

CITY OF LA CAÑADA FLINTRIDGE

PLANNING COMMISSION STAFF REPORT February 9, 2016 Meeting

Applicant

Troedsson Design and Planning
969 Colorado Blvd., #201
Los Angeles, CA 90041

Case Type / Number:

Second Floor Review 15-33
Floor Area Review 15-02
Large Garage Review 15-02

Property Owner:

Mr. & Mrs. Daniel Kim
4619 Daleridge Road
La Canada Flintridge, CA 91011

Site Address:

4443 Commonwealth Avenue

Case Planner:

Chris Gjolme ~ Planner

1. Request:

The request is for Second Floor Review to construct a new two-story house and detached cabana comprising 7,675 sq. ft. on a 29,625 sq. ft. lot. Floor Area Review is also required since total project area would exceed 4,500 sq. ft. on a lot with an average width of less than 80 feet; the subject lot is 75 feet wide. Large Garage Review would allow a non-street facing 3-car garage with an overall width of 39 feet at the front of the residence. Notwithstanding these review 'thresholds', the project would comply with all floor area, setback, height and angle-plane code standards.

2. Location:

The site is along the west side of Commonwealth Avenue, four properties south of Foothill Blvd., in the R-1-20,000 zone.

3. Staff Recommendation:

Staff recommends that the request **BE APPROVED**, subject to the conditions listed in Exhibit "A", attached to the draft resolution.

4. Project Size:

| | |
|---|----------------------------------|
| Lot Size: | 29,625 sq. ft. |
| Proposed 1 st floor (inc. garage and patio): | 5,000 sq. ft. |
| Proposed 2 nd floor: | 2,486 sq. ft. |
| Proposed cabana: | 189 sq. ft. |
| Total: | 7,675 sq. ft. (FAR: 0.26) |

5. General Plan / Zoning / Existing Land Use:

The Land Use Map identifies the site as Very low Density Residential (up to 2 dwelling units per acre). The property is zoned R-1-20,000 (Single Family Residential, 20,000 Square Foot Minimum Lot Size). The site is currently developed with a single-story residence, two-car garage, accessory structures and swimming pool, all of which would be demolished in conjunction with project approval.

6. Environmental Impact Review:

Staff has determined that the proposed Second-floor Review and Floor Area Review are Categorically Exempt from the California Environmental Quality Act, under Class 2.5(c)(1)(new construction) and 2.5(c)(5)(accessory structures) of the City of La Cañada Flintridge Guidelines for the Implementation of CEQA.

7. Previous Action:

None.

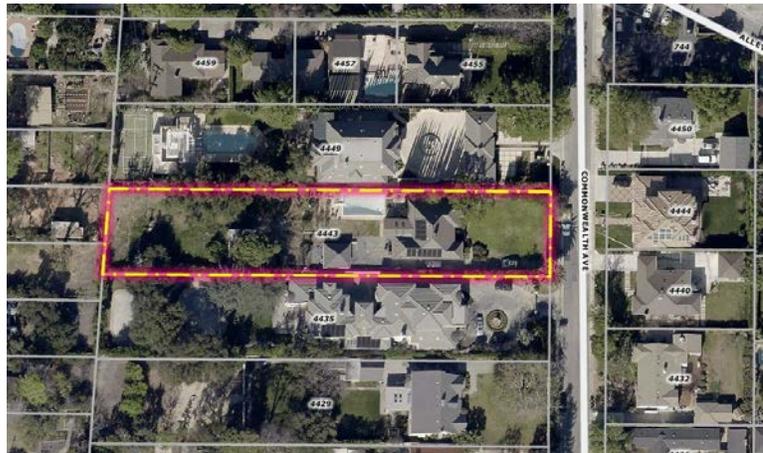
8. Pending and Potential Actions:

Plan check, Health Dept. & Fire Dept. approval, issuance of building permits.

9. Staff Analysis:

A. Context:

The site is fairly typical for the lower Commonwealth area, which is characterized by deep, narrow lots along the west side of the street, many larger in size than the 20,000 sq. ft. underlying zone minimum. Across the street, much smaller lots of standard shape are found. With regard to basic proportion, the lot is 75 feet wide and has a considerable depth of 395 feet, thereby comprising a total of almost 30,000 sq. ft. (29,625 sq. ft.).



This site is four properties south of Foothill Blvd. and is developed with a tall single-story residence fronted by a deep lawn that provides ample setback from the street. A driveway along the south side property line accesses a detached garage positioned to the rear of the residence. Several smaller accessory structures are further to the rear,

unapparent from the street.

The immediate neighborhood is characterized by design diversity and wide variety in house size. A mixture of one and two-story homes is initially found as one travels south from Foothill Blvd., eventually transitioning to a consistent pattern of large 2-story estates along both sides of the street further to the south. This diversity is apparent proximate to the site; large 2-story homes in excess of 7,000 sq. ft. are adjacent to the north and south. Immediately across the street to the east, however, a small 1,900 sq. ft. one-story home and modest 3,000 sq. ft. 2-story residence are found.

B. Project Description:

The project involves construction of a two-story residence with an attached 3-car garage and a rear yard cabana totaling 7,675 sq. ft., the maximum allowed for the 29,625 sq. ft. site. A basement and swimming pool are also proposed.

The footprint would comprise 4,811 sq. ft. and would include generous kitchen, dining and living area to the south, entry gallery and office at the mid-section, and projecting family room/garage wings to the north. A 2,600 sq. ft. basement, exempt from floor area calculations, is also proposed. Basement export would be necessary; approximately 1,200 cubic yards of material would be removed and accordingly a haul route condition of approval is included as part of the resolution. To the rear, a small pool cabana/storage structure would add 189 sq. ft. of project area, increasing total 1st-floor project area to 5,000 sq. ft.

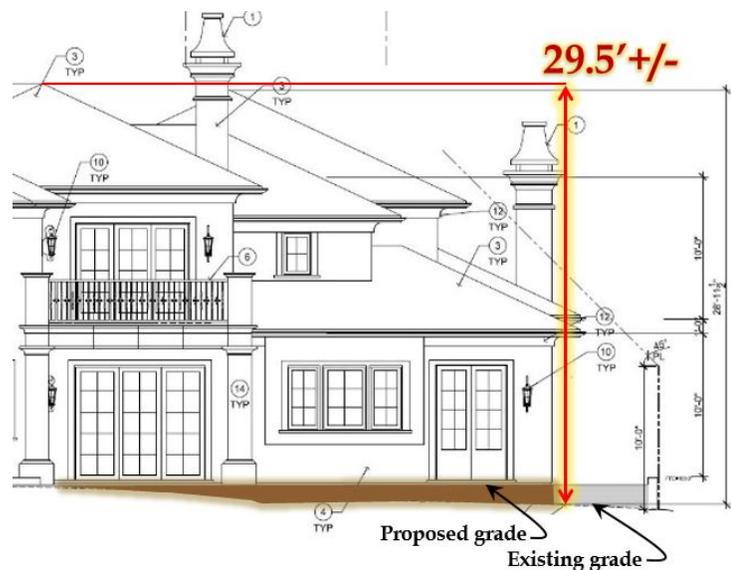
An auto-court would front the 3-car garage, but associated paving would be below the 50% front hardscape limit. Code stipulates that any 3-car garage at the front of the residence with a width of more than 35% of the lot's respective street frontage, irrespective of orientation shall require Large Garage Review. The garage's 39-foot width in relation to the lot's 75-foot width yields a 0.52 ratio, well above the 0.35 limit.

The second floor would be well recessed from the forward garage wing and stepped in along the north and south sides. It would comprise 2,486 sq. ft., inclusive of three bedrooms to the south, a central landing, and a master suite at the northwest corner. Second-floor depth would be 46 feet to the south, increasing along the north side to accommodate the roomier master suite. Total floor area for the residence would be 7,486 sq. ft., translating to a reasonable 0.25 FAR.

A minimum front setback of 77 feet would be provided as measured to the east face of the garage. The front setback would increase considerably to 131 feet as measured to the recessed 2nd floor. With an average width of 75 feet, 7'-6" and 15-foot 1st and 2nd-floor side setbacks are typically required. However, for projects exceeding 4,500 sq. ft., the requirements increase to 8 feet and 16 feet, as would be required of an 80-foot wide lot. Said setbacks would be met to the south. To the north, an increased minimum 9-foot setback is proposed, increasing to the 16-foot requirement at the 2nd floor level. Lastly, the lot's significant depth would afford a 182-foot rear setback.

The site exhibits gentle slope to the slope and limited grading (fill) is proposed to level the pad area. Fill height to the south would be approximately 18" where adjacent to the footprint. Primary structure height is 28 feet. Combined, overall structure height would be approximately 29'-6", within the 32-foot limit for the site. Given the 2.5 foot surplus, minor deviations +/- are accounted for.

The roof form is varied and interesting. Sloped hips comprise a majority of the roof structure, ensuring that building height lowers as the structure extends to the north and south, eventually lessening to a height of 20-21 feet. Side setbacks would combine with the sloped roof design to achieve angle-plane compliance as demonstrated on Sheet A3.0 and A3.1



In all, the project compares with applicable code standards as follows:

| | Standard: | Project: |
|------------------------|-----------|----------|
| Floor Area: | 7,675 sf | 7,675 sf |
| Front SB: | 62 feet | 77 feet |
| North Side SB | | |
| 1 st floor: | 8 feet | 9 feet |
| 2 nd floor: | 16 feet | 16 feet |
| South Side SB | | |
| 1 st floor: | 8 feet | 8 feet |
| 2 nd floor: | 16 feet | 16 feet |
| Rear SB: | 15 feet | 182 feet |
| Height: | 32 feet | 29'-6" |

C. Second Floor Review:

Discussion

The context and project description sections already addressed several spatial and site characteristics that indicate the proposal is appropriate for the subject lot, including:

- Compliant floor area.
- A reasonable 0.25 floor area ratio
- Ample front and rear setbacks
- Building height below the site limit

A consideration of this and the number of mid-to-large homes found nearby, the proposal is also viewed as reasonable for the area, despite being above the neighborhood average.

The style of the home draws from Tuscan and Italian influences, as evidenced by the blending of plaster and stone facades, mid-pitched hip roofs with detailed cornices, accent arches incorporated in the doors and windows. These elements would be consistent throughout all elevations, rather than just the front as is often the case with development of lesser quality.

Setbacks would compensate for the size and scale of the home, in particular to the front where a 77-foot front setback measured to the single-story garage would increase significantly to 130 feet at the main section of the house. Similarly, a 180-foot setback is proposed to the rear, offering ample separation from smaller properties along Beulah Drive to the west. Lesser side setbacks would be provided to the north and south. However, the home's modulation is considerable while 40% of the home's overall depth would be devoted to the single-story garage/utility wing.

Another consideration is the height of the project. While a maximum height of almost 30 feet would be achieved, average structure height as viewed from the north and south sides would be less considering the home's stepped profile. Moreover, the home's use of a vertically staggered roof form ensures that maximum building height is achieved near the center of the lot. This aspect is important since the point at which the structure's maximum height is achieved is compensated by additional separation to the sides.

The master bedroom would include a 200 sq. ft. balcony to the rear, large in and of itself, but reasonable in relation to the home's size. Varying levels of exterior use can be expected. With this in mind, potential impacts need to be evaluated as part of the Second-floor review process. The balcony would be enclosed to the north; flanked by the south face of the master bathroom. As already mentioned, almost 200 feet of rear yard would intervene to the west. Thus, the balcony is only relevant in terms of its southerly exposure and 'reach'. The balcony's central position on the rear elevation ensures a 30-foot setback to the south, well above both the 1st and 2nd-floor requirements for the lot. Moreover, it would orient with the neighbor's rear garage area and, beyond, with semi-wooded yard space absent pool, patio or other high-use areas. Based on this, the balcony is regarded as non-intrusive and an appropriate project component.

The City's Residential Design Guidelines address four primary considerations, which are italicized in bold font. Staff's favorable summary analysis of each consideration follows in parenthesis:

- ***Neighborhood Compatibility*** (the Italianate/Tuscan architectural style combines with the deep front and rear setbacks so that the mass of the structure is distant and minimized. The size of the home is proportionate to the site while the overall visual scale of the home would not be excessive given the substantial articulation

demonstrated and the strong distinction between the one and two-story sections of the structure.)

- **Site Development** (the home would utilize existing pad area and would provide setbacks that exceed code standards to the front and rear. The home's deep floor plan is commensurate to lot depth. The provision of compliant side setbacks combined with the lot's relative narrowness and achievement of allowable floor area also contribute to the home's depth, as is the case with adjacent homes on both sides.)
- **Physical Design Components** (the project includes strong visual distinction between the 1st and 2nd floors through notable recession of mass and a stepped roof design, important given the home's large size, while the architecture provides facade and roof articulation, wall texture, and ornamental details that add visual interest and minimize scale.)
- **Landscaping** (is served by retention of perimeter plantings already in place. A landscape plan will be required in conjunction with plan check but is not regarded as integral to positive findings and project approval.)

Findings

1. The two-story design includes adequate setbacks, screening and modulation.

The proposed residence would be well articulated and tastefully detailed in a manner representative of the Italianate/Tuscan style while compliant and ample setbacks are provided at both floor levels, including greater than required front and rear setbacks. Staff supports the finding.

2. The two-story design preserves the existing scale and character of the surrounding neighborhood.

The proposed home is large, but sensitively massed, and would not convey an excessive visual scale considering the central location of the second floor atop a deep and proportionate footprint as seen primarily from the north and south. Other mid-to-large homes are found in the immediate area, including 2 homes of comparable size and visual scale immediately adjacent to the north and south. Staff supports the finding.

3. The two-story design protects public views, aesthetics, privacy and property values of the neighbors.

View of the new home would be adequately diminished to the front by ample front setbacks, while other public views in the area would not be impacted by the project. Adjacent homes are comparably massed and sited and significant views are not apparent in the area. The rear balcony is appropriately located and configured and would not afford intrusive views into sensitive areas to the south. Staff supports the finding.

4. The two-story design is consistent with the Residential Design Guidelines as adopted by resolution of the City Council.

The scale, massing and materials utilized by the project relate well with the site and are consistent with the character of the immediate area as well as the primary directives of the City’s Residential Design Guidelines, the foremost consideration of which is neighborhood and streetscape compatibility. Staff supports the finding.

D. Floor Area Review:

Discussion

The project presents an attractive design, tasteful massing and provides setbacks in excess of code requirements to the front and rear. It also offers building height at less than allowable limits to compensate for the total floor area sought. Ample setback opportunity is precluded to the sides by the lot’s modest width. However, the floor area as proposed is appropriate considering lot size and the comparable size and visual scale of adjacent homes to the north and south.

| Address | Lot Size | House Size | FAR | Stories |
|-------------------------------|------------------|-------------------|-------------|----------------|
| 4419 Commonwealth Ave. | 31,077 sf | 2,601 sf | 0.08 | 1 |
| 4420 Commonwealth Ave. | 9,831 sf | 2,874 sf | 0.29 | 1 |
| 4426 Commonwealth Ave. | 9,851 sf | 2,193 sf | 0.22 | 1 |
| 4427 Commonwealth Ave. | 30,507 sf | 4,174 sf | 0.13 | 2 |
| 4429 Commonwealth Ave. | 30,040 sf | 3,309 sf | 0.11 | 2 |
| 4432 Commonwealth Ave. | 11,053 sf | 2,175 sf | 0.19 | 1 |
| 4435 Commonwealth Ave. | 29,767 sf | 7,982 sf | 0.27 | 2 |
| 4440 Commonwealth Ave. | 9,119 sf | 1,873 sf | 0.20 | 1 |
| 4444 Commonwealth Ave. | 9,225 sf | 2,616 sf | 0.28 | 2 |
| 4449 Commonwealth Ave. | 29,031 sf | 5,885 sf | 0.20 | 2 |
| 4450 Commonwealth Ave. | 9,713 sf | 2,792 sf | 0.29 | 2 |
| 4455 Commonwealth Ave. | 10,228 sf | 2,834 sf | 0.28 | 2 |
| AVERAGE: | 18,287 sf | 3,442 sf | 0.19 | n/a |
| 4443 Commonwealth Ave. | 29,625 sf | 6,284 sf | 0.21 | 2 |

**Project site. Note - Above figures do not include garages, volume spaces, patios, and other non-habitable areas and are intended for general comparison only.*

A review of the above Floor Area Matrix indicates variation in parcel and house size within the immediate area, with parcels ranging from 9,100 sq. ft. to 31,000 sq. ft. and homes ranging from 1,900 sq. ft. to 8,000 sq. ft. Though the proposal would be well above the ‘average’ house size, the subject lot is also much larger than the average lot size. Importantly, the project’s 0.21 FAR is consistent with the 0.19 average. Staff regards this as the true measure of the home’s size and its appropriateness for the site and area. In all, the home is suited to the site and is not significantly discordant with the

character of the area due to the precedence of other large estate-type homes and lack of a uniform streetscape.

Beyond size, the adjacent homes at 4435 and 4449 Commonwealth Ave. are noteworthy in relation to the proposal's 2-story layout. The combined depth of the residence, auto-court and forward garage to the north exceeds 160 feet while the home to the south is a continuous mass with a 150-foot depth as seen from the subject lot. In order to maximize floor area, the subject lot's modest width constrains design options to a degree and invariably yields a footprint of significant depth. This potential concern is alleviated by the siting, configuration and massing of the aforementioned adjacent homes.



Finding

- 1. Through its siting, screening, and/or massing effects, the project is compatible with its neighborhood setting.**

The design of the new home is tasteful and well-conceived, while the overall scale is consistent with adjacent homes on each side and others in the area, and would be visually minimized by a deep front setback ranging from 77 to 132 feet. No significant disruption to the character of the neighborhood is anticipated. Staff supports the finding.

E. Large Garage Review:

Discussion

The garage's ample 77-foot front setback combined with its perpendicular orientation to the street and south-facing doors satisfies the large garage review safeguard in staff's estimation. Even if prominently viewed, this would not be problematic given the attractive architectural treatment and frequency of 3-car garages along Commonwealth Avenue.

Finding

- 1. The proposed project preserves the existing scale and character of the surrounding neighborhood, and protects public views, and aesthetics and other property values in such neighborhoods in a manner which is compatible with reasonable development of the subject lot and is consistent with the residential design guidelines as adopted by resolution of the City Council.**

The 3-car garage is a single-story component that provides massing distinction from the main 2-story section of the new residence. Its oblique orientation with the street and deep front setback would ensure a less than significant impact as viewed from the street. Other large homes with 3-car garages are found in the neighborhood. Staff supports the finding.

F. Recommendation:

Based on the above discussion, staff believes that the project is appropriate for the site and area and would recommend that the Second Floor Review, Floor Area Review and Large Garage Review requests **BE APPROVED**, subject to conditions listed in Exhibit "A", attached to the draft resolution.

C : Troedsson Design and Planning / 969 Colorado Blvd., #201 / LA, CA / 90041
Mr. & Mrs. Daniel Kim / 4619 Daleridge Road / La Canada Flintridge, CA / 91011

RESOLUTION NO. 16-xx

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF LA CAÑADA FLINTRIDGE
APPROVING SECOND-FLOOR REVIEW 15-33
FLOOR AREA REVIEW 15-02 AND LARGE GARAGE REVIEW 15-02
FOR A NEW TWO-STORY RESIDENCE
AND RELATED SITE IMPROVEMENTS
AT 4443 COMMONWEALTH AVENUE
AS REQUESTED BY
TROEDSSON DESIGN AND PLANNING
ON BEHALF OF
MR. AND MRS. DANIEL KIM

WHEREAS, a request by Troedsson Design and Planning, on behalf of Mr. and Mrs. Daniel Kim, has been received for Second-floor Review, Floor Area Review and Large Garage Review to allow the construction of a new two-story house and related site improvements, said request attached hereto and incorporated herein by reference; and

WHEREAS, the Planning Commission, on February 9, 2016, after posting and publication in the prescribed manner, held a public hearing and conducted a review of the request; and

WHEREAS, the Commission reviewed the project and determined that no significant environmental impacts would result from the project, which is Categorically Exempt from the California Environmental Quality Act, under Section 2.5(c)(1)(new construction) of the City of La Cañada Flintridge Guidelines for the implementation of CEQA; and

WHEREAS, the Planning Commission has reviewed the facts contained in the staff report dated February 9, 2016, regarding the application for Second-floor Review at 4443 Commonwealth Avenue, and heard and considered the testimony of the applicant and the public; and voted to continue the project for redesign; and

WHEREAS, based on the evidence presented by the application materials, staff report, and public testimony, the Planning Commission finds the following:

Section 1:

Second-floor Review:

1. The two-story design includes adequate setbacks, screening and modulation because the proposed residence would be well articulated and tastefully detailed

in a manner representative of the Italianate/Tuscan style while compliant and ample setbacks are provided at both floor levels, including greater than required front and rear setbacks.

2. The two-story design preserves the existing scale and character of the surrounding neighborhood because the proposed home is large, but sensitively massed, and would not convey an excessive visual scale considering the central location of the second floor atop a deep and proportionate footprint as seen primarily from the north and south. Other mid-to-large homes are found in the immediate area, including two homes of comparable size and visual scale immediately adjacent to the north and south.
3. The two-story design protects public views, aesthetics, privacy and property values of the neighbors because view of the new home would be adequately diminished to the front by ample front setbacks, while other public views in the area would not be impacted by the project. Adjacent homes are comparably massed and sited and significant views are not apparent in the area. The rear balcony is appropriately located and configured and would not afford intrusive views into sensitive areas to the south.
4. The two-story design is consistent with the Residential Design Guidelines as adopted by resolution of the City Council because the scale, massing and materials utilized by the project relate well with the site and are consistent with the character of the immediate area as well as the primary directives of the City's Residential Design Guidelines, the foremost consideration of which is neighborhood and streetscape compatibility.

Floor Area Review

1. Through its siting, screening, and/or massing effects, the project is compatible with its neighborhood setting because the design of the new home is tasteful and well-conceived, while the overall scale is consistent with adjacent homes on each side and others in the area, and would be visually minimized by a deep front setback ranging from 77 to 132 feet. No significant disruption to the character of the neighborhood is anticipated.

Large Garage Review

1. The proposed project preserves the existing scale and character of the surrounding neighborhood, and protects public views, and aesthetics and other property values in such neighborhoods in a manner which is compatible with reasonable development of the subject lot and is consistent with the residential design guidelines as adopted by resolution of the City Council because the 3-car garage is a single-story component that provides massing distinction from the main 2-story

section of the new residence. Its oblique orientation with the street and deep front setback would ensure a less than significant impact as viewed from the street. Other large homes with 3-car garages are found in the neighborhood.

Section 2:

NOW, THEREFORE, be it resolved that the Planning Commission approves the Second-floor Review, Floor Area Review and Large Garage Review requests at 4443 Commonwealth Avenue, subject to the conditions listed in Exhibit "A", attached to this resolution.

PASSED, APPROVED AND ADOPTED this 9th day of February, 2016.

Chair of the Planning Commission

ATTEST:

Secretary to the Planning Commission

EXHIBIT "A"
CONDITIONS OF APPROVAL
SECOND-FLOOR REVIEW 15-33
FLOOR AREA REVIEW 15-02
LARGE GARAGE REVIEW 15-02

Standard Conditions:

1. Compliance with and execution of all conditions listed herein shall be necessary prior to obtaining final building inspection clearance and/or prior to obtaining any occupancy clearance. Deviation from this requirement shall be only by written consent of the Director of Community Development.
2. This approval is granted for the land or land use as described in the application and any attachments thereto, and as shown on the site plan submitted, labeled Second-floor Review 15-33, Floor Area Review 15-02 and Large Garage Review 15-02.
3. Prior to obtaining a building permit or when applicable initiation of use, the applicant and property owner shall file with the Secretary of the Planning Commission written acknowledgment of the conditions stated herein on forms provided by the Planning Department.
4. All structures, site work and other features including but not limited to, buildings, roadways, parking areas, landscaping and other facilities shall be located and maintained as shown on the project plans labeled Second-floor Review 15-33, Floor Area Review 15-02 and Large Garage Review 15-02, Sheets T1.0 thru A3.2, except as otherwise stated in these conditions.
5. This approval will expire unless "start of construction" is commenced within 24 months after approval is granted and diligently pursued thereafter. The Director of Community Development may extend the original expiration date by as much as 12 months upon receipt of a written request from the applicant prior to expiration of the original approval if the approved project and applicable zoning standards are unchanged. Start of construction is defined as:
 - a. All zoning and related approvals are effective; and
 - b. All required building and grading permits for the project have been issued; and
 - c. The "foundation inspection" and "concrete slab or underfloor inspection" have been made and received approval from the Division of Building and Safety; i.e., all trenches must be excavated, forms erected, and all materials for the

foundation delivered on the job and all in-slab or underfloor building service equipment, conduit, piping accessories and other ancillary equipment items must be in place. Nothing in this definition shall be construed to alter the applicable legal standards for determining when vested property rights to complete the project have arisen.

6. All applicable requirements of any law, ordinance, or regulation of the City of La Cañada Flintridge shall be complied with.
7. This approval is subject to the applicant paying all fees, deposits and assessments to the City of La Cañada Flintridge, as established by policy, ordinance or resolution of the City Council prior to occupancy or initiation of use. This includes payment for contracted staff services as invoiced to the City.
8. In the event the City determines that it is necessary to take legal action to enforce any of the provisions of these conditions, and such legal action is taken, the applicant agrees to pay any and all costs of such legal action, including reasonable attorney's fees, incurred by the City, even if the matter is not prosecuted to a final judgment or is amicably resolved, unless the City should otherwise agree with the applicant to waive said fees or any part thereof. The foregoing shall not apply if the permittee prevails in the enforcement proceeding.
9. The applicant shall defend, indemnify, and hold harmless the City and its officers, agents, and employees from any claim, action or proceeding against the City or its officers, agents, or employees to attack, set aside, void, or annul approval of this Second-Floor Review, Floor Area Review and Large Garage Review. The City shall promptly notify the applicant of any such claim, action, or proceeding and shall cooperate fully in the defense.
10. An approval granted by the Planning Commission does not constitute a building permit or authorization to begin any construction. An appropriate permit issued by the Division of Building and Safety must be obtained prior to construction, enlargement, relocation, conversion, or demolition of any building or structure within the City.
11. All construction/contractor parking shall be on-site only. If it is deemed by the Director of Community Development that sufficient on-site parking may not be available, then on-street parking in front of the site will be permitted if it can be demonstrated that such parking will not interfere with the immediate neighbors, and will not interfere with the public's use of the surrounding streets. If this cannot be found, then any additional construction vehicle or equipment parking must occur off-site at a location approved by the Director of Community Development. Approval of the off-site location shall be based on the submittal of a Parking Management Plan by the applicant that demonstrates that the site shall

not interfere with the neighbors in the area or hinder the public's use of the surrounding streets. Contractors and construction workers will be required to carpool to the construction site. No construction, no deliveries and no movement of construction materials shall occur on Sundays or City recognized holidays.

12. Any subsequent substantive change to these approved plans by the Fire Department or any other agency having subsequent approval authority shall cause these plans to be returned to the Planning Commission for additional review and approval prior to permit issuance.
13. Unless this approval is appealed to the City Council, story poles shall be removed promptly (within one week) after expiration of the 15-day appeal period. Verification of this shall be required prior to submittal of the project for plan check OR prior to issuance of building permits for those projects where "at-risk" plan check is in process or has already been completed.

Planning Conditions:

14. The applicant shall prepare a Haul Route Management Plan. The plan will describe the route, queuing and destination of the trucks for removal of dirt from the site, as well as the frequency of operation. Frequency of operation shall include days of operation, time of operation and the time spacing of vehicles between pickups. The Haul Route Management Plan shall be reviewed by the Director of Public Works and the Director of Community Development. In particular, the plan shall prohibit hauling operations on Saturdays and Sundays, and on days when other large trucks are scheduled to be in the area (trash on Mondays). Times of operation shall also address local school operations and any other similar activities that would be affected by the movement of large trucks. As part of the plan, the applicant shall fund a temporary city employee to act as the Haul Route Manager for the city. This person shall be responsible for managing the plan and shall report directly to the City Engineer or the Director of Public Works. No permits of any kind shall be issued until the Haul Route Management Plan is approved by both Directors and the Plan Manager hired.
15. Primary roof and wall colors shall be reviewed and approved by staff prior to issuance of building permits.

Public Works Conditions:

16. Applicant shall submit onsite Drainage Study and identify draining method to public right of the way.
17. Project shall comply with City's Low Impact Development Standards.

18. Should this project disturb less than one acre of land, the project is subject to the following minimum construction requirements:
 - Sediments from areas disturbed by construction shall be retained on site, using structural drainage controls to the maximum extent practicable, and stockpiles of soil shall be properly contained to minimize sediment transport from the site to streets, drainage facilities, or adjacent properties via runoff, vehicle tracking, or wind.
 - Construction-related materials, wastes, spills or residues shall be retained on site to minimize transport from the site to streets, drainage facilities, or adjoining properties by wind or runoff.
 - Runoff from equipment and vehicle washing shall be contained at construction sites unless treated to remove sediments and pollutants.
19. Prior to any construction (including, but not limited to, drive approaches, sidewalks, curb and gutter, etc.), trenching or grading within public or private street right-of-way, the applicant shall submit a street improvement plan consistent with the approved Site Plan and conditions of approval and obtain encroachment permits from the Engineering Division.
20. Construct new concrete driveway approach per City Standard.
21. Replace Curb and Gutter fronting property.
22. Any proposed mailbox structure shall be approved and permitted by Public Works.

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