and she owns it. She most respectfully and sincerely asks that the DRC not approve this project. She does not believe the necessary findings can be made to send this project forward to the City Council and she would like to voice items of concern. One is the drainage erosion and landslide issue. The neighborhood engaged its own geotechnical consultant; James Lott of Alan Kropp and Associates, which is a highly respected firm with a raft of significant projects under their belts. Mr. Lott in his preliminary report talks about the length driveway approach to the property which is in the City's records. She quoted from the report, stating "Careful consideration will need to be given to engineering of the drainage systems along the driveway approach including the lower portion of the driveway approach below the southern hairpin turn to make sure there is adequate capacity in the drainage system to handle peak storm events without the uncontrolled loss of stormwater off the driveway and over these steep slopes. Of particular concern is design as well as future maintenance of drainage improvements at the southern hairpin turn where storm runoff will need to be re-directed almost 180 degrees." She said her and her brother's property is right underneath that hairpin turn. It is less than 500 feet from her backyard up to that hairpin turn off of a very steep hill. The hydrology report that was issued on April 18th does not address any of these concerns that were raised by Mr. Lott. There is no mention of work to be done related to the portion of the driveway below the hairpin turn. There has been no geology work, and she went through all geology reports, related to part of the road that is below the hairpin turn. There have been no soil borings, no other analysis she could find, and she spent a great deal of time going through the reports. She is one of several homeowners whose backyards abuts this steep downslope and whose property may well be threatened by the lack of independent analysis of the stability of this access road and its use as a drainage conduit, which basically as she understands the drainage plan, water will be coming down that road. Her second concern is issues raised about traffic. This has been well covered but when she reviewed the traffic plan, nowhere in the plan does it say how long it will take a heavily loaded truck to get from the Deerhill/North Thompson intersection to the site and this will take many minutes to get to the top of Monticello Road.

Alicia Favagn, 1219 Monticello Road, thanked all speakers and like many in the room she has been working since 5:15 a.m. because this is very important. She works for a company called MUFG Americas Mitsubishi. It is a global corporation and she does a lot of project management. What she has learned is that the key to success is collaboration and communication. This is what she has talked about in the last couple of meetings, yet the elephant in the room is collaboration and communication. She asked where the Wight's were and why they were not present to address these questions. Many people have been present at the last couple of meetings, spoke about their concerns, and now they are here to talk about the construction management plan and the fact that they still are here with many issues, everything from the PG&E gas transmission pipeline to what could be a catastrophic event. This will set the precedent for the next two homes that are approved, but at the end of the day, she echoed what everybody has said—they are not here to stop the home as everybody has a right to build which they really believe in. Everybody just wants to make the home to the right size to make sure all environmental concerns have been addressed. She said a year or two from now, they may hear something has happened after the project was approved, and she asked if the owners want to be

responsible. She asked for everybody to work together to make sure all concerns are met, and asked the DRC to keep this in mind when making a decision.

Jessica Oxenburgh ceded time to Daniel Oxenburgh.

Daniel Oxenburgh, 1220 Monticello Road, said many of he and his wife's neighbors with professional expertise have raised some important insights about the geology, water, health and structural concerns surrounding this project. The scale and size of the proposed Wight structure directly affect these scientific issues, but also impact key design review findings. He would like to address the findings required to approve this structure, specifically those relating to size, scale and visibility referenced in a number of areas including Section 5, number 2 and Section 6, number 2 and 3. Mr. Bowie references this structure as a single family home, but the living space alone is over 10,000 square feet. U.S. realtors define any home over 7,000 square feet not as a single family home but as a mansion. U.S. realtors have established the Wight's plan to build a mansion. The exact definition of a mansion is "a very large, impressive and stately residence or an imposing residence that is significantly larger than surrounding homes." By its very definition, this mansion is designed to be massive and out of scale with the neighborhood. After many meetings in which Commissioner Hertel has requested square footage for areas of the mansion, he was pleased that the applicants have provided details in the most recent report. These measurements allow us to address findings in Sections 5 and 6 with relation to scale. As his home has complete visibility to the two-story motor court on the eastern ridge, he was curious as to how it compared. The motor court alone, which at his best guess, is an 8-car garage at over 2,100 square feet is bigger than his entire house. The porte-cochere at 1,670 square feet and located at the front of the motor court is noted as a "design feature to create a sense of arrival for the home. The porte-cochere is only slightly smaller than his entire house. This means one could tour his home in the same time it takes one to get a sense that one has arrived at the Wight's garage. In the most recent report, the applicant provided details of the full footprint of the mansion which comes in at over 17,000 square feet. This is 9 times larger than his home and 6 times larger than the neighborhood average. The Wight mansion is massive and out of scale with the neighborhood and does not meet the criteria for findings in Sections 5 or 6. In addressing the question of visibility and privacy, specifically referencing Section 5, number 3 and Section 6, number 4, in the applicant response to Section 3J (page 30 of the staff report) it is stated that incidents of trespass should be decreased because of the presence of a visible private ownership. So, in the applicant's own words, trespass from public areas onto private property will decrease because the Wight mansion will be visible from off-site public areas. There is also one major variable in off-site visibility and privacy that has not been addressed which is the PG&E Pipelines Pathway Project. This project will remove thousands of trees on private and public properties where the transmission line runs which include directly down the ridge trail through the Wight's property. All trees within 10 feet on either side of the gas transmission pipe will be cut down and all trees with canopies that extend into the 20 foot pathway margin, will be removed or trimmed. The removal of these trees will create high visibility of the Wight mansion both from off-site lower elevation areas, the ridge corridor and will significantly decrease privacy and impact views both to the east and to the west. The massive tree removal project is new since the original sight line review was completed. He therefore requests an updated view shed analysis be done based off of PG&E's plans. Beyond visibility and privacy, this PG&E project would affect two sections the DRC did not ask to review during the last meeting. These sections do warrant additional insight to make findings based off of this PG&E project, and these are in Section 7, number 5, Section 8, number 2, 3, 4, 5, 6 and 7. With the applicant proposing to remove trees and for 96 new trees to be planted on the property that runs over this transmission line, the neighborhood needs to understand the ramifications within the context of PG&E's plans. In closing and in responding to Mr. Bowie's rebuttal at the last meeting that this mansion is not setting a precedent for

future homes on the ridge, while he understands each new home will go through a similar individual review process the Wight mansion will set a precedent by establishing a new and vastly larger mass and scale by which findings for future homes will be made. Again, he specifically references sections 5 and 6. The Wight's have the right to build a home. The Wight mansion as architected currently is too big and too imposing for current and future Monticello neighborhood.

Sally Lovitt, 3686 Hastings Court, said she and her husband have lived on Hastings Court for 37 years and more than 30 years ago, the owners of the Wight's property and other parcels above had some changes in their family structure. She had known about springs on the hillside behind Hastings Court from a neighbor who hiked that hill with his sons before the homes on Hastings Court were built. As new, young owners, they observed small earth slides on the upper hill below the water tower and around the oak trees in the draw below the water tower. They have always had mid-level concern about the hillside soil stability and she remembers saying to her husband that if the hillside behind them was ever to be developed, she would want to sell their home and move because she was that scared. Now 30 years later, they have updated their home and garden and it is a perfect retirement home, and they hope to stay another 20 years safely. She has had enormous concern throughout this project in reading and attending meetings about deposit of soil onto the property rather than driving it off the property. She cannot imagine changing the natural contours of the hillside and soils being deposited in any way. Any direction of water down the hillside is of significant concern and is scary. The water must be taken off via some sort of conduit and not open trenches or the creek. When the waterfall up above Monticello is running, it runs like crazy. On a stormy day, the water pours down off of the cliffs. In the 1980's during El Nino years, she would watch the waterfall, she would pull on her boots and walk up the hillside, and check her earthen and concrete conduits that go down to Hastings Court, and she is very concerned.

Peter Clark, 4103 Happy Valley Road, said he is here on behalf of the Happy Valley Improvement Association (HVIA). The association has continuously opposed this project for the past 7 years because the applicants have insisted on blatantly violating Lafayette's hillside ordinance and its ridgeline protections. This is in sharp contrast to their neutral stance on many Happy Valley projects during the same period. Most of them were large but well-suited to the oversized flat lots on which they were built. If the Wight's were interested in obeying the law, they would have bought one of those properties, built their mansion and would be welcomed with open arms by the HVIA. As the DRC deliberates tonight, the HVIA asks that the Commission consider the following points: 1) it is a mathematical certainty that the findings for an exception to the prohibition to development within the Class II ridgeline cannot be made. A two-story structure is not concealed to the maximum extent possible when a smaller, one-story structure can be built in the same place; 2) the currently proposed structure can be seen all over Happy Valley and beyond. This includes a number of designated viewing sites at lower elevations than the Wight's proposed mansion. Lafayette's ridgeline protections were designed to preserve their views of pristine ridges all around the City. This means that telephoto views of the proposed development representing what many people will see are even more important than close up seen by just a few contrary to the applicant's false assumptions. Also contrary to a number of the applicant's false claims, buying a highly constrained ridgeline lot does not entitle them to any part of a view from a house that spoils the pristine vista for thousands of Lafayette residents and visitors. Instead, they are entitled to build a concealed house and enjoy the view of unmolested hills from below like the rest of us; and 4) the HVIA is convinced that the City Council erred in overturning the Planning Commission's denial of this project. If the DRC agrees, he asked that they come out and say it. Since the DRC's decision is advisory, it does not need to be unanimous. He asked to issue an individual opinion if one Commissioner does not agree with others. For some unknown reason, staff and implicitly, the City Council, are urging the DRC to

become accomplices in a decision contrary to law and bad for the welfare of Lafayette. If the DRC can, he asked to just say "no".

Byrne Mathisen, 1122 Hilltop Drive, Vice President, HPIV, stated that on the east side of Hilltop Drive where she resides, there is an underground stream and it has tilted swimming pools on that side of the street. When they bought their house, they were advised of this and houses on both sides of the street with pools have been tilted by between 4 ½ to 8 inches. One homeowner at 1126 Hilltop Drive decided to remove their pool. Another neighbor's patio is such a constant mess that she does not utilize it. There is motion in the area all the time. In addition, Allen Nakai tried to dig a well there and he could not go down far enough, so this tells people how deep the creek is that operates there.

Rebuttal – Applicant

David Bowie said there have been concerns voiced about the PG&E pipeline. He thinks everybody is aware that PG&E pipelines are not unique to this particular location This same pipeline goes down the hill and through all neighbors in the area, including those who spoke tonight so this is nothing unusual or special. Obviously, PG&E is supposed to maintain it and this is hardly any reason to be concerned about approval or disapproval of this particular application. Secondly, in contrast to Mr. Clark's comments, the City Council did make a correct and reasoned determination that this is appropriate for construction of a home on this existing lot. More specifically, the City Council found the siting to be appropriate and defined specifically where it was to be constructed, and it found the bulk and mass to be appropriate in the context of Lafayette's various hillside development regulations. As a result, there is no basis whatsoever for someone to say the mass, bulk or siting of this particular home is inappropriate because that has already been determined. He basically has heard very few comments about architecture other than one gentleman who commented about the size and views from his own home. At the last hearing this person did display a photograph showing what he saw from his home. That photo indicated that there was not much he saw, and this is not the standard anyway. People do live in an urban area and other homes will be seen. The issue is whether or not under Lafayette's public viewing map from lower elevations and public areas do people see this in some fashion which violates Lafayette's standards. The City Council has already determined this is not the case. He heard a lot of comments about drainage which is important because this is a hillside area, but they have gone way beyond normal studies at this particular point of the project. Mr. Martin has done an extensive hydrology study. It has been reviewed by the soils geologist, and Tony Coe. Those are all professional issues and dealt with in a professional fashion. They are way down the design railroad line where one would normally be at a project such as this and it is clear Mr. Martin has fully addressed drainage issues and there is no point in going over these. He has heard a lot of talk about the construction management plan and this is completely puzzling to him. Their plan goes way beyond any project of similar sort at this stage of the process. There are things they cannot know until they get further into it. These are all public streets and there is a right to drive on public streets. He agrees there should be no undue inconvenience to neighbors. They do not have the right to block public access and they will not because it would violate the law. However, they are well within their rights using public streets to construct a home which is exactly what anyone would have to do to construct any homes in this area. Most comments about the house relate to size. It is inappropriate to call it a mansion because it is a home and there are plenty of homes in Lafayette which are the same size. More importantly, they have demonstrated to the DRC whether this was 3,000 square feet or 10,000 square feet or 20,000 square feet, the amount of off-haul and excavation would essentially be unchanged, and this is because all grading, excavation and work has to do with the access road which is unchanged, and the geometry of the lot that requires there to be a means of gaining access to the house from the road with a court of some sort so one can park and otherwise not clog up

the private road, because there is no room to deal with it otherwise. So, it does not make any difference whether there is a 10,000 square foot home or a 3,000 square foot home. It would not change the amount of off-haul and Mr. Martin is present to confirm this, which is a testimony previously offered. So comments regarding size are completely inappropriate. To take it a step further, as he mentioned this evening, FAR which is a strict definition of size, is not a matter of Lafayette's consideration. It really all has to do with appearances and impacts and so forth and there really are no off-site impacts. When looking at findings the DRC is supposed to make, they are talking about compatibility with the design concept and the character of adjoining land. In summary, there is no evidence that this home impacts upon anyone in any context of Lafayette's standards, so there is no basis for rejecting this particular application.

Commissioner Chong closed the public hearing and returned discussion to the Commission.

Commissioner Cleaver said he appreciates all work by the applicant and the neighborhood, as well as their concerns which he thinks are legitimate concerns. He also thinks the applicant has made legitimate gestures to try to answer those concerns, but they are not complete, perfect and what everybody is accepting. Regarding whether he feels it is reasonable in where they are going and what they are proposed, he feels they are heading in the right direction to try and maintain as much control as is reasonable to address the project. He does think this is a special project and special considerations given the project are important. He also feels a lot of the design work has been very well done and concerns the DRC brought in as a Commission has been trying to fine tune conditions. When looking at the rendering he is concerned that the building is too bright, colors are too light, that the porte-cochere is grander than he had seen in prior exhibits as well as some elevations. He realizes this is an elevation view that very few people will ever see. He does not disagree with most things Mr. Bowie has said mostly because it is a public road and lot of record and everyone has equal access to it. He agrees with these concepts and feels they are important to remember. Regarding impact on the neighborhood and on the public, it is important and he is concerned that they have enough control or guidance for the applicant moving forward; that as they proceed on the project what is built is done in the most humane manner as possible for neighbors. He likes what was said tonight about the number of trucks and the process of understanding it. He appreciates the level the applicant went to with the flow chart in trying to give the DRC an understanding of critical junctures and how the project is going to proceed. He thinks it is great and it goes for transparency and disclosure for the public to understand just what it takes to build the project in a complicated area and where the project is going to go. Realistically, this is an estimate in trying to move forward. Design-wise, he said he is taking guidance from the City Council on where they would like this project to go. In terms of landscape and site development, he is satisfied with both. The size and bulk of the house is big, but given the location being dedicated and the development of the project being pretty well managed from many areas, he looks to other Commissioner comments.

Commissioner Hertel said he especially agrees with everything Commissioner Cleaver said about the applicant's submittal of materials. They may have had a coax a few things from them, but once provided, they are well done which is appreciated. He said he forgot to ask Mr. Martin about something he was looking for last time which is any downstream impacts of the drainage. There is a great drainage study but his concern is whether pipe sizes will need to be increased downstream.

Howard Martin said there is a lot of misunderstanding about the plan. They are not going into the damaged culvert. They are going west of that and dumping water directly into the creek via the storm drain further to the west. They are not increasing the size of the pipe because it is adequate to handle the water coming down.

Commissioner Hertel referred to the design of the house and said the City Council, in determining the siting of the house and looking at it and managing pretty much one elevation of it which is to the west, is a one-story house and this is the best they ever ask for in any hillside application. Further, it has a garage that it cut into the hillside and bunkered in. Organizationally, the project does what they hope and want a hillside project to do. He wanted the square footage laid out because there is more there than meets the eye. To him, in totaling the footprint including landscape, garden, lawn, walkway, serpentine around the house, this is a 10,000 to 12,000 square foot footprint, which is a lot in Lafayette. This is a big project regardless of what it is called. Big things have big impacts and those need to be mitigated. To him, the number one issue is the traveling on public streets because this is not an average house. He appreciates the effort on the construction management plan but he thinks there needs to be more. There needs to be one more layer of understanding of the impact of physically seeing the trucks idling at the road, seeing the movements, and understand where parking is occurring as well as movements on and off the site. Bar charts for him are a partial solution and he suggested quantifying averages, but it is not enough. Therefore, there is an impact of construction more than he ordinarily prescribes to a project in Lafayette. This is what it boils down to. He knows they have not addressed this before, but the concern about the gas line for him is frankly not an explosion, but PG&E is working on it and his understanding is that they do want to see the pipeline and trees cleared, which is an issue. He does not know when this will come up, but his concern is how many trees are likely to be impacted, which can be quantified now. He thinks the applicant can overlay the arborist plan and aerial and they can start ascertaining what might happen and therefore what mitigation the DRC should ask for now. So, if they are going to cut a swath through the hillside, they must decide how to fill gaps this would leave in the visibility of the home. Regarding the materials and color, he has seen these before and they are excellent. This is a high quality, first class project, but it has an impact. It also has something that for him has always been more of a design impact in the hillsides than the home, which is the road. Roads take retaining walls and often create a more distinct, visual impact than a home does. A roadway can be awful-looking and a scar on the hillside. So, he believes what he reads throughout the documents and thinks it has been done very well. The house tucked away works, but it is big and it has substantial and out of the ordinary impacts.

Allen Sayles, Planning Commissioner, said the Planning Commission has already spoken on this project and voted to deny it. This was before he was involved with the Planning Commission. It is a large house and it is sitting on a gigantic lot. He is not a geologist or a civil engineer and he hears arguments both ways from professionals in the audience and experts. The questions he has at the end of the day are: when this project is built and done if approved as is, will the road be better? He believes the answer is yes. Will the drainage on the roadway be improved substantially? He believes the answer is yes. So, when he hears people talking and saying how they need to be very careful that they do not create a greater impact than what is already there, he thinks this is built into the design; that for the hairpin turn, the drainage is collected and property managed and probably put back into the site in a better manner than it was before. He really trusts Tony Coe. He decimates his projects and he can only say he believes that when Mr. Coe gets through this project, there will be less peak runoff. The water will be better managed coming off the site than it is today and he thinks maybe all the City can do is recommend that he pay extra attention to the construction plan. He believes they are not there yet and the City has the construction plan they need, but it has been submitted and if trucks are held in a staging area and then released so they do not sit idle at the base of the hill, among other things, that may be the solution. The City Engineer can certainly put together with the applicant and contractor the right solution. He does not think the DRC can solve it here, but can direct that the applicant solve it before they are allowed to start. He said the neighborhood association had 5 excellent points and he thinks they can do better, but

he does not believe the DRC are the ones to do this tonight, but it is up to the City Engineer to sit down with everybody involved to make sure they get the best possible plan.

Commissioner Chong said he thinks the proposal before the DRC is for a single family residence which he greatly appreciates and certainly believes, like many other residents have stated, is appropriate for something to be built on the site. What he is concerned about is the fact that the number and magnitude of the number of mitigations required to actually make this proposal happen is extraordinary. Whether one is concerned about drainage, design, having a retention system that composes 4, 40-foot long 30 inch pipes is no small residential approach to drainage solutions. Drainage at the bottom and treating the roadway as a culvert that is eroding is no small problem. He is concerned about the impact on the City to maintain this facility after the design has been completed. He is concerned about the construction management plan and how extraordinary the impacts are relative to the surrounding neighborhood that one might not normally see in what is a "single family residence development." He is concerned about PG&E's gas pipeline and the fact that they are not yet resolved, and their planning on how this might impact not just the specific applicant's proposal but the surrounding neighborhood. He is concerned about fire access in the narrow roads when thinking about the Oakland fire. While this is a single family development it is an extraordinary single family development that makes him think it would be very difficult to make the finding of compatibility and being in the best interest of health, safety and welfare as two of the DRC's findings because of the extraordinary nature of the proposal. If they were able to find a simpler solution to build a home which did not require these extraordinary mitigations, he thinks it would be a welcome addition to the neighborhood, but from what he has heard, these are extraordinary mitigations that make him think this is not the house or development for the site.

Commissioner Chong asked for a motion or action the Commission would like to take.

Commissioner Cleaver said the Commission's charge tonight is to either continue the study and trying to prepare this for recommendation to the City Council. They can either continue it or move it now. In either event, the Commission would have comments as to whether it is ready for City Council now or whether they want to continue it to get a more refined review. He clarified they would not be making a motion for approval, but would make a motion for recommendation to the City Council. Ms. Kidd stated the DRC is making a recommendation which the Council can approve or deny based on the findings.

Commissioner Hertel said there are three legal lots and if this house was half the size, it still requires the road. He asked how much could the impact of the home be trimmed by scaling it back. He said he wanted a tabulation of the square footage so the DRC can see what is proposed, and at the same time, he is seeing it as the house being mitigated from the hillside ordinance standpoint. He asked Commissioner Chong what he would see as an alternative project.

Commissioner Chong said he does not have an answer. The DRC had other 9,600 square foot homes brought before the DRC which they have commented on and approved. In so doing, the process of getting that approval did not require any mitigation to get this project approved. This is what concerns him; is this the right house for the right site. He does not have any problem with larger homes or a home on the site which the Council has also suggested. He is just saying that the house being proposed and the mitigation measures and impacts to the City for future maintenance of all issues that will be created, as well as the imposition on the neighborhood is extraordinary, and the DRC did not see this on the other 9,600 square foot house approved. Therefore, this is his concern.

Commissioner Cleaver said he was not sure how a smaller home at that location creates less problems because he sees most problems being access and the driveway, and drainage coming off the hill. The task by the applicant through documentation reduces the impact on the neighborhood through their construction and drainage plans. Therefore, he is not sure how mitigation is made by another design of the house unless Commissioner Chong is saying the location is wrong and it should be further down the hill with less roadway. If he were going to play devil's advocate, this road prepares the way for the other two homes and makes them easier to build because there will be fire access, turnarounds, and difficult parts of the project will be complete as part of this project. But, this is a different conversation in where they are right now. In terms of what the neighborhood has been concerned about will be somewhat simpler for the next projects, and the DRC does not have the charge to say these are unbuildable lots. He was not sure how to create more mitigation for the project.

Commissioner Hertel said not to argue with Commissioner Chong, there is landscape mitigation for some of the exposed parts of the home, but for the most part it presents a one-story profile. On the back side it has been mitigated through landscape and grading. He is concerned about de-vegetation from the gas line, but this is one mitigation. They have a roadway, drainage systems and plans which are incredibly complicated. There are soil studies, and all mitigations are common but it is a big project. Then, back to the roadway, he does not know how it would change from what it is. It is an engineering feat and as Commissioner Sayles said, he also puts faith in engineers for their solutions, mitigations, and how they go about them. For him it comes back down to impacts. He is not as concerned about the bag of mitigations as he is about the direct day in day out impact to the neighbors. Multiple years of building would not be welcomed in his neighborhood, so there is an impact that must be managed. Just as he believes in engineering, he believes in management. He believes it can be managed, but he has not seen that detailed plan offered and coordinated with the neighborhood sufficiently yet.

Commissioner Cleaver said the other thing he keeps coming back to is on a design review level. He asked what part of this seems a little out of their purview and what part of it is through civil engineers' expertise on this. He said it feels like a design concept that this road was as minimal it could be to meet all requirements and that it goes directly to the site as fast as it can, therefore leaving the least amount of scarring, thereby improving an existing condition. Regarding the cutting of trees, he was not sure they have control over nature or PG&E.

Commissioner Hertel said, however, they can anticipate this change and plan for it. He is worried about some significant trees being taken out of the eastern slope and exposing the house more than it is. This requires visual studies, walking the gas line and tree line beyond the DRC rendering a decisive opinion about it. Commissioner Cleaver said this is where he comes down to it. He feels somewhat incompetent to be able to analyze some of these things coming to the Commission, such as is the civil engineering or watershed analysis appropriate, and he assumes it is based on Mr. Coe's comments at the last meeting.

Commissioner Chong noted that the Commission must make findings. Two of the findings he referenced were whether the project is compatible and whether it is in the best interest of health, safety and welfare. His point is that the gymnastics the Commission is having to go through with design to make it compatible makes him think that in fact, if they have to go through that, it is not compatible. This is the issue because the drainage solution he thinks is extraordinary. He thinks that the 24 months of construction management requirement is extraordinary. The potential maintenance following construction liability back to the City is extraordinary for a single family home, and this is what the DRC is approving—whether it is compatible and whether it is in the best interest of health, safety and

welfare. This is what he is struggling with. He is not talking about trees, color, or one-story, but the basics of whether this fits this site and he is struggling making that finding.

Commissioner Hertel said he must come back in his mind and say three lots of record and they must get to them and what do you put up there. It is an infeasible project to build all of this roadway for a 1,500 square foot house which would have less impact, less mitigation for drainage, and less of everything. For him, it is a remote site and very far away from the neighborhood. He thinks that as long as the house has been mitigated from a visual standpoint which is their hillside ordinance and they have procedures they are following in processing lots of record. He believes he can make the findings for the hillside components of this house. It could be smaller and less visible, but it is close in meeting the standards held to other projects in hillsides. However, he recognized it is a large house far away which requires a lot to get it there.

Commissioner Cleaver said when Commissioner Chong brings up mitigations, for most projects, the DRC does not get into this much detail. They look at color, mass, lighting, and all the things they normally do off of a drawing and now they are charged with whether the construction management plan is adequate. Is it beyond the feeling that it beyond his purview to approve that the general public is not going to be impacted negatively by whether the construction management plan has 6 months of concrete work or 4 months? He does not see how this affects design review. He feels inadequate to be able to make that decision. Does that mean he cannot make the findings or it is inappropriate of design review? He feels the public has a good position in being concerned, but he was not sure design review was the venue to solve it or fix it, or to legislate how to fix it to this applicant. He feels they are drifting out of design review.

Commissioner Chong said he thinks they have not had to make those kinds of judgments in other kinds of projects simply because other projects have not required that this degree of extraordinary consideration be given. They have always dealt with the architectural aspects. He thinks to the findings the DRC must make, he is not sure he could make them.

Commissioner Hertel commented about the DRC's qualifications to review engineering plans. As he humorously alluded to, formulas for run-off calculations do not mean a lot to him, but the size of the pipe at the end of it all, where that is located, how it is configured and what the head wall looks like, he can take that information and it is a design element that the DRC is being asked to manage. Therefore, similar to the traffic management plan, he can take all the data and try and determine how this will play out, he feels not competent to run the calculations.

Commissioner Cleaver agreed and said he can review something on a design level, but cannot ensure the health, safety and welfare from a house on top of the hill.

Mr. Wolff said the DRC's charge is to review the project within its purview as a DRC and findings in the Municipal Code. The DRC is not being asked to analyze the technical documents that have been prepared by the project engineer to assure they are wholly accurate and can mitigate any and all risks to any and all people and property. If there is reasonable evidence in the record that shows they have looked at it and can demonstrate that technical issues can be addressed, this should give the DRC comfort in making that finding. The DRC must rely on technical staff to review the technical documents. The City Engineer was present at the last meeting and spoke to those things, and there will be additional rounds of review on his part, the County Building Department, the grading inspector, and a series of individuals reviewing to ensure the project does not pose an unreasonable risk. So the DRC is not being

asked to certify the technical work in light of that finding; being in the best interest of the health, safety and general welfare of the public. Staff would view that finding with respect to the land use and design of the project at a macro level and whether it would clearly not meet with that finding. The DRC approves the design of a structure but it is not certifying through that approval that the structure will be safe to occupy and will not pose a risk to neighbors or occupants. This is the charge of the City Engineer as it relates to civil and drainage, the Building Department as it relates to structure, etc. He hoped this provides some guidance as to the level of detail and assurance the DRC is being asked to come to in considering the findings.

Mr. Wolff said if the DRC identifies through some submission or testimony some inadequacy in the rigor that the applicant and the technical staff of the project has undertaken, it is well within the DRC's purview to impose a condition of approval to have a certain study done, peer reviewed, reviewed by the City Engineer, to have additional information return as a condition of approval. So the DRC has the capacity to approve the project and say the next level of detail in the construction management plan should come back before construction documents are submitted as an example. He said Commissioner Chong's point is right—it is not a typical project and not a standard subdivided lot from decades ago. The impacts of this are extraordinary when compared to a typical project. They are extraordinary mitigations in terms of the atypical design for drainage, etc. Staff's viewpoint is that they can be mitigated and thus the project would not impose an unreasonable impact on neighbors. He thinks Commissioner Sayles spoke to the existing conditions being what they are. The access will be improved for firefighting, ingress and egress, stormwater will now be engineered, designed and built to improve the control of stormwater runoff, so in many respects the engineer and in built solutions not only would maintain the status quo but would improve the situation and mitigate the current risk to downslope neighbors.

Commissioner Chong said one of the findings the DRC must make has to do with the compatibility issue. He understands they are not attempting to approve the design of any of the technical engineering. His point about the compatibility is that because of the extraordinary aspects of the design mitigations to address these issues, it is not a compatible use for this site. He asked if Mr. Wolff was saying the DRC could make the compatibility finding, given the extraordinary design mitigations. Mr. Wolff said from staff's and the Commission's viewpoint, every project is different but there are norms in neighborhoods. If one of the valley lots were proposing 1,000 cubic yards of grading, that would seem to be well outside the norm for that area when the slopes are not that great or lots are not that size. So it would trigger the question of what about this project is necessitating such an atypical amount of grading, as an example. This is an atypical lot. There are 3 legal lots of record up on the ridge. They have heard and concur they need to be accessed and some development needs to occur there. Then it becomes a matter of what, how big, what is feasible, and how can it be mitigated to the greatest degree possible. So, in going back to the environmental analysis, there are no significant impacts from a CEQA standpoint. Staff recognizes there will be impacts associated with construction, but staff believes these to be commensurate with the project. Staff views compatibility in a land use way and this is single family residents, albeit significantly larger than the homes in the valley below, as well as from a pattern of development. This does not fit the lot pattern of the valley below, and form. The DRC has heard and will hear again that a 2- to 3-story home would not necessarily be compatible with the neighborhood. It has to do with the proximity of the context and the context itself. In staff's viewpoint, this is in and of itself its context. It is not a traditional neighborhood pattern which would inform to a much more granular degree the finding of compatibility with the neighborhood. This largely does not have a neighborhood associated with it. They definitely would have to go through an existing neighborhood to get to the site, and there will be impacts associated with the development, but it does not have the same neighborhood context that one

finds in the valley below, Lafayette Valley Estates, or Moraga Boulevard, or any number of locales throughout the City.

Commissioner Chong said from a policy and procedural issue, it seems that one can find the right site and build the right house or one can have a site, build a house, but to make it the right house for the right site, mitigations are proposed. What he is trying to advocate is the former rather than having to go through the gymnastics to make it work. From a conceptual idea, this is his idea of compatibility. So much must be done to make it work. For him, it is extraordinary to have this detention facility that Mr. Martin has outlined. Mr. Wolff said he thinks staff would view this comment as compatibility of the development with the site more than compatibility of the design with the neighborhood.

Commissioner Hertel said he was prepared to make a motion.

MOTION: Commissioner Hertel moved that the DRC recommends approval of the project, making the findings. What he sees as compatible is that representatives from the HVIA talk about all of Happy Valley. In looking at Happy Valley, there are sites like this that dot the valley. They are not part of neighborhoods below and they are unique to the topography and location and the fact that a lot had been created at one point in time. So the City has compatible examples of remote sites, and perhaps this is the extreme. He can make the findings of compatibility and the hillside ordinance, with one proviso. He is leaning on mitigation to deal with elements of this home that he would never ever approve in a hillside setting, which is the grandiose, unnecessary gestures of the porte-cochere's garden tower upper terrace that he thinks are completely unnecessary and add to the project. They add to the verticality, visibility, breadth of the project, and this is not what the hillside ordinance suggests. In fact it states the opposite. The hillside ordinance says to make things as unobtrusive as possible. Therefore, he has a problem with all elements and square footages. He also has a problem with the fact that the applicants have elected to excavate 75% of the building footprint and tuck in a large garage and secondary dwelling unit or au pair unit which is counter to the provisions of the hillside ridgeline ordinance. Therefore, he is "swallowing a big pill" at the direction of the City Council and their finding that this project is moving in the right direction. He is swallowing this big pill by saying this is being mitigated by existing and added vegetation, which is a problem for him from a design standpoint. While he is accepting it, he is passing it onto the Council with his comments about how uncomfortable he is with that because it is not consistent with the hillside ridgeline ordinance or any ridgeline approval the City has processed in the past. He thinks the updated conditions of approval are fine. What needs to be added to them is a better understanding of the construction management plan and how it is being handled. The basis for that is that this is a large project and it places extraordinary burdens on the community directly below. He thinks the construction management plan needs to have more specificity about what is happening, when it is happening, how many trucks, etc. He is not expert enough to suggest one thing or another, but it needs to be handled and managed in some way. He said his motion is sort of a protest or complaint motion but he is moving it as a recommendation onto the City Council.

Commissioner Cleaver asked Commissioner Hertel why not deny the project and let it go to the City Council for those same reasons. Commissioner Hertel said this is an interesting idea. He said he wants to go on record about saying these things about the project because he has sat on the DRC for many years, has seen many hillside projects, squashing, shoving, pushing and mitigating, and they did one side of the home beautiful and the other side is not. However, it cannot be seen so it does not matter, and he is just uncomfortable with it, as it is over and above.

Commissioner Cleaver said he does not disagree with Commissioner Hertel, but it is the scale. Commissioner Hertel said it is the scale directly in the hillside and he thinks it has been mitigated with existing and new vegetation and grading. Commissioner Cleaver said he does not disagree and seconded the motion.

Mr. Wolff said Commissioner Hertel indicated his motion is based on existing and proposed vegetation. He also raised the question of getting a better understanding of the potential tree removal on the PG&E easement which would and could affect visibility of the project. To that end, he asked if the DRC would request a condition of approval that this analysis and landscape plan return as a condition of approval. Commissioner Hertel stated yes, and noted this study needs to take place because he is supporting moving it forward. The City knows the pipeline plan is coming, and the trees may be stripped out by PG&E.

Commissioner Hertel moved that the DRC recommends approval of the project, making the appropriate findings, with the additional condition that analysis and the landscape plan return; Commissioner Cleaver seconded the motion.

Commissioner Chong said he would not support the motion and explained that he thinks it is in the best interest of the City to find projects that are appropriate that the governing bodies can approve rather than projects they must find mitigations for prior to their approval. This is not the way to get good design in the City. If Commissioner Hertel is interested in sending a message to the City Council, for him it would be a stronger message and he comes to a different conclusion in that message.

ACTION: Commissioner Hertel moved that the DRC recommends approval of the project, making the appropriate findings, with the additional condition that analysis and the landscape plan return; Commissioner Cleaver seconded the motion, which carried by the following vote (2-1): Ayes: Cleaver and Hertel, Noes: Chong: Absent: Agrawal. Abstain: Ptasynski.

Commissioner Chong asked the DRC to discuss conditions to be added as a recommendation to the City Council. Mr. Wolff said the Council would appreciate comments from the DRC in this regard. Otherwise, the vote can be reconsidered and add those conditions to the motion. Commissioner Chong did not support another motion, but he thinks what is important to transmit to the City Council and Planning Commission is the idea of a third party peer review given technical issues. This review should be hired and undertaken by the City and paid for by the applicant. He suggested the City Attorney provide the DRC with a review and consult to ensure there is no liability being absorbed by the City for any of the work being designed by the applicant and any maintenance issues being borne by the City. He thinks that the construction management enforcement issue has not been addressed and he thinks that a full time inspector hired by the City and paid for by the applicant would be a reasonable way of giving assurance. He would assume all repairs to roads, sides of roads, private property, etc. required as a result of construction would be brought back to at least its original state. He would think that given the size and complexity of the construction process and its duration, some consideration for fire safety during construction in terms of a fire watch such as fire perimeters, sources of water, appropriate fire safety for the surrounding neighborhood during construction, access to and from homes relative to emergency conditions, and a full time construction management supervisor paid for by the applicant and hired by the City.

Commissioner Cleaver and Hertel voiced their support of forwarding these recommendations to the City Council.

B. **Memorandum of Understanding to Settle Love Lafayette Heritage v. City of Lafayette, et al. (Case No. N13-0931)**
Recommendation: Authorize City Attorney to Execute the Memorandum of Understanding.

C. **Award of Contract for Project Number 014-9698 – 2014 Road Rehabilitation Project**
Recommendation: 1) Adopt the project plans, specifications and project details to conform to the Uniform Construction Accounting Act; 2) Award 2014 Road Rehabilitation Project, Project Number 014-9698, construction contract to Argonaut Constructors in the amount of $1,997,886.90.

D. **Budget Adjustments for FY2013-14**
Recommendation: 1) Transfer $5,000 from Fund 12 to Fund 11; and 2) Transfer $10,292 from Fund 12 to Fund 17.

E. **Recording of Shared Equity Transfer**
Recommendation: Direct Mayor to execute the MOU on behalf of the City of Lafayette.

8. **OLD BUSINESS**

A. **Donna Feehan, Management Analyst**
Options for Street Sweeping Services
Recommendation: Chose one of the following options: A) Award contract PWS14-01 for street sweeping services to Universal Building Services (UBS) in the amount of $88,697 annually; B) Reduce commercial sweeping by 50%, sweep every other week; C) Reduce residential sweeping by 50%, sweep even months only; D) Reduce both commercial and residential sweeping by 50%.

ACTION: It was M/S/C (M. Anderson/Reilly) to continue the item without consideration to June 9, 2014. Vote: 5-0 (Ayes: B. Andersson, M Anderson, Mitchell, Reilly and Tatzin; Noes: None ;).

B. **Tony Coe, City Engineer and Leah Greenblat, Transportation Planner**
The Circulation Commission Developed a Scope and Problem Statement for a Study of Traffic Congestion Issues in Downtown Lafayette
Recommendation: 1) City Council reaffirms its prior direction that a future study of downtown congestion should be conducted with grant funding; 2) Indicates its preference for the program of study that staff should submit for future grant funding, including the upcoming CCTA PDA Planning Grant.

ACTION: It was M/S/C (M. Anderson/Reilly) to continue the item without consideration to June 9, 2014. Vote: 5-0 (Ayes: B. Andersson, M Anderson, Mitchell, Reilly and Tatzin; Noes: None ;).

9. **STAFF REPORTS** – None

10. **PUBLIC HEARING**

B. **Greg Wolff, Senior Planner and Catarina Kidd, Contract Planner**
HDP20-13, GR07-13 & TP12-13 Steve & Linda Wight (Owners), LR-10 Zoning:
Request for: (1) a Phase II Hillside Development Permit for a new two-story, 9,638 sq. ft. single-family residence with an attached 3 car garage with a height of 28.5 feet and a 365 sq. ft. garden room; (2) a Grading Permit for the movement of 4,800 CY of earth (2,900 CY cut/ 1,900 CY of fill); and (3) a Tree Permit for the removal of 19 native trees on a vacant 13.66 acre parcel located in the Hillside Overlay District and a Class II

ATTACHMENT 3B

Ridgeline Setback at 1240 Monticello Road APN 245-070-014. This item includes consideration of adoption of a mitigated negative declaration of environmental impacts. Recommendation: Approve applications HDP20-13, GR07-13 & TP12-13 and adopt the mitigated negative declaration of environmental impacts, subject to conditions of Resolution 2014-24

Contract Planner Catarina Kidd gave the staff report. She outlined the four basic elements of the staff report which will be the background, scope of the project, DRC and staff comments, and environmental review.

There are questions as to why this item is coming to the City Council. As way of background, in 2011 and 2012, the Planning Commission conducted hearings on Phase I Hillside Development Permit for the site. This project previously had a Phase I approval in 2008 but the applicant decided to revise their home massing and as a result, had to return with a new Phase I in 2011. While the location of the home was the same on the site, the finding from both staff and the Commission was that the home, as proposed, did not meet the findings and because they were unable to make the required findings, the Planning Commission denied the proposal. The proposal was subsequently appealed to the City Council and during that process, the applicant made some revisions to the project over a series of 2-3 hearings and it was through those revisions that the Council approved the Phase I proposal. One of the conditions of approval was that the application in Phase II be returned to design review for review of architecture, colors, materials and landscaping and the entire project return to the City Council as the final hearing body. This is the reason the project is before the Council tonight.

The project scope is a Phase II Hillside Development Permit for 10,003 gross square feet of residential development in a Class II Ridgeline setback. The scope in Phase II on page 3 of the staff report breaks out the square footages of the living areas and unconditioned areas and compares it to the Phase I approval. She also drew attention to an attachment from the architect which breaks out the additional information regarding conditioned versus non-conditioned space as well as the other elements on the site such as the outdoor kitchen, pool, pavement areas, other covered areas on the site that do not qualify as either conditioned or unconditioned space, but the DRC requested this because they felt it was part of the massing of the site, and they also wanted to understand what the scope of the project was.

The DRC held a total of 4 meetings on the subject application starting in 2013. At that point, the Commission made a number of comments and asked the applicants to return after those items were addressed as well as after the draft environmental document was complete. In March 2014, the DRC conducted another public hearing. At that point, a draft mitigated negative declaration was available for review. While it was not an official public comment period, the document was considered by the DRC and comments were taken during that time.

The DRC then conducted another public hearing on April 14 requesting a number of items including an expanded construction management plan which is in the packet and they expressed at the following meeting that they prefer to see a visual plan rather than some of the bar graphs that were presented in the construction management plan. There was concern about where the trucks would wait before proceeding at Monticello Road. A great deal of discussion ensued over that issue and the DRC adopted, by a vote of 2 to 1 with one member absent and one recused, to recommend the Council approve the application. However, DRC member Gordon Chong was the dissenting vote and requested with agreement of the other two voting Commissioners that his additional recommendations be conveyed to the City Council. She noted these are the items staff requests the Council's further direction on because staff understands it was on the advice of the dissenting vote; however, the other Commissioners

agreed it should be passed onto the Council. Staff has added it to the draft Resolution, and these recommendations include the following:

1) That the applicant shall execute an indemnification agreement with the City to the satisfaction of the City Attorney's office;
2) A full-time independent construction management inspector hired by the City and paid for by the developer; and
3) Peer review of hydrology and drainage

Regarding Item 1, there is a standard condition of approval regarding indemnification within the standard conditions of approval. Staff added the sentence to the standard condition; regarding item 2, this requires some discussion and direction because it has not been something required in the past for similar projects in similarly zoned properties; and for item3, the City Engineer takes no position and defers entirely to the City Council regarding the requirement for peer review.

There are two comments staff would also request direction or recommend to add to the conditions should the Council approve the project. The first is that the applicant shall mock up a palette of colors and materials for approval by the DRC prior to installation. She said there was a comment made during the DRC meeting about colors. However, the specific condition was not in the motion. Staff is recommending this be added to reflect the Commission's comment. The second is that language should be clarified in Condition No. 13 regarding construction and staging. There were a number of comments regarding how the City would enforce how long trucks would idle, pause or stop on the streets before proceeding up Monticello Road. The final issue in the staff comment section which staff is requesting additional direction relates to scenic easements. When this application came forward, one of the components of review was how does this proposal matched or conformed with the Phase I approval. In doing this, staff not only looked at the footprint of the home and what is being proposed in terms of design, size and height but they also looked at the conditions of approval in Phase I approval. There is a condition in the Phase I approval that states, "As conditioned, a conservation and scenic easement intended to protect the natural open space and scenic character of the property will be included in the Phase II hillside development and design review application."

Staff's understanding is that the Phase I condition was a scenic easement within a substantial area that at a minimum would align with the ridgeline setback. The recommendation Condition No. 17 requires additional discussion and comment from the City Council. She presented a sheet and said there is an existing triangular area that is a private scenic easement and already part of the property. To the left of it, which is the southwest side, there is an 80 foot area adjacent to the southern property line and it runs along the existing trail easement on the west property line that is the proposed area for scenic easement. The question would be whether it meets the condition. The DRC debated the issue but it was not fully vetted.

Lastly, regarding the environmental review, the project was reviewed for compliance with CEQA. While single family homes are often categorically exempt, the planning department has always used exemptions in a very conservative manner. If there are any issues raised regarding potential impacts, they would proceed to conduct the Initial Study. The Initial Study determination was made in September 2013 due to potential concerns about biological resources related to the size of the vacant site as well as the proximity to Briones. A biological resources study was conducted and the applicable mitigation measures have been incorporated. No significant impacts are identified.

During the DRC meetings as well as when the comment period officially opened on April 11th, the City received extensive comments from members of the public. Because of that, the City staff is requesting that the City Council open the public hearing, accept testimony, commence discussion and questions and continue the hearing to a date certain of potentially June 9, 2014. The purpose of this request is to allow adequate time for staff to incorporate all applicable comments received during the public comment period into the Mitigated Negative Declaration (MND) and in order for a complete and thorough document to be presented. There is adequate information in the public record and technical reports presented tonight, but it should be added specifically to the MND and expanded. The applicant is aware of this staff request and would agree to the continuance pending Council's decision regarding the Phase I condition of approval regarding the deadline of May 26, 2014. This condition stated that the Phase I approval would lapse unless the Phase II application was approved by May 26, 2014. From staff's perspective, the CEQA portion needs to be in order first before any decision can be made regarding approval or denial of the project.

Councilmember Reilly apologized, stating she has quite a few questions and she will state for the record that she was not on the City Council when Phase I was approved. She had many questions with regard to what happened, listened to many of the DRC meeting recordings and walked the property with staff last week. She asked the following:

1. What the percentage of off-haul or truckloads are associated with building of the house versus the road. She noted that Mayor Federighi asked the same question at the July 2012 meeting and the DRC asked at the March 10, 1012 meeting and she could not find the answer.
2. She asked what the average size of the home in the Glen neighborhood or the spectrum of the house sizes so she could have a sense of what a typical house in the Glen neighborhood would look like.
3. She asked if there is ever been times on Spare the Air Days when construction is restricted because she had heard testimony a couple of different times about a child with severe asthma in the neighborhood.
4. Regarding the PG&E pipeline during construction and asked whether it is safe or not.
5. She asked how staff arrived at the 10,000 square feet number. There seems to be an additional 7,000+ square feet of other outposts and buildings, and to her, this is part of the mass of the project. Mr. Wolff said the 10,003 square foot calculation is the reported gross floor area which the Municipal Code speaks to as area that is roofed and has 3 or more walls. The additional square footage referred to are accessory structures and they would not be included in the calculation because it does not have 3 or more walls and a room. It is still part of the overall development of the project and this goes to the question the DRC was asking for the architect to respond to and acknowledge those.
6. She asked for total loads and deliveries on the road for the entirety of the project. She was not looking for an exact number but more specificity as far as how many loads and deliveries would they expect on that road.
7. Regarding the recommended conditions of approval, she noted that in the letter of January 10, 2013, from Curtis Jensen of Jensen-Van Lienden & Assoc. suggested they be on site when excavation of peers and walls were being made. In addition, they suggested they be on site for observation and testing services in connection with placement and contraction of engineered fills per their letter. In Condition No. 20 it seemed vague and she was not sure if this was something that could be expanded upon.
8. Regarding the outdoor kitchen, in listening to previous meetings and reading minutes, it states that at the Council meeting of June 9, 2012 questions arose about

the location, and Mr. Bowie stated that the size and location of the outdoor kitchen would be dealt with on Phase II, but she could not tell if there were any changes from the original design.

9. She had questions about color and materials and said it did not seem there was a lot of time spent on this. She asked if the palette of colors seemed appropriate by staff; however, it sounds as if staff wants it to return.
10. Regarding Condition No. 36 regarding fire protection, she asked if there will be a water tank required for fire protection since a hydrant would be too expensive.

Mr. Wolff referred to the last question, the plans show a water tank to the northwest corner and staff will illustrate this when going through the plans. He said staff would be happy to go down the list of questions the rest of the Council has if not addressed in the applicant's presentation.

Councilmember Mitchell referred to page 9 of 10 of the required findings, and he asked if these are the 6 findings the Council needs to make. Ms. Kidd said yes, the draft DRC Resolution contains those findings and the text response to each one.

Councilmember Mitchell said he was hoping staff might provide more specificity on the scenic easement, and he asked that the Council could receive a map which shows where the protected ridgeline exists also.

Councilmember Mitchell said in the April 14th minutes, the second to the last page of the entire package, on page 26 of 27, line 15, it states, "the motion included the inability to make a number of the findings." He asked if there were any additional comments they had with regard to their inability to make those findings. Ms. Kidd said the Commission asked for additional information including a response from the applicants as well as the expanded construction management plan and more on the hydrology to return. There was some comment, and this is where the peer review question came forward. Some commissioners felt that the hearings conducted strayed from the topics they are accustomed to covering. Architecture, articulation of massing, landscape, colors, materials and lighting are areas they typically exhaustively cover and they felt they were not necessarily able to cover these, and this is why staff did make it a point to draw some of their comments into the conditions. The subsequent hearing on April 28th debated those points in greater detail as far as findings. As seen from the vote, two of the Commissioners were able to make the findings and one felt he could not make the findings.

Councilmember Mitchell said his question was more directed at the Commission's ability to make the findings. Those findings listed on pages 26 and 27 are also referenced back on pages 23 and 24. Four of the Commissioners had difficulties making various findings. He was directing his question specifically at that and he thinks he understands the answer.

Councilmember M. Anderson said on the CEQA document he did not see protection of the wildlife corridor in the area that was defined by Monk and Associates as either mentioned or covered with the mitigation. He asked if there was a reason for this. He said he thinks there is actually a suggested mitigation of having the scenic easement called out in the Monk report as the permanent wildlife corridor—to resettle that once protections have been in place which they specify in great detail during the project construction. The scenic easement would actually act as the wildlife corridor connecting to EBRPD property. So he does not see that reflected in what the Council has in terms of CEQA impacts or mitigations.

Councilmember M. Anderson said he has yet to see a tree removal plan and he guesses the number or count is based on a count from November 2013. He was not sure this reflects the plan they have currently that may have been modified since that time, so he asked for

clarification on this. He read the hydrology study on drainage retention although he said he has worked with engineers in the past and could not understand the final conclusion of that study which to him was very vague. It would be helpful if maybe the applicant could clarify the final conclusion in terms of the discharge rate off of the site based upon the implementation of some kind of drainage retention as part of the project. It would be interesting to see where that retention is occurring on the site.

He noted there was a reference to off-site parking and some sort of van carpool, and he was not sure where they would park and he asked for more information about this.

Vice Mayor B. Andersson said he had an identical question about hydrology, and he was not exactly sure how they would do this. He asked for more explanation about how water is carried off the site, where it goes, and where it goes after exiting the site and whether there is capacity for it in each of the stages.

He also asked about the extra condition suggested by the dissenting DRC member and adopted by the others. He asked whether the indemnification agreement this is something standard or is it done on a regular basis, or has it never been done before. He asked if hiring a full time independent construction manager and a management inspector is something the City has ever done before. He asked if a full time inspector was really necessary in this role.

Mayor Tatzin referred to staff comments on page 7 of 10, it talks about the purpose of Phase I, the purpose of Phase II, and when he looked at Code Section 6-206.25 yesterday, it talked about the purpose of Phase II is to "assess the impacts of the project" and he confirmed this was correct. He confirmed also that his understanding is that in order for the Council to approve this Phase II application, it must make each and every finding that is referenced in the staff report, and if the Council cannot do so, then the Phase II application is denied. He also confirmed that the DRC took their final action on April 28th. He listened to the tape today, but asked when the Council will have draft minutes of that meeting. Ms. Kidd said if the Council decides to continue the item to June 9th, the minutes would certainly be available.

City Attorney Mala Subramanian said before opening the public portion of the meeting, if any Councilmember has had an opportunity to speak with members of the public or visit the site, to please disclose this and the nature.

Mayor Tatzin disclosed that on Friday he met at the request of the home of the Bishop's who live in the cul-de-sac. They had invited 20 to 30 neighbors and they held a brief discussion, took a tour, and they went off to hold further conversations and he went home. Councilmember Reilly disclosed that she met a week or so ago with Donn Walklet in regard to another item, but this came up in conversation. She also walked the property with staff a week ago. Councilmember Mitchell disclosed that he has been to the site a half dozen times while on the Planning Commission and today, but never with any applicant or members of the public. Vice Mayor B. Andersson disclosed he has been on the site, although not this date. He also met with Mr. Walklet on another matter and this came up.

Mayor Tatzin referred to page 7 under staff comments on visibility and when talking about PG&E, there is a sentence that states "PG&E further clarified that PG&E trims trees that might be in conflict with above-ground transmission lines and does not typically remove trees unless deemed necessary." So PG&E has two components—the gas component and electric component. The electric component has transmission lines where they might trim. The gas component has a program right now where they are planning to cut down every tree within 10 feet of a gas transmission line. He asked which component element of PG&E the City spoke

with to get this comment. Ms. Kidd said staff spoke to a land agent and he specified there are no plans to cut trees on this private property. In fact the program that is actively in place now is work in Briones. Mayor Tatzin confirmed that this is a high pressure transmission line, and for the record, over time the Council understands from PG&E is that they believe they need to create a 10 foot buffer where there is no vegetation because they believe tree roots damage their pipelines. So they are working with other communities to remove many, many trees not just in Briones but also in incorporated communities.

Ms. Kidd agreed and said one of their comments was that the land agent forwarded their request and plans to the gas transmission line department which is a separate department, so those representatives must weigh in on the issue as well. But staff did look at the landscape plan and the proximity of trees to that 20 foot right-of-way and the majority of the natural grove is quite a distance away from that line. Currently, they have no project, but will they have a project in the future cannot be known until staff receives something in writing.

Councilmember M. Anderson said he thinks the question here is not just trees. They are clearly concerned about access to their lines in general. If the City has not received the clearance from PG&E Gas about this particular set of improvements, the Council should probably wait and get some reading on it before deciding what they will do. What they are telling the City is that they want to have 100% clear access to those gas transmission lines and to him, whether it is a tree, wall or paving, it all has potential for causing them some concern in terms of access. If they have threatened the City with taking trees out, the City needs to be very aware of how serious they are about this project they are doing.

Mayor Tatzin opened the public hearing and discussed protocols.

David Bowie, attorney representing the Wight's, said it came to his attention that staff has requested and recommended there be a continuance of this public hearing so they can work further on the mitigated negative declaration. I have indicated in response to that request that they did not have an objection to that, but the only request he would make is that if it is to be continued, that the City also extend the time period for the Phase I approval to the same date for the final hearing. Regarding the last issue that was brought up having to do with the PG&E pipeline, obviously this pipeline is not that unique to this site. There are PG&E pipelines, gas transmission lines all over the community, and Councilmember M. Anderson is correct. If PG&E is anxious to make sure there is free access to their pipelines and overhead wires, which is exactly why they have easements. While you cannot put permanent improvements in place within an easement area, it is very routine to put pavement in an easement area which is done everywhere and it does not pose any kind of a problem. Also, while he will have Howard Martin comment to this, the actual trees and screening that create the shroud for this project to ensure it is not visible from either the east or the west, those trees are not affected by the PG&E gas line. So even if there are trees to be removed, they should have no material impact whatsoever on the issue of screening. Also, he knows there was a lot of concern over hydrology and drainage and Mr. Martin did an extensive hydrology review of this entire area. He believes he has reviewed all of this with Mr. Coe who is satisfied with studies done to date. One of the issues about further peer review is that the City has a competent engineer and he needs no additional help in doing his peer review. Also, Schell and Martin have been around forever and have done work in this community. The Council should rest assured that these technical issues are well addressed.

Mr. Bowie said as the Council knows, this is an almost 14 acre site and they are only developing one half acre of that site. This is hardly pillaging and devouring hillsides and ridgelines. In addition, this is a development proposed on an existing lawful lot within a subdivision that was

created many years ago using an access road that existed many years ago which has already been sharply defined in terms of bulk, mass and siting by earlier approvals. So one could say this is pretty much already defined at the present time. He would agree with staff's characterization that the Phase I versus Phase II. Phase II is essentially a relook of the entire matter but the issues of siting, bulk and mass have been decided. In this particular instance, those issues are dictated by the geometry of the lot, the need to access and that sort of thing. So as a result, there is not much to talk about regarding the architecture and this is reflected by the focus of the DRC. During initial meetings there were concerns over landscaping, lighting, and some fence issues and these were all addressed and became non-issues. At the last hearing, they went to great lengths to make sure they had the architect available to answer any questions and address issues having to do with architecture. No one really voiced any concerns about architecture at all. The only comments that came up about architecture related to the possibility of deepening the colors of the paint and trim and they are willing to go along with staff's condition and can defer this to later. People seem to think it should be a bit darker, but otherwise rather non-specific. And the only other comment that came up on the project at all in the context of architecture was that it was too large.

The point made before the Council the first time around is that too large is an odd ball concept in the concept of this particular project, and it is odd ball because this project would require the same amount of off haul essentially whether it was half the size as proposed or the full sized as proposed because the off haul, grading and excavation are all dictated by the roadway, the turn to get up there, the location where the courtyard has to be, the requirement for some sort of garage parking and the further requirement to make sure they get over that gas line so there is a cushion of dirt between the gas line and the courtyard. He said the gas line has never been exposed in the vicinity of this lot. There is an exposed gas line that neighbors have identified in other sections, but not here. Those conditions have all basically said they are where they are. If they reduce the size it is not going to reduce the amount of excavation of any kind or sort or to any significant degree whatsoever.

Mr. Bowie noted there has been a lot of concern and discussion about CEQA issues. This is an existing lawful lot and normally is categorically exempt. The only unusual circumstance of any kind has to do with biotic resources. They have gone to great lengths to identify those and they are a non-issue at this point. Regarding the scenic easement issue, he feels it is unduly burdensome to put a scenic easement over the entire parcel. This is out of context and does not meet the legal standard for there being some kind of nexus between burden and benefit. In addition, he reminded the Council that this is within the Hillside Overlay District (HOD), so any kind of work done in the area is subject to strict requirements, restrictions, hearings and things of that sort. They agree that a scenic easement is appropriate. They have not contested it and have taken great care to make sure they have defined something that actually makes sense. This is a project the Council already approved, made findings the first time around and nothing significant or material has really changed with respect to those same findings. Everybody is concerned about construction management and this is a legitimate issue, but there is construction management with every single project that is ever constructed and this is access over public roads so they have a legal right to do it. They have a very good construction management plan that has gone to great lengths in light of a project that is yet to be fully approved to address all issues. He asked Mr. Martin to come up and respond to the hydrology concerns.

Howard Martin, Schell and Martin Engineers, asked Ms. Kidd to display the two images that show the water sheds. He said he wants to make clear is that there are some very large watersheds here and the Wight project does not add to the drainage problem they have in the neighborhood. When looking at the larger triangular area, there is close to 48 acres that drains

down. There is a waterfall in one area that appears in certain large storms and drains down into a culvert that was identified in the Allan Propp report. There are several other large watersheds off to the lower right side. There was a big mudslide in the New Year's Eve storm 2005, and it also came down to the Stubber's property of 13 or 14 acres. The Wight's property is on the top of a ridge and that watershed, including the portion of the road that is below the road and is mostly ridge contains about 3 acres. This water flows down the roadway and with proposed improvements will assure that water will continue to flow down that roadway. Other improvements downstream near Mr. Bishop's property will pick up that water before it gets into that problem culvert. In answer to one of Councilmember Anderson's questions, he said right now the water is sitting up in a saddle. Water historically goes west and east in the saddle. There is a water course to the west and down the road to the east it travels down the road. With the development, they are going to take most of the area of the house and it will dissipate the landscape at the top of the ridge, and it cannot flow to the east. There will be a pervious auto court where the portion of the house cannot flow into the landscaped area and has to go to the east. It will go into the pervious auto court. That will all be picked up including the other areas that go into a large dissipater at that water course right to the west of the flying saucer. There is a creek that goes down there. There is a small portion of the road that has to go to the east and cannot get down the hill. There are some increased impervious from the fire department turn-around and widening of the road that is required to make the road safe, but none of that water will get into the problem water sheds that it historically had very large mudslides and will continue to have mudslides.

Mayor Tatzin asked for questions of the applicant.

Councilmember M. Anderson referred to the report and it indicates "An increase in peak flow can be eliminated by the use of detention basin or similar structure. He asked what they are doing to reduce the flow. Mr. Martin said in its current state now, they have discussed with Tony Coe how to handle this. Because they have said a good portion of the saddle to the west, they have been able to reduce the flow or match the flow in its current condition down the hill. So any flow going to the east post development is going to meet what it is in its current state. No more water can get down the hill. So they will have an increase in water to the west which represents .5 CFS and this will drain down into an existing water course that has 8.88 acres. They will increase it with the Wight development to 9.17 acres. This responds to a 3% increase to flow going into that area which means under the current cubic feet of flow at the headwall at the creek is 11.7 CFS. They will increase it to 12.2 CFS. The City Engineer is happy with that the way they are going to spread out the flow. If he finds that acceptable, then they may not have to put in detention. If they have to put in detention, they can put in detention in the pervious auto court to meet what the current flow is. They can slow the water down to match what it is doing now, but one-half CFS is not a lot of water, particularly since they are spreading it out over a dissipater in a canyon that is about 110 feet long. Councilmember M. Anderson said he is not trying to argue that but trying to find out if there has actually been a solution. He confirmed they are waiting on Tony Coe to take Schell and Martin's recommendation and consider it.

Mayor Tatzin said his understanding is that Mr. Martin did his calculations based on a typical rain year and a 10 year storm. He asked why he chose that compared to the 100 year storm or a 50 year storm. Mr. Martin said they use a rational method and the County uses the 10 year storm event for properties of this size. Mayor Tatzin asked how much greater is the rain is in a 100 year storm over the peak period. Mr. Martin said in the storm they had New Year's Eve in 2005, this was a measured 50 year storm event in Danville and Alamo. In parts of the county it was less. He does not doubt that knowing there was severe mud flow it was a 50 year storm event. In this circumstance, as he points out before, none of additional water is going to be flowing easterly. The increase in flow will be going to the west but nowhere in the county does

one design for anything greater than a 10 year storm event. They can do it. If Tony Coe decides there has to be detention, they can size those pipes with an orifice plate to make it hold a 100 year storm, but it is just not common practice and not done.

Mayor Tatzin asked what happens if they design it for a 10-year storm and the 50-year storm occurs someday. Mr. Martin said all the water going to the west will continue going to the west in a 50-year storm. The water that flows in the auto court, if those pipes get overwhelmed, then the excess could come down the driveway, but you have to look at the existing site right now. It is very shallow soils. Once that gets saturated, it is like rock. In a 50- or 100-year storm, water comes off and everything is impervious. Water is going to come racing down the hill and they have not changed the historic drainage pattern. So there may be some excess coming down the driveway but it will be contained in the roadway going down the hill and will enter a storm drain pipe proposed that is westerly of the problem culvert and near Mr. Bishop's property.

Mayor Tatzin referred to page 2 of Mr. Martin's report and a table that talks about points A, B, C, D, E, F and G. He could not read the map well enough to figure out exactly where those are, but his sense is that A, B and C are somewhere in the approach road to the house. Mr. Martin said point G is the headwall in Rose Lane. Mayor Tatzin confirmed F and G are to the west and A, B, and C are along the driveway area. He said there are three columns of data, existing peak flow, proposed peak flow, house drains to east, proposed peak flow, house drains to west. In point A, the existing peak flow is 1.6 CFS in a 10 year storm and you are showing it going to 2.5 which is a 9/10th CFS increase. So in point B, the existing peak flow is 5.2 and it goes to 5.7 CFS. He is trying to understand why the increase goes from 9/10th CFS down to ½ CFS. He asked what happens with the point A and B that causes this. Mr. Martin asked which report Mayor Tatzin had and Ms. Kidd confirmed he was looking at the introductive narrative of the hydrology study dated April 18th. Mr. Martin said the Council should have the May 1, 2014 report. He noted they were working on this for the deadline to get it in and he was not sure when they got it to staff, but it is dated May 1st. Point A is existing peak flow of 1.6 CFS, proposed peak flow 1.8 CFS which is a 12% increase. Point B is 5 CFS existing and 5 CFS proposed unchanged.

Mayor Tatzin said Point B is down the hill from Point A albeit the roadway. He asked how the increase goes from 2/10th CFS to zero. He asked where the extra 2/10th CFS goes between A and B. Mr. Martin said he cannot answer this now, but continued to review his calculations.

Mayor Tatzin said in the example he has which he understands is an earlier report, by the time they get to Point C, the existing peak flow is 6.7 and it grows to 7.1 CFS so it is now 4/10ths CFS. Mr. Martin said in the May 1st there are some reductions. Mayor Tatzin said therefore, he has the same question—how do you get further down the road from Point A and have no increase. Mr. Martin said he is saying is that there is no change between existing and proposed. What they have done is that existing peak flow coming off the site in its current state. The second is proposed, so they have increased it a little bit, but by the time they get to point B they do not have a change. They are not adding anything, and Mayor Tatzin said he understands, but there is still the water that existed at Point A of 2 CFS. There is a wider road that is now conveying the water down the hill with a certain length of time getting down there. Mr. Martin said they make assumptions about the velocity of water going down the hill, but when they ran through the numbers, it could have been rounded, but it is not a lot of water. Mayor Tatzin reiterated that he just wants to be sure he has a reasonable understanding of the methodology. The Council's responsibility is to determine whether they can make the findings and they must rely on the information he provides to make the findings and not on the comments of everybody else. If the applicant's information is not sufficient to make the findings, he is going to have a hard time doing it. Mr. Martin said he will review this when the public speaks.

Councilmember Mitchell asked how recently the county has had a 50 or 100 year storm. Mr. Martin said they have not had a recorded Contra Costa history 100 year storm event. They had a 50 year storm event in 1962 where there was 10 inches of rain in Walnut Creek. In 1955 and 1958, there was flooding in Walnut Creek but they have not had a 100 year storm.

Councilmember M. Anderson said he is still interested in the parking of the workers and the van pool proposal. He asked if there is any detail on this or will this come later on. There is a supposition that there is no impact because people are parking on some private land and City land and then they will take a van to work. Mr. Bowie said they have their construction management representatives here who can answer this, but when going through this they wanted to be sure they did have 4 round trip van pool projects a day to minimize or mitigate the amount of traffic there.

Samantha Burton, Young and Burton, stated in bidding this project which is at a very preliminary stage right now, they have identified some key locations and owners of properties around the Lafayette area that do rent out their property for staging materials or for parking. They have not procured those lots at all because it is too early. One map they did include with their submittal to the City for previous documents was from the City of Lafayette website which shows parking locations within the City that are available for rent and buyout and even whole parking lots that are available with the number of spaces and cost per month located near this project, primarily on Happy Valley and Deer Hill. This would serve employees and they could bus employees in. Councilmember M. Anderson asked if this is the plan; to pursue these sites and possibly others. Ms. Burton said this is correct; there is no possibility of staging on site or parking on site, so they must procure outside areas which have been built into their bid for the client.

Councilmember M. Anderson said there is a statement in the construction management plan that "no trucks shall wait at the end of Monticello Road longer than 5 minutes prior to proceeding to the job site." He asked how this will be achieved. Ms. Burton said there are multiple other locations on Deer Hill where trucks can come in. She confirmed they will not be stacked, but rather it is about proper timing. They cannot have concrete trucks sitting back to back so they have to space them further so it is just in time construction. They do one week, three weeks, three month and one year look-ahead schedules, and this is where they can tell the neighborhood that next week will be a pour day and they expect 10 trucks that day.

Councilmember M. Anderson noted that the City has had trucks stack up on main roads to actually pursue work where there is concrete and construction, and it would be important that they understand there is not going to be any queuing happening on any of the streets, so this would be an acceptable condition to add to the project. Ms. Burton agreed and said they were asked at the DRC meeting about ways of guaranteeing this. One is that it would be a condition of approval and second is the fact that they have been in business for 30 years, just recently completing a 3-year project on Happy Valley Road and they have had no complaints. They have worked with many City staff members and they have been very happy and have continued support of their company working in this area.

Councilmember Reilly referred to the proposed management plan there is a maximum of 8 to 10 trucks per day. Clearly there are averages being done. She knows this has been difficult to determine, but she asked what the worst case day might look like. Ms. Burton said she can provide a best estimate. There is no staging on site or parking so they must wait for every truck to come down before one more can get up there. Even on the road, they cannot have trucks backing each other. Based on that timeline, they estimate that at most, they could have around 20 round trips a day just because of the amount of time it will take to get up the hill to deliver, turn around and drop off people and come down Monticello to let another truck up.

Councilmember Reilly said she guesses that when pouring, they cannot pour, stop, pour, and stop, while also keeping in mind they must shuttle workers. She asked if this could even be more than 20 round trips. Ms. Burton said in their analysis of looking at the project, they cannot foresee being able to do more work than 20 round trip truckloads a day. They cannot foresee the timing and placement given the time requirements the City allows them to work.

Councilmember Reilly said it sounds like the maximum is 20 per day and she asked if this is the limit for any one day. Ms. Burton said she could not commit to something like this right now because they do not yet have structural plans. This is their best effort to look and analyze given their historical 30 year data and doing upwards of $350 million in high end residential projects of difficulty like this. Once they get structural plans, work with staff further and work with the County on approvals and know for sure, she will be able to provide a more guaranteed number, and this is in their management plan. As soon as they know information, they can make people aware, but at this time, this is their best estimate of how they can achieve the 20 trucks a day maximum.

Councilmember Reilly said she is being expected to make findings, but not with full and complete information. Ms. Burton said she appreciates this as well and said they want to give people more information, but they are at a very preliminary stage. The project could be approved in January and there may be weather concerns. She cannot procure a lot right now to confirm they have a space for storage and staging because she will not pay for a lot for a year. Therefore, it is a chicken and egg situation and she totally agrees. Staff knows they work together and they share information between each other so they are not trying to evade the situation.

Mayor Tatzin said he was listening to the April 28th DRC meeting and Ms. Burton was speaking. He thought she mentioned a staging area on Deer Hill. He asked if she meant that trucks would essentially pull up on Deer Hill Road to the intersection of Deer Hill and North Thompson and wait until it was their turn to go up or whether they would be staged at a private lot that had access to Deer Hill, or both. Ms. Burton said there is the potential of just-in-time 5 minute time limit staging at that intersection, waiting for that truck to come out and one to go in, but they are still considering this under that 5 minute time period. Other than that, there are quite a few lots that offer staging opportunities for trucks right in that Happy Valley/Deer Hill neighborhood she mentioned earlier.

Mayor Tatzin asked and confirmed Ms. Burton was aware there is a bike lane on Deer Hill Road. He said he noticed in one of the items of correspondence in the packet that it appears the applicant has a right to use the portion of the Monticello Court that is lower in elevation than their property. Ms. Burton said yes, it is a public road. Mayor Tatzin said there is a private road before it gets to the public road, and he recollects the City's right-of-way ends at the cul-de-sac. The letter the Council received was signed by the Eisenberg's and another party that laid out an agreement by which the applicant could use that private portion of the road which is not in their property and it specified certain hours of operation for construction activities. He asked if Ms. Burton factored this into the number of trips and construction management plan. Ms. Burton said the construction management plan always takes into consideration the City's requirements on available construction. Mayor Tatzin suggested she review this letter because the agreement is more restrictive in terms of hours of operation, and it might have implications for the management plan.

Mr. Martin displayed a document on the overhead. He said the areas Mayor Tatzin is questioning, they have changed the roadway. For the fire department turn-around, there is a

storm pipe that picks up flow coming down the road coming past the site and it carries that flow. In looking at the areas of question, in Area B and C, there is a queue of 5 and a queue of 6.3. In the left hand column there are different area changes so the numbers end up as very slight. Given improvements and conditions and increase in flow from water coming down that main road because it is going into a pipe, there are some slight changes in there. When they put the numbers in based on the area and the co-efficiency they come up with this. He said it is not like they tried to show there was no change. This is what the numbers showed and they were just as surprised as the Council is here, as they do not have this information.

Mayor Tatzin asked him to walk the Council through this. Residents have expressed concerns about the hydrology in the project. They have received a new report which he did confirm was in the packet that came today. He asked Mr. Martin to provide a brief lesson in hydrology. Mr. Martin explained that first the county provides them co-efficients of run-off. This is a value you will see in the column to the left. They figure out the watershed area and they start up at A which is 0.69 CFS. It is all done in acreage. They determine a time of concentration and there are elaborate formulas that establish that. They are trying to establish what the peak flow is. They look at annual average rainfall charts and pick off the intensity of the rain storm. Then it is a multiplication matter wherein you multiply .69 times 2.33 and you come up with 1.67 which is the cubic feet per second. Mayor Tatzin confirmed this is current condition, and he asked what the current condition is with the project. Mr. Martin said they increased the acreage there because they are putting more area going down the hill. They still have the same time of concentration and they are using a 10-year storm event. They could easily plug in the numbers for a 50 year or 100 year storm. The runoff co-efficient is going to be a little different at .62 and .61 and you multiply that by the acreage. In proposed conditions, it ends up being .79 and existing it is .69, so this is how they end up with this increase in queue of 1.8 CFS. After you have this, you look at flow going down the street, you add time of concentration and in this whole project when getting down to the bottom of the chart, they have channel flow and different sorts of flow. You add this up and you come up with a total time of concentration of 17.2 minutes and this is the peak flow which is what they look at in a 10-year storm event. If they wanted to figure out the flow for 100 year, they would go into the charts and put in a different intensity which might be 2.5 or 3.5 and multiply it which would give them the volume of water coming down the hill.

Mayor Tatzin said his original question on the older version of the chart is when going from Point A to Point B, if you increase the amount of flow with Point A for the project, he asked how it turns out being the same when you get to Point B. Mr. Martin asked to go back to the charts. They have existing condition, the sum of the area which is 2.58, and in the proposed condition they have 2.48 so there is a reduction in area. By the time you multiply the numbers through there, you end up coming up with .5.

Mayor Tatzin asked what is happening to the drainage area, as it is slightly bigger in Point A and the project is a little smaller in Point B. He asked if some of the area feeding Point B draining elsewhere with the developed project. Mr. Martin stated they are getting back to the same question as before—where does the area go to and how do they end up with less area. He thinks he needs to sit down and figure this out.

Mayor Tatzin called upon the architect and said he noted that when the Council acted in July, the outdoor kitchen was specifically excluded from the Phase I approval and the reason for that was that as proposed at the time, it would not pass the visibility guidelines. He wants to understand what changes have been made in the outdoor kitchen between the design then and what is in front of the Council now.

David Bowie said unfortunately the architect was not at that meeting, but he could speak generally to the outdoor kitchen. He said he thinks the determination was made in the context of design review to see if they had a problem with it. Essentially, all these issues seem to be not visible anyway. They revisited that, brought it to the DRC and they paid no attention to the architecture of the project. He thinks it is an important element to the project and this is why it was left in.

Mayor Tatzin said at this point, he did not see the DRC design the outdoor kitchen in the minutes. It clearly was not part of the Phase I approval, and he asked staff where it stands. Mr. Wolff said they can display the overlay of the proposed current Phase II plan and the Phase I approval. The overlay shows a high degree of correspondence between the two. There are a couple of minor changes that have occurred between Phase I approval and Phase II. Mayor Tatzin said his bigger question is that they did not approve it before and it is almost implied that they now approve it but they have not reviewed it and the DRC has also not reviewed it. It is not the architect's fault, but it did not happen. Mr. Wolff presented the site plan approved as part of Phase I and the kitchen is shaded in red for recognition. He then presented the Phase II proposal and the Phase I overlaying on the Phase II. There is a small modification to the floor area in the vicinity and the Mayor is correct, the outdoor kitchen is still shown on the Phase II proposal.

Councilmember M. Anderson said he would like to understand what that means so the minutes seem to indicate the Phase I approval did not include the outdoor kitchen. Ms. Kidd said this is correct and there were very few comments actually by at least one Commissioner who requested the breakdown of impervious surfaces and other elements of the site besides the home itself. So he wanted to understand the scope of the project, and this was provided. Beyond that, there was not additional comment regarding those accessory structures on the site. This part was debated in the DRC as to how much can people see of this project and what portion of it can be seen. The debate came that if this project was on a flat site and they could see all of it or if it was on part of a hillside where one could see it, would they approve it. But they got back to the question that as it relates to this site, is it visible. So the conclusion was because it was not visible it wasn't an aspect of the site they felt a need to change.

Councilmember M. Anderson said what he does not understand is why is it shown as being part of the approved plan in Phase I if it was not approved. Ms. Kidd said the approved plans from Phase I goes with a resolution that was sent separately, but should be included in the next packet with the plans. The resolutions actually list what is included within Phase I for approval. It is listed explicitly that the kitchen and so forth was not part of Phase I, but it was on the plan.

Councilmember M. Anderson said it is on the plan here as part of the approved site plan, but this is not correct. Mayor Tatzin said his recollection was of what Ms. Sinnette told them at the time is that it was on the plan but the approval explicitly excluded it. His question is when it was then subsequently approved. He has not seen this occur. The reason it was excluded was there was a belief that it would have not passed the siting and massing guidelines with respect to visibility. It is not clear to him that it is changed enough now that it would meet those requirements because it is not clear how it is changed.

Mr. Bowie said he believes the only issue had to do with the roof and not the outdoor kitchen. Mayor Tatzin concurred it was not the existence of a kitchen; it was the visibility of the roof, but he still has not seen how the roof has changed and now not an issue. Mr. Bowie said in context what happened is they understood they were able to fully consider all architectural issues before the DRC. They were asked to provide detailed breakdowns of all of the square footage which

they did. They invited commentary regarding all of that and it is fair to say at the end of the day, there was no commentary from anyone about that issue. So it did not get addressed.

Councilmember Reilly said she takes issue that even though it was not listed in the DRC's most recent meeting, it was listed at a Council meeting by Mayor Federighi and she was not sure why this was never addressed.

Mayor Tatzin called for public comments.

Public Comments:

JACINTA PISTER ceded her time to Mark Cameron.

MARK CAMERON, said the drainage on the east side that goes down through his backyard, the PG&E line goes back through a lot he co-owns behind him and then it goes under his driveway. For 6 years he has been asking that environmental consideration be made on this project. He feels he has been promised by the Planning Commission, by Ms. Sinnette before she recently retired, by the DRC and by the City Council that at some point they would have thorough environmental consideration of any potential environmental impacts. He appreciates all of the great questions and statements from the Council and they are a large neighborhood which has to sort through this and figure out what it is. He asked if the mitigated negative declaration works or not and are there significant environmental impacts that have not been mitigated insignificant. Often the standard is considered to be if the neighborhood makes a fair argument that there are, either the project needs to be denied or an EIR requested. He realizes that an EIR is an extreme situation here, but it is also a violation of CEQA and he takes great exception with Mr. Bowie's suggestion that the MND was generous. This is a unique location. There is a 16% grade on this and it is not generous. An MND can also not be piecemealed. You cannot take Phase I and say we're okay environmentally on Phase I. Now, let's take Phase II and analyze Phase II and there is the long road which we will analyze separately. This is piece mealing and is not allowed. The City must consider a project in its entirety. This project in that MND has not been considered in its entirety. It has been broken up. Mr. Bowie today suggested Phase I was already decided. In fairness to Ms. Kidd and the staff and the DRC, they treated Phase I as a 10,000 square foot project and we will have to deal with it, and this is not the way to deal with it. He cannot tell how much of this impervious surface has even been considered as roadway versus something else. So they are piece mealing and deferring. The COA's are fine as to details but he asked not to use COA's to defer major environmental considerations. He would submit to the Council that the presentation on the drainage alone establishes that there is a potentially significant environmental impact that has not been satisfactorily addressed into insignificance. Therefore, they have not met the CEQA standard. The MND has various key categories where they call these categories "no impact" or "less than significant impact" implying no mitigation would have to be done. When the Council hears what those categories are, it will not find the MND credible. Four of the five Planning Commissioners voted to reject just Phase I of this project, let alone Phase II. Two of five DRC members abstained or were recused. Only 2 voted in favor. One, the acting Chair, voted against. These are good people.

He said this project is on a unique location, a protected ridgeline, at the end of a long, steep road, the Wight's propose a 16 degree grade and he could not tell the details of the roadway construction. Mayor Tatzin is correct that there is a written private roadway agreement that has narrower considerations, which is obviously something construction management must deal with. An important point he wants to make is that some neighborhoods pulled things back, but they have not held anything back. For 6 years they have been identifying things which are not changed and then they do something else like the kitchen, the drainage and the roadway.

17,000 square feet of impervious surface not including the roadway is what is proposed and they are telling people it will not have any impact on the eastern drainage. If the Council looks at the report, there is something that states do not send water to the western side. He has seen his creek behind his house and 5 out of 6 years there is nothing in it, but once the groundwater is saturated, it is a torrent. He asked to please take this into consideration.

Vice Mayor B. Andersson noted that Mr. Cameron indicated that the hydrology report alone suggests an EIR is required. He is not sure how he gets there and he asked what it is about the report that does this. Mr. Cameron stated that under CEQA a mitigated negative declaration has one purpose—to determine if every potentially significant impact has been mitigated to insignificance or does not exist. There is no CEQA standard about 10 year storms being enough when building a 100 year house. If the neighborhood presents evidence that suggests there is a fair argument that there may be a substantial impact in traffic, noise, drainage, and hydrology, this is enough. You cannot under CEQA approve it at that point. You cannot weigh the facts here.

GWEN HELVEY ceded her time to George Bishop.

GEORGE BISHOP, speaking for the Monticello Glen neighborhood, said the problem with this project is it is too big and too much of the burden is going to be borne by their neighborhood. It is not just his concern. Chair Ptasynski has stated this is a house that is considerably different than the rest of the neighborhood and the rest of the neighborhood is being asked to bear the burden of its construction. This is a very unusual project and not one where the contractor comes, parks on the lawn, the homeowner bears the burden and it gets constructed. The project is huge. He is not just talking about 10,000 square feet but the outbuildings, concrete bore, 10 concrete trucks a day, and 1,000 square feet of net off haul. He has heard the applicant talk many times that this is due to the road. It is not proportional to the house and construction. There are no findings, no quantification and no study that shows that. The submissions they have provided show the opposite. Their construction schedule says the road including everything will be done in 55 days. Their truck schedule shows a high level of truck traffic for the entire 22 months. According to their own submissions, much of their truck traffic comes otherwise. It is their burden of proof to show under Section 6-275 that the approval of the plan is in the best interest of the public health, safety and general welfare not just to the applicants but to the community and neighborhood. It is their burden to show under 6-671 that the development will not create a nuisance, hazard, or enforcement problem with the neighborhood or the City, nor require the City to provide an unusual, disproportionate level of public services. They cannot show any of those things and they have not. He said their own construction contractor says it is going to be 12,000 trucks over 22 months. If you take an average, assuming 5 work days, this is 25 trucks a day. They said the maximum they can handle is 20 trucks. They are asking us to guess and for the Council to approve this without really knowing what will happen. This is 3 trucks every hour for 2 years unless they extend the construction period. They have indicated they want to work on Saturdays, so in other words, their children have to dodge trucks on Saturdays when home from school, which is not right. What this means is there is only one route in and out of the neighborhood, 17 feet in front of his house and a one lane track up to the site. This is why there is a huge and dangerous staging at the end of his road because if a truck is coming down a truck cannot go up and they cannot turn around. The Council will hear from someone later that they do not have a construction management plan that takes care of that. There is no room to pass. They will stray off and damage private property and threaten anyone who is passing. Kids are on skateboards, bicycles and it is a public health and safety hazard. It is a threat to public welfare. The roads have no base rock and are crumbling now. With 12,000 trucks there will be potholes and dust which is also a threat to safety and welfare. At least 8 families have kids who play in the neighborhood and in the circle in front of his home.

They ride their bikes and skateboards and play. With 12,000 trucks going through the neighborhood, they will not be able to do this for 2 years. There are two projects queued up after this in the same subdivision. So kids will not be able to play for 6 years, which is a tremendous burden on hundreds of families that has to be considered before this is approved, and the project cannot be approved under these circumstances. Traffic will be blocked. Kids need to get to school and parents need to get to work. They have two doctors in their neighborhood who need to go to hospitals if called in on emergencies. If there is a 10-wheeler in front of their house, they will be stuck. There will be noise and pollution everyday including Saturdays. He is particularly concerned about staging because they are in the circle. If they are staging, they will be blocking two driveways at a time because they will be on one side to try to give room for the other trucks to get by. The summation of it is that the quality of life is going to be reduced for an entire neighborhood. People who came to live in a quiet urban neighborhood will live in a construction zone for years. None of these facts are disputed. The applicant has not put up anything contrary to this. The applicant stated his position in an April 4th letter to the DRC when he said, "Even if you assume all of these adverse impacts happen it does not matter. It cannot be considered. It is legal and irrelevant." This is wrong. Their burden is to prove there is no impact on the public's health, safety and welfare, no nuisance, no enforcement, and they have not done that. This has to be denied. In getting back to the size of the project, considering that the interests and welfare of hundreds of people are at stake here, this project should not be approved unless someone takes a serious look at the impacts from the size of the project. They initially suggested a 5,700 square foot project. He asked if they could design a smaller project that has a proportionally less impact on the neighborhood that makes sense. You cannot say no unless you study it. You cannot just stand up here and say "size doesn't matter". Lastly, he did not have time to talk about erosion.

JESSICA OXENBURGH, said she is a registered nurse and worked for 6 years at the John Muir Walnut Creek Emergency Room as an EMT. She would like to provide the Council with her perspective on the findings under Section 6-275 and 6-2071. In her time in the ER, she saw hundreds of injuries and many fatalities to pedestrians and bicyclists that have been hit by trucks on public and residential streets. In many cases, these were narrow roads without sidewalks and unmarked bike paths similar to Glen Road and Monticello Road. The health, safety and welfare of the public is not just her job but her passion. Her occupation offers a daily reminder of terrible accidents that can unravel lives in our own backyards. When they purchased their home this past December, one of the biggest values was not just that Monticello was a narrow, quiet road, but that it ended on a cul-de-sac where they saw young kids riding bikes and playing during the open house. Having lived in the neighborhood for a few months, she and her husband quickly learned and love that Glen Road is a low traffic street that kids, parents, and commuters use throughout the day to play, ride bikes, walk their dogs, and get to and from the BART station. The unspoken speed limit is well under the 25 mph posted. After 5 months in the neighborhood she can count on one hand the number of times she has had to slow down and carefully allow an oncoming car to pass on this narrow road. Glen Road is a quiet, low traffic street that is more often filled with pedestrians and bicyclists than cars. This would clearly change were the City to allow a home of this scale to be built, requiring because of its scale and site 12,000 truck trips over the course of 2 years. This is to say nothing of the precedent it will set for the next two homes and how many more thousands of trucks over nearly a decade. This would take the neighborhood from a historically quiet and highly desirable place to raise kids, walk to BART and enjoy everything Lafayette has to offer and turn it into a dangerous construction zone. The current construction management plan even allows for construction on Saturdays. No one is suggesting the applicant does not have a right to build a home on their property, but the extraordinary scale of this house and its location on the ridge demands extraordinary plans to mitigate health, safety and welfare concerns. The burden of proof is on the applicant to provide extraordinary construction management plan and the current

CMT is bare bones and not credible. As an example, Condition 13 provides that "there shall be no staging or storage of any kind on public streets and shared access drives." Yet the very next sentence contradicts this, referring to staging "one truck at a time at the end of Monticello shall wait no longer than 5 minutes prior to proceeding to the construction site." Condition 28B incorrectly references a year old construction management plan which is indicative of the lack of attention to detail the neighbors are concerned about. The most recent April 2014 plan which she assumes is the current plan to be used notes that "Deer Hill Road is where they will stage." Again, this is in direct conflict with Condition 13. Staging on Deer Hill or on Monticello would violate public health, welfare and safety. The intersection at Deer Hill and North Thompson is directly across from the entrance and exit to the BART station. There is a crosswalk for pedestrians at this intersection and those who travel Deer Hill to get home or to commute on BART know this is essentially a blind hill and already a huge danger to pedestrians, bicyclists and even motorists. Her car was rear-ended at this exact intersection 4 years ago and she has personally seen a number of near misses in her 5 months in the neighborhood. The danger to the public would be exponentially increased by 12,000 10-wheeler trucks coming over the blind intersection at North Thompson and Deer Hill. Again, she reiterated that the existing construction management plan and conditions of approval are not sufficient, contradict themselves, and provide no real means of enforcement. They provide no details on who would enforce the 5 minute idling times or the repercussions on breaking these limits. The CMP and COA are at best, high level guidelines. The scale of this project demands better upfront transparency and planning. The proposed Wight structure is not in the best interest of the public health, safety and general welfare of the neighborhood or the City and the existing construction management plan does nothing to mitigate the risk to the public or the concerns of neighbors and families. The burden of proof is on the applicant and the construction management plan does not provide that proof. She respectfully asked the Council to acknowledge that the findings under Section 6-275 and 6-2701 cannot be made. She asked to please help ensure her new neighborhood does not become one of the most dangerously trafficked areas in Lafayette for the foreseeable future. There is a way to build a home at the top of Monticello that will not threaten them with this reality. This structure and the current construction management plan are not compatible with that goal.

LAURIE WALTER, said her property adjoins the Wight's property. She is down the canyon from the water tower road. She will say that the water does not just flow down the road but a large portion of it flows into a private huge drainage system they have in their backyard which has already silted over once in the 2 years they have lived there; however, she does not have the expertise to present any information on that. She voiced concerns regarding traffic in the area. Her family moved 2 years ago from a hillside home in Lafayette because they were foolish enough to have 3 boys and were specifically looking for a neighborhood where there are children where high energy boys could ride their bikes back and forth to town, to school, to friend's houses and so on. They were thrilled to find a very pedestrian centric neighborhood. There are no sidewalks, no shoulders, and the neighborhood simply pays attention to pedestrians. They drive slowly and are very careful. She does not believe trucks will be doing this. The neighborhood is so concerned with the safety of its pedestrians that they invested in security cameras. If people speed in this neighborhood, people will hear about it through public shaming. Again, when looking at the staggering number of trucks, the numbers do not add up and she is very concerned for the safety of her children and pedestrians. She is also concerned with the amount of fumes coming from those trucks; however other people will speak on this issue. She would never wish to stop someone from building their dream home, but she believes that she is entitled to have her own dreams for her own home and her dreams do not impinge on anybody else's. There is a petition of 112 signatures concerned about traffic from one project and one home. She asked the Council to require the applicant to redesign the project in such a way that fewer truckloads are required. Once redesigned, a detailed traffic management plan

needs to be developed in conjunction with the applicant and neighborhood, and she believes this is a very reasonable request to mitigate the health and safety risk to an entire neighborhood.

ANN JULIUS ceded time to Daniel Oxenburgh.

DANIEL OXENBURGH, said he and his wife moved to their home at the beginning of 2014 and he offered the Council a perspective as both new residents of Happy Valley Glen and as a homeowner whose property is at a lower elevation to the east of the proposed Wight mansion. Based on the current mass and siting, the findings in Section 6-2071 cannot be made. This section references loss of privacy, visual impact and character of the trail corridor. The story poles that represent the southeast half of the house are clearly visible both from his property as well as the public trail in Briones that abuts their backyard to the east. This section of the public trail lies within the marked elevation map that is used as a guide to establish locations from which views are considered. In the process of purchasing their home, he asked the selling agent why the story poles were not included in the disclosures and his response was that the story poles were so clearly evident from multiple areas from his property that they did not need to be disclosed. Further, he told them that it was the buyer's responsibility to determine "how a clearly very large proposed structure would affect the privacy, views and value of the home." The structure, as proposed, is visible to the southeast today and will create a massive silhouette rising up from what today is a pristine ridgeline. In fact, he often sits in the backyard and watches the sunset over that ridge as it dips behind the poles, and what would be a 2,000 square foot auto court if this house were built. This is all prior to removal of oak trees on the eastern side that are included in the applicant's design plan. Regarding the question of off-site public visibility, he hiked the ridge trail to take in the surrounding neighborhood. From the section of the trail marked on the elevation map, again the story poles are visible from this public space. The other major variable to offsite visibility and privacy is the PG&E Pipeline Pathways project mentioned earlier. The removal of these trees will create greater visibility of the Wight mansion both from off-site lower elevations and the ridge corridor and will significantly decrease privacy and impact views both to the east and to the west. They heard tonight from Mr. Bowie that they will not affect things, but this massive tree removal project has not been accounted for in the existing sight line review. The burden of proof is on the applicant and the current plan does not adequately account for the PG&E Pathways project. At the structure's current mass and height, the findings in Section 6-201.d and 6-1905, numbers 3 and 4 cannot reasonably be made today even with the existing trees. He submits there is no way to consider these findings until the applicant addresses them within the design and context of PG&E's plans. He would also comment on the scale of the proposed home. Referencing Section 6-1905, number 3, states that the home should be designed to not appear too massive in relation to surrounding structures when viewed from off-site. On a hike in Briones, you can see three homes in the Monticello neighborhood near the ridgeline. They are all visible off site. According to public records, the Wight mansion would be 3 to 5 times the size of these existing homes. The findings in Sections 6-275.b and 6-1905 state that the mass and structure of the house will not appear to be significantly out of scale with the existing neighborhood. Whether viewing this mansion from multiple places on his property, public off site areas or the ridge trail, it is clear that these findings cannot be made with the existing scale of the structure. These same findings reference compatibility with the existing neighborhood will also dictate the scale of the next two proposed homes to be built on this ridge. Were the mansion to be approved, it would set a precedent for a new scale and new mass in this neighborhood by which future homes and structures would be judged. One extraordinarily sized mansion would be visible today and would severely impact the character of the trail corridor. Two more massive homes would permanently mar the beautiful Lafayette Ridge, creating a string of 10,000 square foot homes that are clearly visible from both public and private areas. There is a home of scale and mass that would be

appropriate for this site. This plan does not meet those standards and would dramatically alter the character of Lafayette's ridge corridor. In closing, he borrowed words from acting chair Gordon Chong at the DRC hearing last month; "There's a reason the applicant has to do so many gymnastics just to fit this extraordinary structure into this location. There is a simpler solution that does not require extraordinary mitigations and does not place extraordinary impacts on the City or impositions on the neighborhood." Again, the burden is on the applicant to provide such a solution, but the one presented here tonight does not meet the extraordinary requirements. There are half a dozen findings on compatibility and health and safety that cannot reasonably be made. He does not believe that a continuation is needed to determine this. He asked the Council to challenge the applicant not to build their dream home in a vacuum but within the context of the real world and with the same respect that all Happy Valley Glen neighbors have for Lafayette and their fellow neighbors.

Councilmember Mitchell asked Mr. Oxenburgh to repeat where his viewing locations are. Mr. Oxenburgh said his home is directly to the east of the proposed home on Monticello. His home is raised at a higher elevation than some of the surrounding neighbors but at a lower elevation than the proposed home. Councilmember Mitchell said the view must come from the public road. Mr. Oxenburgh said in looking at the elevation map provided, the Lafayette Ridge Trail does run through that map marked in red. He hiked up there and can see the home from there. Councilmember Mitchell asked from that location is it still lower from the house itself. Mr. Oxenburgh said he did not measure this specifically and he takes the elevation map for what it is.

TOM STEINBRECHER ceded his time to Peter Clark.

PETER CLARK, representing the Happy Valley Improvement Association, said the association has continuously opposed this project for the past 7 years because the applicants have insisted on blatantly violating Lafayette's hillside ordinance and ridgeline protections. This is in sharp contrast with their neutral stance on many other projects within the association's boundaries. Most of them are large but well suited to the oversized flat lots on which they were built. If the Wight's were interested in obeying the law, they could have bought one of these properties, built their mansion and would have been welcomed with open arms by the HVIA. As the Council deliberates tonight, the HVIA asks the Council to consider the following points: 1) it is a mathematical certainty that the findings for an exception to the prohibition to development within a Class II ridgeline cannot be made. A two-story structure is not concealed to the maximum extent possible when a one-story structure can be built in the same place; 2) the currently proposed structure can be seen all over Happy Valley and beyond. This includes a number of designated viewing sites at lower elevations. Lafayette's ridgeline protections were designed to preserve their view of pristine ridges all around the City. This means that long-distance views of proposed development representing what many people will see are even more important than close ups seen by just a few, contrary to the applicant's false assertions; 3) also contrary to another of the applicant's false claims, buying the highly constrained ridgeline lot does not entitle them to any part of a view from a house that degrades a pristine vista for the whole community. Instead, they are entitled to build a concealed house and enjoy the view of unmolested hills from below like the rest of residents. Aside from being a precedent-setting violation of Lafayette's ridgeline protections, the project is generally ill-conceived and not in the best interest of the City or its residents. DRC member Gordon Chong, former President of the 80,000 member American Institute of Architects emphasized this point when he voted no, saying "good design requires the project to be tailored to the environment rather than manipulation of the environment to fit some preconceived notion." He asked the Council to remember that it is implicitly voting on three Monticello ridge houses. By following the law and insisting that the Wight's build a thoughtfully designed right sized home that is fully concealed

from general view, the Council would be setting the stage for two more such homes. The reduction and construction impact on downhill neighbors will be huge.

NICHOLAS HASHIM ceded his time to Ben Douglas.

BEN DOUGLAS, said he is here to focus on traffic issues. The approach of the applicants throughout this process can be summarized in two words—trust us. Trust us that notwithstanding all concerns about water coming down into people's property, it will work out. He is here to speak on the "trust us" regarding traffic where they ensure residents it will work out once they get their approval. As noted, they circulated a petition in the neighborhood and it was signed by over 100 people to ask for specific conditions. He added that he is not aware of a single person in the neighborhood who is not opposed to this project to some extent. Everyone in the neighborhood is against this for reasons discussed. What they ask is that if this project is approved as proposed or is approved as a modified version, that there be conditions that effectively call the bluff of the applicants when they are asking to be trusted regarding the way they are going to manage the traffic. The first condition is that there only be one truck allowed at a time in the neighborhood. People have raised the concern about trucks getting stacked up and staging. They said they will only stage for up to 5 minutes on Monticello, but he thinks this is very hard to believe that they will handle traffic control so perfectly that they do not get stacked up, given the very narrow road they must use to access the site and the inevitable delays that happen in any project. Secondly, they ask that construction traffic be limited outside of commute hours. As been noted, Deer Hill Road is a major thoroughfare, very dangerous, and there was a fatality last summer. There have been some mitigation to it recently but it is still very dangerous. If there were trucks stacked up along Deer Hill, it would make it even more so. Third, it is not enough for the applicant to simply have their contractor promise that they will manage the traffic in a certain condition given the track record of spotty information that has been provided. The City needs someone who is not on the payroll of the applicant and their contractor to monitor this, ultimately paid for by the applicant, but it needs to be a City employee or someone who has an incentive to actually enforce whatever the rules are, whether it is a maximum of 5 minutes on Monticello or no stacking of trucks. He asked if the City will start flagging the trucks that wait 10-15 minutes and asked that it be someone who does not owe their job to the applicant and contractor. Fourth, they ask for an improved way to monitor traffic, and fifth, there needs to be some teeth in their promises. He said if there is not some kind of financial penalty for them violating these rules, he asked what the incentive is for them to follow the rules once the project is approved. They will do whatever is most financially sensible to maximize the efficiency of their project, which would be to stack up trucks, unless there are significant fines associated with violations of these rules. They ask that this also be part of it. Finally, the neighborhood has been asking for years to meet with the applicants and their contractors and try to figure out how this can be worked out in a way that would not impact the neighborhood. This has not happened, and the Council is hearing frustrations of the neighborhood and from the DRC in the way they were shined on. He therefore asked that the Council consider all these things and consider this is from the entire neighborhood.

BREAK

Mayor Tatzin called for a 5-minute break, and thereafter reconvened the regular meeting at 10:50 p.m.

TODD DRASIN, read a letter into the record he prepared during the DRC deliberations which is pertinent to discussions this evening: Dear Sirs: He is writing to express his concern regarding multiple aspects of the Wight project. He fully appreciates that the Wight's have purchased land and have a right to build a home on that land; however, in its current form, he feels that the Wight project represents a health hazard and an undue burden for his family and his neighbors.

He feels that a nearly 10,000 square foot home with a construction period approaching two years represents an undue hardship on the neighborhood. His home is just beyond the Monticello cul-de-sac as it starts to climb the hill towards the construction site. His wife and he are both physicians and the health of their patients depends upon their timely arrival at the hospital. He is concerned his family will not be able to get in or out of their garage when going to work, school, soccer practice, language lessons, etc. He is concerned that the small gravel parking area in front of his home will become part of the staging area for this construction and is concerned that they will not be able to enjoy their garden without feeling like they were living next to a freeway due to the diesel fumes. He has two daughters, ages 6 and 9. His family lived in Los Angeles for a number of years prior to moving to Lafayette. In Los Angeles, his older daughter was diagnosed with asthma in response to air pollution. Since moving to Lafayette her asthma episodes have been few and far between. In his report, the general contractor states there will be at least 10 to 25 construction related round trips daily during the 22 month period of construction, totaling anywhere from 5,000 to 12,000 round trips. The vast majority of trucks traveling to the construction site will be large and diesel powered, bearing heavy loads and operating in low gears to handle the steep climb. They will generate high volumes of air pollution, containing particulates that will rain down upon their home. He feels this pollution will have a cumulative effect on their health over the long construction period. He has no desire to return to a situation where his daughter is regularly uncomfortable in and around her own home. He does not want to have to take her to the emergency room for asthma exacerbations. Safeguards to monitor and limit pollution must be in place before any significant construction much less construction of this magnitude is embarked upon. Finally, he feels the scale of the proposed project sets a dangerous precedent in their neighborhood. This is just the first construction and two more lots exist at the top of Monticello Road. It is his experience that construction always takes longer than the estimate and if it is true in this case and all three owners embark on projects of similar scale to the Wight proposal, the neighborhood could be faced with a steady stream of construction vehicles for the better part of a decade. In conclusion, while he recognizes the Wight's have a right to build on their property, he feels the construction should be of appropriate size and scope. The current plan represents an undue hardship for the community, a health hazard for local residents, as well as a dangerous precedent for future construction on adjacent lots.

GLEN ZAMANIAN ceded his time to Robert Sandberg.

ROBERT SANDBERG, said he has been a physician for 35 years and wanted to talk about the problems with diesel engines and air quality. Part of the MMD checklist talks about air quality and staff apparently thought there was less than significant impact. He takes exception to this because the project is below the operational criteria for pollutant screening size threshold and the operation screening greenhouse gas. It is also below the construction related screening size of 114 diesel units (DU). The project will involve more than the usual amount of construction activity associated with a single family dwelling. He thinks exhaust emissions from powered construction equipment, dust, motor vehicle emissions associated with vehicle trips of 12,000 diesel engines. The Glen is like a bowl and with 12,000 trucks coming through it the diesel will just sit there and give problems to children. He referred to a source from the Union of Concerned Scientists; "Exhaust from diesel trucks contain a toxic mixture of gases and particles that are harmful to our health." California is identified that toxic air contaminants and estimates that 75% of the cancer risk from the air we breathe is attributable to diesel. People who live near diesel roads seem to have a higher instance of cancer related illnesses. With 12,000 diesel trucks coming through the neighborhood over a period of time will bring a tremendous amount of diesel. In conclusion, from the diesel standpoint, he thinks it is imperative to look at all of this and decide not to approve this project. He would also like to talk about noise pollution. The staff evaluation maintained there was no impact with noise. He takes issue with this as well, as

heavy trucks have noise in decibels of between 80 and 85 dBA. One diesel bus or heavy truck produces noise equivalent of over 32 automobiles. When taking 30 times 12,000, this produces noise equivalent to 360,000 cars. The staff evaluation states there is no significant impact on either of these things but it shows that both noise and diesel can have significant impact on the health and safety of the neighborhood.

Mayor Tatzin asked what the effect of "clean diesel" is. Mr. Sandberg said it would be less of a problem and he would mandate that the project contractors use clean diesel vehicles for the project, which would be an improvement.

RICHARD STULIFFE ceded his time to Sarah Pei En-Drasin.

SARAH PEI EN DRASIN, said the Council heard her husband Todd speak earlier about their concerns for their daughter's health. They consulted with two specialists in pulmonary medicine who had identical opinions, and in the interest of brevity, she read the letters into the public record: "To the members of the Lafayette City Council: I am writing this letter on behalf of the residents in the community of Lafayette, CA as a pulmonary medicine specialist regarding the proposed construction project in this community and it has been brought to my attention the proposed residential construction project by Mr. Wight. Due to the nature, location and extent of the work necessary, it is believed that the project will take nearly two years to complete. During this period, there is expected to be significant construction traffic impact in this area. Grave concern has been raised regarding the excessive diesel exhaust exposure that this community might be subjected to during this period of time. As a physician specializing in pulmonary medicine, I deal with common respiratory illnesses such as asthma, emphysema, both of which impact quality of life and can be potentially life threatening when a flare up is triggered. Environmental exposure is a well-recognized trigger leading to clinical exacerbation for these conditions. Diesel exhaust particulate is one such exposure of concern here. It has repeatedly been demonstrated in animal models as well as in clinical settings that diesel exhaust particulate increases oxidated stress and airway inflammation which in turn are correlated to increased respiratory symptoms and at risk disease control. Furthermore, there is also concern for such exposures in neurological affect in generating allergies and other hypersensitivity reactions, some of which may demonstrate latency and only manifest in symptoms years down the road. While it is unreasonable to eliminate diesel exhaust production altogether and practically impossible to avoid all such exposure in current society day to day activities, one must wonder if the scale of construction being proposed in this locale is truly appropriate for a residential project. Given that this is a family-oriented community one must also consider the potentially serious health consequences for the existing residents in this area both young and old. It is with these concerns that I strongly urge the City to re-examine the potential environmental and health impacts the said project raises. Sincerely, Kenneth Way, M.D. Home Area Critical Care Medicine, Assistant Clinical Professor of Medicine at the David Geffen UCLA School of Medicine." As members of the Council responsible for protecting the safety, health and general welfare of the whole community, she thanked the Council in advance for its thorough consideration of this proposed project.

EXTEND MEETING

ACTION: It was M/S/C (Mitchell/B. Andersson) to extend the meeting to 11:45 p.m. Vote: 5-0 (Ayes: Tatzin, B. Andersson, M Anderson, Mitchell, and Reilly; Noes: None).

CHARLOTTE CRANMER ceded her time to Colby Powell.

COLBY POWELL, said most of the things he was going to talk about have already been commented on. He spoke of his background and what his view of this project has been. He is the Vice President of a concrete construction business at a local company that has been around since 1907. He has been involved in more than 30 multi-million projects, some very large and some very small and he has also rebuilt three of his own homes in the Lamorinda area and is very familiar with what makes a residential projects versus a high end residential, versus a commercial project, and he has a hard time in a neighborhood that he moved into, knowing he could have built a house any size he chose to within the guidelines. Average home size in their neighborhood is between 3,000 and 4,000 square feet and this home is over twice that size. He does not see it as a fit in its current proposal. Because of its size, location and complexity, it is more equivalent in his mind to a commercial project. The fact that it is three times the neighboring sizes doesn't in his mind make it of the same character or in the same context of the other homes and he does not think it can be considered by any stretch a typical residential project. They have talked about the construction management plan and while he sympathizes with Young and Burton in knowing lacking details, he also knows there is a risk the applicant takes on when they propose a project like this in this type of location that is this unique. It may mandate that they do more than a normal project would do to prove their case, and this is where he thinks this is falling short. Also discussed are impacts of grading, hydrology, parking, and they have not even begun to discuss utility and infrastructure upgrades that are likely going to be necessary to support a home that is going to be over twice the size of all of its neighbors, located at absolutely the furthest point away from utility services. The Fire Department made him install a fire hydrant when he built his home of 4,200 square feet and he cannot imagine what this will need. So size does matter. It ripples down to everything that goes on with a project, and he really feels strongly that while he supports construction of all kinds, he has a hard time supporting a project this size in his neighborhood. There is a lot of complexity to this project and he said at the DRC meeting that he felt that an EIR would be appropriate. While this is not a technical recommendation, it is a recommendation based on the simple fact that they simply do not know all of the impacts a project of this size will likely have on the surrounding neighborhoods and the very dangerous precedent that it sets for at least two more homes in the immediate ridge and other areas that have views of this same property. Lastly, he pulled an excerpt from the DRC commentary from April 10th: "It is that the scale of the gesture is what we are talking about. Excessive architecture is being created where it is not necessary." In summary, he felt strongly that this project should be right sized and as proposed it is simply too large.

BARBARA SUTLIFFE ceded her time to Alan Yu.

ALAN YU, state he only recently learned of the existence of the PG&E gas transmission pipeline that traverses their neighborhood and is located immediately adjacent to the proposed Wight project at the top of Monticello Road. He wants to focus on the significant safety issues of this pipeline which has not been adequately vetted. Gas pipelines carry natural gas at significantly higher pressures than distribution pipelines that typically deliver gas to residential neighborhoods. A rupture of a transmission pipeline due to pipe, joint or seam failure caused by corrosion, earth movement or a construction accident would result in a catastrophic conflagration destroying much of the neighborhood and starting a Wildland fire in Briones Park, threatening an even larger area of homes. The San Bruno fire was the result of the failure of a transmission pipeline such as this. Regarding the unknown impacts of the PG&E high pressure gas transmission pipeline, PG&E has been contacted three times by the Glen neighborhood to answer the following questions: What is the age and condition of this pipeline? When was it last tested and by which method? At what pressure and cubic feet per minute is the gas flowing? Is there a maintenance and inspection program in place and have these records been checked and verified and by whom? Today's timely Chronicle front page article indicated that PG&E's

records are either missing and unreliable and many of the findings are inaccurate. To date there has been no responses to our requests for answers from PG&E. The neighborhood has expected that the staff report would address these very relevant issues. He also asked has Lafayette's Fire Department been alerted to the potential fire hazard to this community due to the proximity this project is to the pipeline. He asked about other fire protection agencies affected; Moraga-Orinda Fire, Contra Costa Fire, Cal Fire, and the East Bay Regional Park District Fire. Despite these issues having been raised at a number of other meetings, he does not recall having heard any answers to these questions. There were no safety references to the PG&E gas pipeline in the staff report and attached Mitigated Negative Declaration. He presented two pictures are from the gas pipeline right-of-way just below the Lafayette Ridge Trail. The right photo shows an exposed part of the pipeline with metal corrosion between 1/8th and ¼ inch. Long time hikers of this trail say this pipeline has been exposed for at least 15 years and presumably has not been inspected in that time period or longer. The lower part of the pipeline crosses the Wight property before descending across Glen Road. This part runs immediately parallel to where the access road construction occurs which may radically change drainage patterns. Immediately below the pipeline is an area above Hastings Court which has historically been an area of soil instability and seasonal landslides, as referenced in the Allen Crop and Associates geotechnical report. He asked why this association was not referenced and subsequently analyzed as part of the Wight project and MND analysis. Frankly, if he was building a house this close to the pipeline, for his own piece of mind and my family's safety and that of my neighbors, I would want these agencies to be contacted and have an opportunity to determine the integrity of this pipeline and determine what measures should be implemented to address the community's fire safety concerns. Today's article in the Chronicle pointed out that it took PG&E 90 minutes to shut off the gas. Meanwhile, the fire raged, destroying more than 37 homes and causing a number of fatalities. Automatic shut-off valves are required now on all gas lines coming into homes at very low pressures. He asked why aren't automatic shut off valves required on high pressure transmission lines traversing residential neighborhoods. Many may recall a house fire a few years ago two houses from him home. The responding firefighters were so concerned that the fire could spread throughout the neighborhood if the tall trees on surrounding properties caught fire that they called in mutual aid and a helicopter was dispatched to prevent the fire from turning to the treetops. This is for a small single family home. He respectfully requests approval of this project be postponed until the significant health and safety issues raised tonight are addressed by the agency in protecting lives and properties.

Vice Mayor B. Andersson said he appreciates Mr. Yu's concern about the PG&E pipeline. PG&E has become a topic of conversation recently and one thing the Council discovered is that he has a pipeline running about 100 feet from his back door and the Mayor has one running through his front yard. He asked why Mr. Yu thinks this particular project causes a safety issue since the exposed parts are not on this property and in fact, the line shown on the map runs under some other homes that are already in existence. Mr. Yu said any project this scale and the movement of that much earth could create earth movement as well as potential construction accidents.

JANE EBE ceded her time to Donn Walklet.

DONN WALKLET referred to the map shown and said the pipeline traverses the property. There is dramatic drainage and landslides all over the property. The pipeline traverses an area of great instability which he pointed to. The landslides are activated by seasonal rains and also the construction on the access road will run contiguous or immediately parallel. The existing access road will change dramatically and will come extremely close to that pipeline. The changing and drainage associated with how this road is built also affects the stability of the pipeline. They honestly do not know what the condition of the pipeline is and this is why they requested

answers from PG&E. Regarding the subject of complexity, this is what neighbors are talking about. He thinks it comes down to the project's size and that size really does matter. He referred to the contract they had with Allen Crop and Associates which the Council has a copy of. The Wight's contractor and engineers have focused on the ellipses which obviously makes the Wight's quite happy. However, you really get excellent engineered drawings from their contractor but then they start thinking about everybody else. The yellow ellipses are basically all of the other neighborhoods around this project, none of which were consulted or asked, or the conditions of their property investigated. So this is why the neighbors are all here. He referred to the slide previously showing the water drainage patterns which obviously affect the stability of the slope and the gas pipeline. In the hydrology and water quality part of the analysis, there was a designation of no impact. The underlying parts substantially increase the rate and amount of surface runoff in a manner which floods in or off site and which would exceed the capacity of existing or planned stormwater drainage. He points out that the rainfall they reference was an average end year amount of 27.5. The Council asked about the numbers and he presented a document from their local meteorologist in their neighborhood, stating that in 1981 and 1982 there was 45 inches and in 1982 and 1983, 51.8 inches, in 2005 and 2006 there was 43.9 inches, and currently the national climate prediction center projects at least a 2 in 3 chance that the 2014/15 will be an El Nino year. So the 27.5 inch number is totally irrelevant in the context of what needs to be done here. Likewise, he pointed out that the Wight's engineer did point to the fact that there is a massive amount of drainage that comes down from the cul-de-sac. It sounds like they are about to mitigate it. He has no idea what the plan is. He has not seen it but presented pictures of the drainage at the cul-de-sac and on the Monticello Court, and said this can happen in any year and not just an El Nino year. They are basically channeling their water which they say is going to be less. He read their material of how they can take an impervious surface and make it generate less drainage. Regarding complexity, there is challenging drainage, elevated terrain, sedimentary rock which is porous, significant modifications to the access road, difficulty with just transporting people and materials, close proximity to a PG&E gas transmission line which no one has any idea of what the status is, and intense disruption of normal neighborhood routines for a long period of time. He submitted comments of speakers at the DRC's meeting and suggested that the Planning Commission project denial from the March 12, 2012 meeting says it all as well. He thinks instead of complexity, they should substitute simplicity. He thinks an aesthetically and appealing home can be achieved and asked to eliminate the off haul, minimize the logistics of construction and right-size the project to the land and neighboring circumstances.

ALICIA FAUGIER, she said she owns the private road agreement from the mailbox all the way up to part of the gate and around. She expressed her concerns and thanked everybody for their participation. She started attending these meetings 5 years ago and they only had a few people who came and tonight she knows some people had to leave, but she cited the difference in the number of people here tonight. Of all residents in the area, the development of this 10,000 square foot house, it probably has the most impact on her and her family. She submitted a letter and included a drawing showing where she lives. She is literally right below the Wight's and should anything happen as a result of any of the hillside development, her along with the rest of her family would be most likely to suffer property losses and potential lives should anything happen due to environmental concerns related to the Mitigated Negative Declaration. Regarding the road agreement, she submitted it and highlighted it, and there are many conditions that talk about hours, times, and that the Council acknowledges this. Interestingly, she submitted this one or two years ago and it has still yet to be acknowledged. Even as they have talked about the construction plan, everything she has looked at they have not even noticed or incorporated any of it. If they are not doing that now, she questioned what this means later on as they go forward. As the Council reviews the proposed development, she highly encouraged the Council to ensure the MND is factually supported, that the Council properly considers avoidable

mitigation where appropriate and that the City follow legal processes. She is concerned that many key impacts have not been fully addressed and this is in everybody's interests. She asked how the Council would feel if something were to happen with life or property and she thanked the Council for their time tonight.

SUMMER HELVEY said she is 10 years old and has 3 siblings, Ted who is 8, Julia who is 12 and Malcolm who is 14 years old. She has lived in her house since she was three years old. She loves playing in her front yard. Some things she likes to do is go on her rope swing, ride bikes, play basketball, ride scooters, skateboard, play volleyball, soccer, catch, and snake eyes. She usually does all of these things with her sisters and brother. They also like to play tag and hide and go seek around the neighborhood. Often they will ride their bikes, scooters and skateboards down neighbor's driveways and hills. Her mom will watch us to make sure there are no cars going up or down the street. Her mom and dad have always told her that one of the only reasons they moved to their street is because of the neighborhood and how quiet it is. They would never have moved here if it was loud and busy. They always wanted her siblings and her to be able to play and be outside a lot. She said if there are trucks driving up and down her street for two years, it will be hard to play and enjoy her same games and activities. If the project is approved and is not finished for 3 years, she could lose the chance to spend a lot of time outside. In 2017, she will start high school and she has seen how much homework her older sister has at Acalanes and she rarely has time to go outside and play. She is worried that she will miss out on her childhood years to run around and play outside without being nervous about big trucks coming up and down the street if the project is approved. A year is a long time in her life and if the project takes one year, she will be sad. If it takes two years, she will be very sad, and 3 years, she will be very, very, very sad. Some people think it does not matter how long the project takes, but it matters to her.

MICHELE CARSON ceded her time to Mardy Robinson.

MARDY ROBINSON, read a letter into the record: "My husband Ned and I purchased our property in Happy Valley Glen in 1953, built their home and moved into their home in July of 1957. The neighborhood was still being built out at that time. Homes in the neighborhood were approximately 2,000 to 3,000 square feet and until recently, most continued at that size. There have been tear downs, remodels and a couple of empty lots now under construction that have been somewhat larger. However, it has remained a neighborhood of families who are concerned for one another and for the integrity of the Glen, as well as the compatibility of the homes. As you know, the roads in the Glen are narrow, have no sidewalks, curbs or gutters. I believe Monticello Road has no real road base and the road edges are crumbling away now. It appears to be narrower than Glen Road. They have always had to be extremely careful of pedestrians and children who use the streets because of this narrow size. Once the Jennings property on Monticello Ridge was subdivided, it was apparent that homes would be built there keeping in mind a community-supported ridgeline ordinance that would protect the hills from obvious development. There is a general consensus in the neighborhood that the Wight's or any other property owners are entitled to build on their property, but it is the size of the proposed structure that is stressing. As you know, from the history of all the years of hearings on this project; the DRC, Planning Commission, City Council, the Planning Commission considered a square footage of between 5,000 and 6,000 square feet to be acceptable. Another architect was brought into the picture and new plans were presented probably a couple of years later. The owners revised the approved plan for a house instead of some 10,000 square feet and the Planning Commission denied the application. But that denial was overturned by the Council. Through this entire process, there seems to be no willingness to consider the concerns of the neighborhood or even speak with the neighbors. The large size of the currently proposed house creates complexity which ultimately will affect the duration of construction and the health and

safety of the neighborhood. If the Council would consider a significant decrease in total size, it would alleviate the concerns of neighbors with the possibility of half as many truckloads going up and down and through our narrow streets over the couple of years of proposed building. Decreased traffic from the building site would provide less damage to the access road and neighborhood streets as well as address the safety concerns. Less disruption to the natural ridgeline will ameliorate the concern of extensive drainage issues that have impacted the Monticello neighborhood for years. Except for my use of the lower section of Glen Road below Monticello, I am not directly affected by this project but I can see some of it through her trees. However, this is my neighborhood and I do care about the impact on all the neighbors and I do urge the Council to reconsider the size of this project and recommend a smaller home that will be compatible with our neighborhood."

BYRNE MATHIESEN, said she is a 35 year resident of Lafayette and her neighborhood is just south of the infamous U-turn, and as Donn Walklet showed the Council, the water does drain down there. In the 35 years she has lived on Hilltop Drive, she is aware of both mud and landslides. One was a slip slide when she did not live there in 1969. There have been floods in the area and so when talking about average rainfall, one big storm will rain down and cause a lot of trouble. On Hilltop Drive, the 3 homes on the south side have a tipping of their swimming pools, and hers is included, which is due to the underground stream that picks up some of the flow from the hill. In the time she has lived there, the pool was tipped when they purchased the house, but it tipped further in two increments to the point where they had to raise the shallow end in order for their pool to still function properly. So, this happened in years when they did not have much rain, but they had enough to do that. There are also springs in the house directly across the street on Hilltop Drive. EBMUD did not replace the water tower due to the access road problems and settled for road repairs because it was such a huge project to rebuild the road and put in a new tower. When the deal was struck with the Jennings for the three building lots, in exchange for the ridge as a permanent open space, houses were 2,000 to 3,000 square feet and no one thought they would be up against something like 10,000 square feet. The residents of Monticello are expected to bear the brunt of the construction traffic going up the mountain and without significant mitigation life will be unbearable for residents. She asked the Council to explore the transportation of building materials by helicopter. In Norway, it is a common practice is a country full of challenging terrain. She said while expensive, if the Wight's can build this house, she thinks they can afford this service.

Rebuttal – Applicant

David Bowie said what he has heard are many comments about size. He has not heard anything about the architecture of the home. Size of the home really is not much of an issue because the Council has already made a determination on size, mass, bulk and siting. To do that, the Council must make all the findings it has to remake again this evening. Therefore, if the Council made it once, he does not see how now they cannot make it again. What he heard this evening is that there are incidental aspects of size because there will be more truck traffic and disruption, but this is all people are really talking about. When looking at the findings regarding size, it all has to do with the extent feasible minimizing the loss of privacy or views, to the extent feasible reducing visual impact, to the extent feasible avoiding view sheds from the public viewing map from lower elevations from this particular site. These are all findings the Council has already made and those same findings remain unchanged and still apply to this particular project. A number of Councilmembers know that a couple of years ago, he represented the project at 4165 Canyon Road. This was a 10,000 square foot project to be built on a one-acre lot in similar constrained neighborhoods with similar constrained roads. He suggested there was also no staging area. This home is still under construction now and he is not aware of any complaints about construction management, and this site was a one-acre lot with less building

area. This site is approximately 14 times the size of the typical lots within the neighborhood and they happen to be building a home that may be arguably 2 to 3 times that size, but it is a home no one can see so it does not make any difference. Even more to the point is the following, and they put this information out to the Council on at least two prior occasions—the cut and fill is 2,725 yards of cut and 1,900 cubic yards of fill and 875 cubic yards of export. Of all of that, 610 cubic yards have to do with the auto court which they must have whether the home is 5,000 or 20,000 square feet, so size is irrelevant on this issue. Another point, it is a red herring to talk in terms of 12,000 trucks. The construction management plan indicates a potential range of vehicles from 6,000 to 10,000 over more than two years. In addition, virtually all of those vehicles are nothing more than trucks, pickup trucks, cars, vans commuting back and forth and so forth. For actual large trucks, the number is actually 300, which is for the off haul and also for the concrete pumping trucks and the input. This is truck trips so half in and half out again. This will be front-end loaded and come over the first 8 months of this project. This amounts to approximately 2 per day. Admittedly, an average is misleading because obviously there will be days when there will be more traffic and other days where there will be no traffic. Practically, they have a situation where the maximum trucks will be 10 in and 10 out. Again, it is 300 and not 12,000 diesel trucks, and there were not that many going up and down Canyon Road either. In this instance, as was the case with respect to Canyon Road, this is public roadway and they have as much right to use those public roads as everyone else. Everyone else has garbage pick-ups and for years there have been none, so in a way, they are getting back what everybody else has enjoyed and there is no additional burden whatsoever. Lastly, he is amazed with this having to do with CEQA. He said this is an existing subdivision and an existing lawful lot with existing access road. Staff will say everything is done in terms of baseline conditions. There might or might not be significant environmental impacts with respect to truck traffic, but this is not a baseline condition involved at all for CEQA purposes. The only CEQA issue is the potential unusual circumstances which might give rise to potential significant impacts related solely to biotic and this is what the mitigated negative declaration is all about. All the rest about CEQA is not applicable as a matter of law. The Council has already approved this project once and in his opinion, the Council must approve it again. There are no real grounds to turn it down and he urged the Council to approve the project after such a long delay.

Vice Mayor B. Andersson said he looked at the chart from the construction management company and indeed it suggests 6,000 trucks total. Indeed, some of those will be pickups and so forth, but when adding up from the chart the cement trucks and the 10-wheelers and delivery trucks, they are more in the order of 2,000. So they might have been high, but he said Mr. Bowie is low from his own documents. Mr. Bowie said he actually had Young and Burton relook at the whole situation from the standpoint from their construction experience to see what the real number is. The number he indicated at 300 trucks can be confirmed by them.

The public portion of the hearing was closed.

EXTEND MEETING

ACTION: It was M/S/C (Mitchell/B. Andersson) to extend the meeting to 12:00 a.m. Vote: 5-0 (Ayes: Tatzin, B. Andersson, M Anderson, Mitchell, and Reilly; Noes: None).

Mayor Tatzin said he thinks the first thing to discuss is whether the Council believes it can make the findings because if they cannot make the findings this evening, there is no need to discuss either the EIR or conditions. If the Council concludes it can make the findings, they can begin to discuss the other items.

Councilmember Mitchell said he cannot make the findings. He agrees with the DRC and thinks Mr. Bowie accurately pointed out that this is a two-phase project and the findings are not necessarily applicable to Phase I. They need to address the Phase II findings. He agrees with DRC Commissioner Chong in his inability to make the findings 6-2071.f and j. Commissioner Hertel did not make the same section 6-2701.h. Commissioner Chong did not make 6-275.2. He said he cannot make the findings 6-275.4 which talks about general architectural considerations. Commissioner Hertel could not make 6-275.b.1. Commissioner Agrawal could not make finding 6-1905.1 and Commissioner Chong could not make 3-701.2. These all in his opinion apply to the Phase II and he agrees with them and his inability to make the findings.

Mayor Tatzin said two of the Commissioners voted for it, and Councilmember Mitchell agreed that they did vote it but they said they could not make the findings. He agrees with their inability to make the findings.

Vice Mayor B. Andersson said he has gone through the findings, as well and the same tend to jump out at him, particularly 6-2071.f and j, as well as 6-275.b.4, and most of 3-701. His concern is that there are still questions about how the hydrology works and how the design was actually put together and at this time, he would hope they would get a much better clarification of that design and what is actually intended. There is indication of what sorts of things go in there, but he is not convinced at this point. Some of those findings he cannot make have to do with the scale and indeed, although the Council approved earlier the massing and siting, and he still does not have a problem with the visual aspects of it, but the scale is such that because of the amount of grading, off haul and number of trucks, it becomes an issue. It may be that the grading would be the same for a 2,000 square foot home, but he is not convinced of that, but there are other factors as well that the size aggravates this, so he is not prepared to make all of the findings.

Councilmember Reilly said she too agrees with colleagues and cannot make the findings Section 6-2071.j, primarily due to the massing. She thinks the 10,000 square foot home is one mass but the additional buildings of over 7,000 square feet are part of the project. She can also not make the findings under Section 6-275.b.2 and Section 6-1905.2 with the information she has today. She noted that some of the questions she had asked at the beginning of the evening were not answered so she could make some of these findings.

Councilmember M. Anderson said he actually wanted to get some clarification for the general process of Phase I versus Phase II and he talked with staff about this. He wanted to confirm his sense of the process and counter to what Mr. Bowie is saying Phase I is a massing and siting process. When they went into Phase I, they were looking for a place to put a house that is allowed for an owner of a piece of property on their site. The owner proposed two sites and the Council chose one as being possible, which was within the ridgeline, but the choice was to have it there or have it in a much worse position that was much more exposed, and this is how they ended up with this site. With that proposal there was a mass proposal that was a 10,000 square foot house, but that process has always been about what the envelope is allowed. Given that site, it is what can be put there. It was not an approval of those particular plans but a set of plans handed to the Council for that process but no one approved that plan. This is what the Council is doing now. It is the Phase II process that looks at the specific plan, the specific grading proposal, drainage and all the things that will actually impact the environment and possibly the neighborhood. So with that as a basis, he feels totally free to look at this and say, is this the right size or is it not the right size? The Council did not approve this project in the Phase I process. They gave it a site and a massing envelope. So, he has some difficulty with a few of the findings and not as many as other Councilmembers. His concern would be 6-2701.f which is the grading minimizing, as well as 6-2701.j which has to do with creating a nuisance or hazard

or enforcement problem for the neighborhood. He is concerned about the affect the access and circulation will have on the neighborhood itself, and then he goes to 3-701.2 which is that the grading will not significantly increase erosion or flooding affecting the site or other property. He does not have enough information to know that in fact this is a project that would not create those problems. So he cannot make those three particular findings.

Mayor Tatzin said clearly there are 4 Councilmembers who cannot make the findings and he cannot make all of them either, but he would add that this is clearly a legal lot. A house is entitled to be built on it. He does not think anyone has contested that and if they do, they should offer to purchase the property because it is a legal lot. People have asked why the Council approved the Phase I design when the Planning Commission turned it down. The reason was that the applicant showed flexibility in that the proposal that the Council approved was different than what was taken from the Planning Commission and the applicants changed the design so the Council felt that the visibility for siting and massing purposes was acceptable, and that was what was in front of them at that point. There is a lot of testimony and conversation by the Council in going through the minutes to make it very clear that this was not an overall approval of the project. They agreed that the Phase I improvement would actually lapse after a certain period of time if the Phase II had not been approved, but it was a reasonable place to start. What Phase II looks at, and he asked this of staff in the beginning because it was not in the staff report, was that the Phase II process is to look at the impacts of the project that is approved in Phase I along with more detailed architectural issues. His concern is that the impacts still appear too great to make all of the findings. The findings he cannot make are similar to those that others cannot make. For example, item j with regards to the hillside findings, items 2 and 4 with regard to the design review findings, the 6,000 square foot home review finding regarding excessive grading, the grading findings 1, 2 and 5, uncertainty regarding the impact of the PG&E easement on the ultimate design because the Council does not know what PG&E may require. And it may be that ultimately the impacts could all be reduced to acceptable levels, but it is the applicant's responsibility to demonstrate that can occur. He does not think that occurred this evening. There is information before the Council that the hydrology study might be fine, but truthfully it did not come across as being as good as it could have been in terms of being as certain as he would hope about what the calculations were. There is some uncertainty about whether there is going to be staging on Deer Hill Road for instance in the middle of a bike lane and what the impacts of that would be for people wanting to turn left in front of a big truck on Deer Hill Road. So, they are just not there. The Council is not in a position to deny the project tonight. They would have to do a denial resolution and he would suggest that the Council direct staff to prepare a denial resolution and that they bring this back at either the first or second meeting in June. This obviously provides an opportunity for the applicants to demonstrate and work with the neighborhood to show that they can develop a project that has acceptable impacts. To him, this is not an issue of size but an issue of impacts. If they can mitigate the impacts, then they can deal with the issues. Some people have objected to the size for size alone. Some people have objected to the size because they think it relates to impacts, and he is not sure which it is. He thinks they can be able to have this project and figure out how to deal with the impacts separately. For example, at the July 2012 hearing there was many references by Mr. Bowie to his assumption that while maybe there could be 1,000 cubic yards of off haul, it could be zero; that perhaps the whole project could be balanced on site, or that at a maximum it might be 600. Tonight in the document materials it is 1,000 and what we heard from Mr. Bowie in his closing comments it was 800. He does not have any clue. If the applicant cannot give him a clue, he questioned how he can assess the impacts to determine whether the project meets the criteria. He cannot then make the findings. This burden is on the applicant and he thinks at this stage, the Council has no choice but to ask that staff develop a resolution of denial.

Vice Mayor B. Andersson made this motion to direct staff to prepare a resolution of denial based on the findings discussed tonight and that the Council encourages the applicant to address a number of the issues that relate to those findings.

Councilmember M. Anderson seconded the motion and asked for a date certain.

Mayor Tatzin suggested the second meeting in June and he asked to include in the motion that the Council extend the Phase I approval through June 23, 2014. Councilmembers accepted this amendment. Mayor Tatzin said the applicants must decide what they want to do. He thinks a number of members of the neighborhood have talked about how there are groups of people who would be willing to meet with them and come up with resolution, and the applicants have to decide whether they want to do this.

ACTION: It was M/S/C (B. Andersson/M. Anderson) to direct staff to prepare a resolution of denial for the June 23, 2014 Council meeting based on the findings discussed tonight and that the Council encourages the applicant to address a number of the issues that relate to those findings and to extend the Phase I approval through June 23, 2014. Vote: Ayes: B. Andersson, M Anderson, Mitchell, Reilly and Tatzin; Noes: None).

11. ITEMS REMOVED FROM THE CONSENT CALENDAR – None

12. COUNCIL/COMMISSION REPORTS

A. Councilmember report on activities and consideration of matters a councilmember wishes to initiate for placement on a future agenda.

The Council deferred their reports to the next meeting.

B. Mayor Tatzin

1. **SB1455 places a Bond Measure on the 2014 statewide general election ballot to fund library construction and renovations.**
   Recommendation: Discuss and direct.

ACTION: It was M/S/C (Tatzin/M. Anderson) to continue the item. Vote: 5-0 (Ayes: B. Andersson, M Anderson, Mitchell, Reilly and Tatzin; Noes: None).

2. **SB 391 imposes a $75 fee on the recordation of each real-estate document, except for documents related to sales, to provide a permanent funding stream for the Homes and Jobs Trust Fund to support the development, acquisition, rehabilitation, and preservation of homes affordable to low- and moderate-income households.**
   Recommendation: Discuss and direct.

ACTION: It was M/S/C (Tatzin/B. Andersson) to continue the item. Vote: 5-0 (Ayes: B. Andersson, M Anderson, Mitchell, Reilly and Tatzin; Noes: None).

3. **Proclamations recognizing members of the Stanley Jazz Messengers – Middle School Big Band Division at the 2014 Next Generation Jazz Festival**
   Recommendation: Direct the Mayor to work with staff to prepare proclamations for presentation to members of the Stanley Jazz Messengers at the May 27, 2014 City Council meeting.