

**TOWN OF MORAGA
PLANNING COMMISSION MEETING**

Moraga Library Meeting Room
1500 St. Mary's Road
Moraga, CA 94556

December 16, 2013

7:00 P.M.

MINUTES

I. CALL TO ORDER

Chairperson Comprelli called the Regular Meeting of the Planning Commission to order at 7:00 P.M.

ROLL CALL

Present: Commissioners Kline, Kuckuk, Levenfeld, Onoda, Schoenbrunner,*
Chairperson Comprelli

* Commissioner Schoenbrunner arrived after Roll Call

Absent: Commissioner Marnane

Staff: Shawna Brekke-Read, Planning Director
Ellen Clark, Senior Planner

B. Conflict of Interest

There was no reported conflict of interest.

C. Contact with Applicant(s)

Chairperson Comprelli reported that he had participated in a recent tour of the project site with the developer SummerHill Homes for the Camino Ricardo Subdivision, and had contact with the adjacent property owner, Dave Bruzzone; Commissioner Kline reported that he had participated in a site visit with SummerHill Homes and had contact with the adjacent property owner, Mr. Bruzzone; Commissioner Levenfeld also reported speaking with SummerHill Homes on several occasions and with the adjacent property owner, Mr. Bruzzone once; Commissioner Kuckuk reported that she had contact with the adjacent property owner Mr. Bruzzone via telephone; Commissioner Onoda reported that she had contact with SummerHill Homes, Mr. Bruzzone, Preserve Lamorinda Open Space (PLOS), two neighbors who lived adjacent to the subject property, and Town of Moraga Councilmembers.

II. PUBLIC COMMENTS

There were no comments from the public.

III. CONSENT CALENDAR

There was no Consent Calendar.

IV. ADOPTION OF MEETING AGENDA

On motion by Commissioner Kline, seconded by Commissioner Kuckuk to adopt the meeting agenda, as shown. The motion carried by the following vote:

Ayes: Kline, Kuckuk, Levenfeld, Onoda, Comprelli
Noes: None
Abstain: None
Absent: Marnane, Schoenbrunner

V. PUBLIC HEARING

- A. Conduct a Public Hearing to 1) Consider Certification of the Camino Ricardo Subdivision Project Environmental Impact Report, 2) Consider Approval of the following: Conceptual and General Development Plan, Vesting Tentative Subdivision Map, Hillside Development Permit, Grading Permit, Conditional Use Permit, and Design Review for the Camino Ricardo Project, a 26-Unit Single-Family Residential Subdivision, and 3) Consider a Recommendation to the Town Council Regarding Approval of a Development Agreement between SummerHill Homes and the Town of Moraga. (MCSP, 3DUA, EMC)**

Senior Planner Ellen Clark presented the request for consideration of certification of the Camino Ricardo Subdivision Project Environmental Impact Report (EIR), approval of a Conceptual Development Plan (CDP), General Development Plan (GDP), Vesting Tentative Subdivision Map, Hillside Development Permit (HDP), Grading Permit, Conditional Use Permit (CUP), and Design Review for the Camino Ricardo Project along with a recommendation to the Town Council regarding approval of a Development Agreement (DA) between SummerHill Homes and the Town of Moraga. The project site is located on a 14.25-acre site off of Camino Ricardo within the Moraga Center Specific Plan (MCSP) Area.

Ms. Clark recommended that the Planning Commission direct staff to prepare resolutions to adopt findings that the EIR for the Camino Ricardo Project met the requirements of CEQA and certify the Camino Ricardo Subdivision EIR; approve the CDP, GDP, Vesting Tentative Subdivision Map, HDP, Grading Permit, and CUP, and associated design review for those permits for the Camino Ricardo Project; recommend Town Council approval of the DA between SummerHill Homes and the Town of Moraga; and continue the public hearing to a date certain of January 6, 2013.

Denise Cunningham, Director of Development, SummerHill Homes, introduced the SummerHill Homes development team present in the audience. She reiterated that numerous meetings had been held since the project had been submitted in early 2012, including ten public meetings, other community meetings, installation of story poles on

two occasions, and continued dialogue between Town staff and the community. Revised plans had been submitted to Town staff as of last week in response to many of the comments with respect to grading and the height of the homes on the eastern side of the parcel.

Ms. Cunningham presented a rendering of the actual home proposed on Camino Ricardo to consist of the Early American style, which would step back from the street from 25 to 30 feet to allow the planting of a row of orchard trees. She identified the parameters of the MCSP, stated that a full EIR had been prepared for the property, identified the surrounding area to the project site, explained that the site had been designated infill development 3-DUA in the MCSP with no open space or parks designated in the MCSP. She noted the MCSP had encouraged clustered development to protect riparian areas and scenic corridors while allowing the maximum development in accordance with the maximum allowable density. Twenty six homes had been proposed to be clustered on the western side of the site providing over 50 percent of the entire property as permanent open space.

Ms. Cunningham explained that in response to concerns expressed with the prior 28-lot iteration of the plan, the developer had revised the plans resulting in the 26 homes now being proposed. Homes fronting or with a driveway on Camino Ricardo had been eliminated, everything had been turned to the interior of the new private street which would be open to the public. A nice curvature to the road was provided, and the access road had been moved with the outlook point more centrally located in the middle of the community. The size of the lots had been increased to an average of 12,500 square feet. The lot sizes had been changed with the homes set back further. The bridge had been relocated another 70 feet to the park to the south and away from the existing neighbors providing access through the park area all the way across from Laguna Creek to Moraga Road, implementing the connectivity and pedestrian access as discussed in the MCSP. The amount of fill had been reduced from 17,000 to approximately 10,000 cubic yards, with 32,000 cubic yards of off-haul, and a minimum of 20-foot setbacks from building-to-building at the face of the building.

Ms. Cunningham stated that the roads in the project would be similar to the existing neighborhoods. Homes would be a combination of side split homes with the foundations of the homes having a five-foot split, and with the homes stepping up the hillside, nestled into the hillside, reducing the grading, similar to the existing homes in the neighborhood. She emphasized the care in providing significant buffers and setbacks from the existing neighbors, and identified a new revision in response to community and Town concerns through consideration of alternatives to improve the grading, address concerns with the amount of fill, impacts on views, and pull back the grading from the creek offering a more generous riparian buffer. She noted SummerHill had been able to reduce the elevations of the homes by about 10 feet, and she cited the pad for Lot 10 which would sit down approximately seven feet lower with the top of the roof approximately 12 feet lower than the previous iteration. Lot 26 would be approximately 17 feet lower than previously shown, with both homes for Lots 10 and 26 to be custom single-story homes to reduce their profile. Those revisions would also result in less cut

and off-haul and provide a 60-foot average buffer from the toe of the fill to the existing riparian area.

Greg Miller, CBG, Project Civil Engineer, explained that the main driver for the project was getting the road up and over the hillside. He identified a profile of the private street, identified the existing ground of the street, the current design as it existed a week or two ago, and stated the grading consisted of cut or lowering of the elevation ground or fill. Based on the diagram, the road profile for the westerly two thirds of the site was below the existing grade and into cut, and the eastern portion of the project was in the fill area. The design included more cut than fill, resulting in an off-haul figure of approximately 30,000 cubic yards as shown in the staff report.

Mr. Miller reiterated that the original design for the road was intended to get up and over the hill quickly, minimizing the cut, rising at a rate of 15 percent which fit well with the design of the homes, which design had resulted in a five-foot side split through the home and a four-foot retaining wall along the side property lines.

Mr. Miller commented that the developer had considered a new profile, reworking some of the intersection with Camino Ricardo, to get the profile up more quickly, steepening the grade of the street, and as one reached the top of the hill resulting in a raised street grade and the lots adjacent to it on average six feet, reducing the cut by 35,000 cubic yards and resulting in a 25 percent reduction in the grading. As a result, the road was a bit steeper, the side split homes had the same design, and rather than the four-foot retaining walls, a five-foot retaining wall would be required resulting in a 25 percent reduction in the grading.

Mr. Miller commented that the developer had also considered whether more off-haul would be preferred to the height of the fill on the easterly portion of the site. By reducing the cut, by lifting the street on the westerly half, the developer considered steepening the back side, or the easterly half of the street, which would lower the cul-de-sac by ten feet. In doing so, the street would be steeper on the back side reducing the height of the entire easterly half of the lots by approximately seven feet, decreasing the fill but increasing the off-haul. He explained that the changes to the profile would reduce the cut by about a third, lower the end of the cul-de-sac approximately 10 feet, and reduce the overall off-haul by approximately 10,000 cubic yards from 32,000 to 22,000 cubic yards.

Mr. Miller acknowledged that in making those revisions and in working with Town staff, there were some minor deviations in the street design standards for intersection grades, which he suggested were trade-offs well worth the results produced. He added that by lowering the grade through the area of Lots 25 and 26, it would improve daylighting of the toe of the fill slope. SummerHill Homes also wanted to consider a lower profile of the design of the homes at the end of the cul-de-sac for Lots 10 and 26.

Dan Hale, Hunt Hale Jones Architects, identified the three different lot types including upslope, side split, and flat lots. The upslope homes would occur at the top of the crest of the road and the lots would step up the side of the hill which would give those homes

tremendous views and front courtyard space. He offered examples of the Early California, and Arts and Craft styles and explained that the side split styles would step up or down the hill, depending on the direction on the street, with five-foot splits in the homes, nice porches, and architecture in front of the garages. The flat lot style had until recently been all two-story homes and would consist of the Bay Area Traditional architectural style. A rendering of Lot 18 was displayed to depict how each of the homes would have a unique custom entry.

Mr. Hale commented that the project had been inspired by the Sonsara development which enjoyed attractive landscaping and architecture. He emphasized the effort to maintain a 20-foot separation between the homes, although the topography was vertical and in reality the visual difference would be much greater.

Mr. Hale presented the architectural proposal for the homes at the end of the cul-de-sac, citing Lot 9 as an example, which had been revised to reconsider the orientation of the garage, with the property line modified slightly to provide a flat pad for a single-story home with attractive street presence, front entry garage, and architecture. Lot 26 had also been revised and the home designed to fit on the lot and follow the shape of the lot. The orientation of the garage for Lot 26 had also been changed with more architecture visible than the garage, and with the home opened to a courtyard offering a nice presentation of the trail and landscaping.

Mr. Hale displayed the plans for the homes for Lots 25 and 26. He advised that in response to concerns from an adjacent neighbor, revisions had been made to lower the pad an additional seven feet for ten feet total. Lot 26 would maintain an approximate 160-foot distance from the Kim residence and reduce the total height overall by 17 feet. The pad for Lot 25 had been lowered the same amount with the height of the home reduced by approximately 10 feet. The previous proposal for landscaping and trees remained in place. He added that Lot 10 had initially been a side split two-story home but would now be a single-story home lowered by approximately 10 feet.

Shari Van Dorn, Van Dorn Abed Landscape Architects, identified the generous 36-foot setback from Camino Ricardo allowing the creation of a triple row ornamental orchard along the frontage recalling the history of the site. She described the road meandering nicely through the project to create a street scene that would allow each lot to be a different shape, with frontage and a unique landscape design, entry feature, and custom patio. Trees would be planted around the entire perimeter of the project to allow the project to be nestled into the hillside, with the trees to be installed in a variety of sizes. Trees had been installed to screen views, particularly for Lots 10 and 26. Views of the project into Camino Ricardo were presented to show the orchard tree frontage, a low stone retaining wall, a split rail fence, with stone pilasters to provide a physical barrier from the ornamental orchard and the detention basin. Images of the low stone wall and split rail pilasters were offered along with the proposed ornamental orchard material and successful planting for water treatment areas that had been used in the past.

All of the lots would have custom designs and Ms. Van Dorn offered concepts for custom patios, livable outdoor spaces, low picket fences, all custom designed and unique through a variety of paving and landscaping materials.

Ms. Van Dorn also identified the overlook at the future connector street with both sides to have a trellis and/or bench/seating area with permanent landscaping on the sides. She identified the history of the evolution of park and open space areas and referenced discussions with the Park and Recreation Commission and staff for the passive park. Through the process with the DRB and the Town, the pedestrian bridge had been moved farther away from the homes, orchard trees had been added to recall the history of the site and its use as a former orchard, and the plans had been further revised with the primary pedestrian path now skirting along the edge of the project connecting to the pedestrian bridge.

Ms. Van Dorn referenced a smaller looped trail, stated the size of the orchard had been reduced significantly, and the developer had also proposed the planting of native riparian trees to blend into the surroundings, with a large open space meadow or lawn as the Town preferred, and some interpretative signage to identify the history of the area and an opportunity for outdoor educational opportunities.

Ms. Cunningham emphasized the intent to be responsive to the comments and questions from everyone in order to provide a very good plan for the Town of Moraga.

PUBLIC HEARING OPENED

Dale Walwark, Moraga, spoke to the width of the street, a permanent piece of infrastructure that would be with the Town in perpetuity, and stated as a general principle he opposed the Town doing something that would cause problems in the future. He sought assurance that the width of the street would not be an issue for the Moraga-Orinda Fire District (MOFD) or other emergency personnel since it would be the narrowest street in the Town with restricted parking. He asked whether parking would be permitted on the street and preferred that the developer consider the street width used for the Sonsara development, which he found to be adequate for the residents of that development, for emergency response, and for garbage collection.

Robert Fleischmann, 164 Danefield Place, Moraga, whose property was located at the end of the cul-de-sac, acknowledged that Lot 10 had been well mitigated to address his concerns. He asked whether the lots would be fenced all along the rear.

Ms. Cunningham advised that there were currently no fences, as shown on the landscaping plans, although in the instance of the Fleischmann property, a fence would be installed.

Robert Sinero, a resident of Danefield Place, Moraga sought a trail connection from Danefield Place to the proposed park area.

Suzanne Jones, Moraga, representing Preserve Lamorinda Open Space (PLOS), supported the developer's efforts to reduce the cut and fill by slightly increasing the grade of the entrance road, which she considered to be a worthwhile trade-off to allow less alteration to the site's natural topography, allowing for wider setbacks of grading activities between the riparian areas, and reducing the visual impacts of the homes.

Ms. Jones found that the greatest benefit of the change would be the significant reduction in cut and fill volume resulting in a net reduction of approximately 10,000 cubic yards and the amount of excess soil to be disposed. She noted that under Option 1, the scenario recommended by the DRB and staff, there was to have been up to 10,000 cubic yards of soil to be disposed on Parcel C and 25,000 cubic yards of soil off-hauled, and with the new reduction in cut and fill, the amount of off-haul was essentially the same that had been envisioned in Option 1 and Parcel C may not be used for soil disposal, which would be a win-win for everyone.

With the reduction in grading, Ms. Jones stated the grading costs would be reduced, the natural topography would be better preserved, and quantity and total of off-haul would remain at the Option 1 level. She added that she had submitted correspondence dated December 12, 2013, which had raised a number of comments and concerns. She noted that PLOS had also had conversations with the developer regarding the native grass replanting plan. She recommended a similar mitigation for creeping wild rye as had been used for the Hetfield Estates project, including the collection and cultivation of on-site rhizomes and reestablishment of the species in on-site mitigation areas should also apply for the Camino Ricardo project. She emphasized that she was working with SummerHill Homes on this issue and expressed her hope to have the issue resolved before the next hearing.

Ms. Jones added that she had also raised concerns around the location of the pedestrian bridge which crossed Laguna Creek regarding the impacts of the bridge and the pedestrian safety of the location, raising questions about the width of the pedestrian path for Parcel C, and the environmental education opportunities for Parcel C. She expressed her hope that would be addressed before the approval of the project. She otherwise questioned why the Planning Commission was being asked to consider approval of the numerous entitlements as shown on the agenda and in the staff report at one public hearing, suggesting there could be a benefit to changing the Town's three-step process, although if any changes were to occur those changes should include a public discussion and potential revisions and clarifications to the MMC. She expressed her hope that PLOS would be allowed to be part of those potential discussions.

Susan Gates Cooper, Moraga, explained that she was a Senior Environmental Scientist for a Bay Area consulting firm, and had a degree in biology and environmental planning. She spoke to the mitigation measure for the Dusky Footed Wood Rat population which inhabited multiple locations on the SummerHill Homes site, which species was listed under the California Department of Fish and Wildlife as a species of special concern with similar protections as the Western Pond Turtle, also observed on the Camino Ricardo site and which the EIR had acknowledged must be analyzed and mitigated under CEQA. She noted that she and PLOS had been in discussions with SummerHill

Homes regarding mitigation measures and the developer had drafted a mitigation measure for the species. She was also in communication with a Professor at Cal State University Stanislaus who had done a PhD dissertation on species in this area, who had been a coordinator of the Endangered Species Recovery Program, and expressed her hope to be able to refine the mitigation measures to ensure their effectiveness.

Ms. Gates Cooper expressed particular concern with plans to use Parcel C as a fill disposal area given the potential impacts to the species of special concern and which would require multiple dump truck trips to deposit fill near the nests of the wildlife habitat of the species of special concern and other species on the site. She asked that the mitigation also include the mapping and flagging of nests during construction activities to avoid inadvertent damage and would not recommend the relocation of the Dusky Footed Wood Rats nests as effective mitigation.

Ms. Gates Cooper expressed her hope that by the time the project was next before the Planning Commission a mitigation measure would be identified by the developer that could be supported.

Dave Bruzzone, Moraga, found the SummerHill Homes' development to be attractive, although he recommended that the future access road off the street be removed since it would force future potential development of his adjacent property to tie into that location which was currently problematic. He noted that Moraga's Housing Element had been certified by the state in part because the adjacent area involved a higher density, 12-DUA and up to 20-DUA, and emphasized the importance of having the access point removed since it would lock in his development.

Mr. Bruzzone read into the record the details for the construction of the access road as outlined in the staff report, which he suggested supported his recommendation. Given his shared adjacent land and topography, he explained that grading was an issue on the Camino Ricardo property and also a concern for his property, and would make it difficult to develop a connection for his property since the site was not designed to accommodate his site and the higher density on his site, and development required substantial grading considerations. He wanted the developer to provide a good development, a true cul-de-sac, not a through street connection that would act as a short cut through his project site. He recommended a true cul-de-sac, that would provide the developer more level land across the existing lot, and he was not opposed to an additional lot. He noted this would be a positive to the community, avoiding noise generated through traffic, which would also benefit the adjacent neighbors.

Shawn Kim, 170 Danefield Place, Moraga, reported that he had raised a number of issues with the developer including concerns with the 2:1 slope, and the recommendation for a 3:1 slope. He acknowledged the developer had made an effort to accommodate his concerns, with retaining walls, and the developer had made the best effort to address his concerns with the slope and the visual impacts. While he still supported a 3:1 slope, he acknowledged the developer had come this far to accommodate his request. He wanted to continue to work with the developer to ensure a better design for the retaining walls and consider ways to improve the project.

Paul Kline, 834 Crossbrook Court, Moraga, sought more detail prior to any approval of the project particularly in view of the most recent changes and the public's ability to digest some of the changes to ensure a viewpoint and framework for the potential approval. He was pleased there may be a potential solution to the fill situation and the reduction in off-hauling due to the revisions the developer had recently made. Noting that his rear yard had a down-slope he remained concerned with the potential for eight to ten feet of fill along the southern portion of the property, particularly given the southern edge of his property had sitting water. As such, the placement of fill on Parcel C could impact drainage on his property and properties to the north.

Speaking to the pedestrian bridge, Mr. Kline expressed concern there were too many safety issues. He urged staff and the Commission to re-evaluate a potential crosswalk along Moraga Road given the safety concerns. He preferred to see one bridge, and asked the Town to delay action for a second bridge pending further analysis on the potential impacts. While he expressed his appreciation for all of the work the developer had done to date, he emphasized a desire for no fill on Parcel C.

Brita Harris, 178 Corliss Drive, Moraga, also expressed her appreciation for SummerHill Homes' responsiveness, availability, and willingness to consider additional landscaping, and gates to address security concerns, although she remained concerned with Parcel C. She suggested the Town had an opportunity to preserve the parcel as a unique natural habitat and riparian area with endangered and threatened. As an experienced parks and recreation professional in Moraga and the City of Cupertino, she referenced a project where the City of Cupertino had obtained ranch land bordering Stevens Creek in 1976, which had offered the community many environmental and educational benefits. She requested that Parcel C be preserved as a protected area; include no fill that would disturb wildlife and vegetation, with a protection of the ecosystem through regular monitoring to ensure sustainability of plant and animal life. She also requested that no motorized vehicles be allowed in that area which could frighten, disturb, or displace plant and wildlife; requested organized community volunteers to teach environmental protection and education; and recommended the elimination of one of the bridges across Laguna Creek suggesting that the inclusion of Parcel C as part of the larger trail system threatened the protection of the habitat. Rather, she requested that the developer consider Parcel C as a sanctuary for future generations.

Dave Harris, 178 Corliss Drive, Moraga, acknowledged that SummerHill Homes had done an impressive job with its development package, and he liked the fact the pedestrian bridge had been moved farther south and away from his property. He too remained concerned with Parcel C, questioning how 10,000 cubic yards of fill would be brought to Parcel C since it would likely occur with earth movers requiring a special bridge which would be larger than the pedestrian bridges impacting the area and requiring the clearing of Parcel C in its entirety in order to place the dirt on that parcel. He preferred that Parcel C remain as is.

John Reed, 846 Crossbrook Court, Moraga, reported that he had submitted written correspondence to the Town in response to the EIR for the project. He expressed concern with the placement of the pedestrian bridge along Moraga Road where it would

be difficult for police to monitor the area, particularly the area of homes along the cul-de-sac. He sought a recommendation from the Moraga Chief of Police on the placement of the pedestrian bridge before the project was formally approved.

Ms. Hardy, a resident of Crossbrook Court, Moraga, expressed concern with the width of the access road which could prove to be problematic in the future, asked whether sidewalks would be placed along the road to ensure access to the pathway and the isolated secluded park, acknowledged the developer had addressed a number of issues, but remained concerned with Parcel C, and if developed, in her opinion was an accident waiting to happen with access points from a cul-de-sac and from Moraga Road.

Mike Rijavic, 926 Camino Ricardo, Moraga, commented that when the story poles had been installed they were a shock since they were out of character with the existing homes along Camino Ricardo. He also found that the renderings of the homes were not truly representative of the size of the homes and how they would stand out. He agreed with the concerns raised by Mr. Bruzzone that the access road would limit Mr. Bruzzone's ability to develop his land, but also agreed that both landowners must work together to develop the best project. He cited the Sonsara development, which was located adjacent to his property, as an example of a successful development where all property owners had worked together. He recommended the removal of the first home farther away from Camino Ricardo, with a wider corridor including the sidewalk along Camino Ricardo. He also questioned how access to the open space area would be provided if there were no sidewalks on the road, and he agreed with the concerns regarding the width of the road.

Rich Scarpitti, 920 Camino Ricardo, Moraga, stated he had spoken numerous times on the proposal and read into the record Objective CD6.5 as contained in the MCSP. He understood the original plan called for a site for a possible recreation center. He suggested that the revisions to Lot 10 to consist of a single-story home could also be achieved for another lot at the entrance site, expressed concern with the accuracy of the placement of the story poles, and questioned the height of the trees proposed for the northern border of the site. He also expressed concern that the lot sizes did not meet the 10,000 square foot minimum, curb frontage width did not meet the 80-foot width requirement, and urged the Commission to use its discretion on those components.

Mr. Scarpitti identified the height of the first two lots and another lot which he suggested should be reduced in height from site level from his perspective and from the perspective of Camino Ricardo. In addition, if the access road were to be removed, the Fire Code would have to be re-evaluated given the limited access to the orchard. He was uncertain whether the road must be paved, be developed, or be a fire trail. He suggested that while the project had been done well, it needed more work particularly with respect to Parcel C and to the height of some of the homes.

Amelia Wilson, representing Regional Parks Association (RPA), a 60-year old organization of East Bay citizens who supported the East Bay Regional Park District

(EBRPD) and open space plans in the East Bay. She cited Parcel C, was pleased that it had been proposed as passive recreation, but had been appalled with the idea of using it as a landfill and then trying to re-invent a park.

Ms. Wilson was encouraged that SummerHill Homes appeared to want to work with the Town and was sensitive to some issues, understood that off-loading dirt meant truckloads, but asked that the Planning Commission consider the short-term effects of the impacts of off-hauling as opposed to the long-term preservation of the natural habitat. She urged the preservation of the habitat of Parcel C for future generations.

PUBLIC HEARING CLOSED

Ms. Cunningham thanked everyone for their comments. She clarified the size of Parcel C at 2.53 acres, suggested that the lots along Camino Ricardo would not lend themselves to a single-story home, that Lot 1 was a side slope home stepping up the hill with a substantial 35- to 37-foot buffer from the street, and that the massing of the building included a great deal of articulation. There would be sidewalks on both sides of the street through the entire development and access to the trail to reach Parcel C, with parking on one side of the street. The road width was an acceptable width pursuant to the Town's guidelines, and she was not aware of any concerns from the MOFD. She spoke to the planning trend supporting narrower streets and less pervious area. She added that SummerHill Homes had been sensitive to the environment, hillsides, topography, and protection of the riparian area; the extent of the work on the bridge crossings would be approximately 20 feet. She noted previous grading plans reflected on effort to minimize off-haul. She added that the developer could consider reducing the fill on Parcel C, noting that as part of the SummerHill Homes' Rancho Laguna II project they were considering opportunities for the placement of 10,000 to 15,000 cubic yards of fill onto that property.

Responding to the Commission, Planning Director Shawna Brekke-Read advised that the property along Camino Ricardo itself was zoned 3-DUA, with a portion 10 to 12-DUA; closer to the riparian corridor was 20-DUA. The location of the hammerhead/stub road would be in the area zoned at 12-DUA.

Ms. Clark affirmed that one of the outcomes of the grading change and the lowering of some of the pads was that the future road connection to the south was now at the same grade as the adjacent property.

Mr. Miller explained that the southern lots on the subject property were at an elevation which tended to vary. He identified the grades which were nearly identical and an area where the grades were five to ten feet lower or higher than the properties to the south.

Ms. Brekke-Read affirmed that the connector road had been a request of the Town, with a roadway down to Moraga Way having been identified in the MCSP, as well as the concept to create a village, circulation patterns for pedestrians with shorter blocks, and with a connection to Saint Mary's College (SMC) that was not part of the MCSP. She acknowledged that the MOFD had not provided any comments on the connector road.

Ms. Clark clarified the number of intersections planned for Camino Ricardo depending on how the individual projects were to be developed. The MCSP envisioned at least one more intersection, although Ms. Brekke-Read emphasized that given the development pattern was unknown the number of intersections would be difficult to predict at this time.

Commissioner Kuckuk found that the connector road to the south was consistent with the MCSP, the General Plan, and the Town's Design Guidelines with respect to maintaining the cohesive neighborhood design amongst the different parcels, minimizing cul-de-sacs, and allowing continuity. She acknowledged the park at Parcel C had been designed to be passive although she had concerns with safety on that parcel, specifically the crossing at Moraga Road. While a good idea to have connectivity all the way to Moraga Commons, there would be a minimal number of pedestrians given the lack of parking, and the connection would likely be used mostly by residents only. She suggested that the issue of the pedestrian crossing had not been fully evaluated. She reiterated her concerns with safety coming in/out of the property which would be from Moraga Road.

Commissioner Levenfeld commented that she had gone through the MCSP process, and understood the intention of the stub road and the purpose of creating a connected neighborhood, although since future development was unknown she was uncertain the stub road would be appropriate. From a planning perspective she understood the need for the road to connect to St. Mary's Road. She understood the development would be staying on the other side of the creek.

Chairperson Comprelli agreed that it was not clear that the connector road would connect all the way down to Moraga Way.

Ms. Brekke-Read clarified that the MCSP had shown an intersection on Moraga Way feeding up into the development area. She noted an intersection shown in that location in the MCSP although the circulation system to the north was unknown.

Commissioner Schoenbrunner understood the larger purpose of the stub road to connect the two neighborhoods; otherwise the cul-de-sac would remain isolated. She understood Mr. Bruzzone's concerns that it would reduce design freedom from the development of his land, although the purpose of the MCSP had been to encourage a neighborhood/village, and removing the stub road would detract from that goal. She suggested the stub road should remain as part of the design.

Commissioner Kline suggested that an unused stub road would be unattractive but could be developed as a park with an easement for a future road, if necessary. He questioned that the stub road was in the right place, suggested it could be moved east or west, and if there was a stub road he asked of Mr. Bruzzone's opinion where it should be placed.

Commissioner Onoda suggested it would be beneficial for SummerHill Homes and Mr. Bruzzone to work together on an appropriate placement of the stub road and get back to the Planning Commission on a recommendation.

Commissioner Kuckuk was inclined to maintain the stub road given the benefits to the plan in general to have the village feel and connectivity. She was sensitive to the issues of traffic diversion through neighborhoods, felt an isolated cul-de-sac was incompatible with the Town Guidelines, and recommended that the stub road remain at its current location.

Chairperson Comprelli found that the stub road provided an important function and its presence established requirements for the property to the south, to be determined by a future Planning Commission at a future date. He suggested that the stub road served that purpose as identified by Commissioner Kuckuk, and he did not want to set the area apart and not be integrated into the larger village since it had been perceived as part of the village concept in the MCSP and should remain as such. He understood the connector road would be developed to have an area of greenery, benches, and other such amenities which would be temporary and when the other parcel was developed the road would be continued through that area.

Ms. Cunningham clarified that both sides of the road would have an overlook with benches and trellises, which would remain with the greenery in between to fill the road area, to be removed at such time as a future connection was made. There would be sidewalks on both sides of the road which could be extended in concert with the street.

Commissioner Kline spoke to the width of Street "A" and noted that more grading would be required for a 36-foot roadway as opposed to a 28-foot roadway. He understood that the EIR and the Traffic Consultant had affirmed the adequacy of the street's width, although he questioned its adequacy since future traffic on the stub road was unknown. He supported a width of 36 feet and asked about the potential traffic impacts from the parcel down the hill, suggesting that motorists wanting to reach Moraga Road may travel up Camino Ricardo, down to Corliss Drive, and then onto Moraga Road.

Commissioner Kuckuk suggested that the traffic from the stub road from the lower parcels up and down the hill would likely be found to be the neighbors of the development, and not those traveling to parcels on Camino Ricardo and Corliss Drive. She acknowledged it was likely motorists would use the stub road to access the shopping area.

Chairperson Comprelli did not want to make an assumption at this time that people would find it inviting to use the stub road, turn left out on Street "A" to Camino Ricardo when they could turn right to Corliss Drive, and then onto Moraga Road. He understood that the road width was 36 feet including the sidewalks, not 28 feet as reflected in Figure TM-1.

Commissioner Kline disagreed in that he could foresee the stub road would be used as a short cut.

Mr. Miller clarified that both the stub street and the main road were 28 feet curb-to-curb, 20 feet for two travel lanes, and eight feet for parking. He reported that the MCSP had identified the dimensions for internal circulation as follows; a 20-foot width with no parking; one at 28 feet in width with 20-foot travel lanes and an eight-foot parking and parking on one side; and the last 36-foot width, 20-foot drive aisles and eight feet of parking on either side, which dimensions were standard widths used in the Bay Area.

Commissioner Kline preferred that incoming traffic on the stub road, if it were to exist, to be analyzed to ensure they were not making a mistake with a 28-foot road width roadway.

Ms. Clark pointed out that the development program and circulation for the property to the south had not been well defined and made the analysis of the traffic volumes and traffic circulation patterns speculative at this point.

Ms. Brekke-Read commented that when the status of the stub road had been discussed it had not been a discussion of whether that area of the Town needed an arterial or collector street since Camino Ricardo and Moraga Way served those capacities. The stub road would serve as a neighborhood street that would connect the subject neighborhood to the potential future neighborhood to the south. She commented that there were many streets in the Town which had parking on one side of the street. She added that the Town had the benefit of working with the Traffic Consultant for the applicant, Fehr & Peers.

Commissioner Schoenbrunner commended the developer for working with Town staff, the local community, and residents on trade-offs. She remained concerned with the grading, total cut and fill, and clarified with staff the newest options pursuant to Table 7, Parcel C Fill and Off-Haul Options Summary, as shown on Page 24 of the staff report. She was informed by staff that the table would be modified pursuant to the revised grading plan.

Commissioner Schoenbrunner expressed her hope that future developers would be as gracious as SummerHill Homes had been to the Town. Having read the details for the grading near Corliss Tributary and Laguna Creek, she understood it would be 60 feet away from the creek, although some of the correspondence received had recommended a maximum distance of 100 feet away from sensitive riparian habitat. She suggested whether or not Parcel C was filled should be clarified in writing since that information was not currently available.

Commissioner Onoda stated that if Parcel C were to be filled, impacts to the hydraulics for the neighbors had not been analyzed. She understood that the redwood area and tributaries were to be fenced off during construction, and asked for monitoring of the fenced area. She also understood that PLOS and the developer were working well together to address mitigations for many issues. She added that she had viewed native grasses on some of the lots and on Parcel C which had not been identified in the plans, noting that spraying native grasses on the northern area above the homes would not

work. She provided photographs of the native grasses in the Botanical Gardens in San Francisco, as an example, to show what Parcel C could look like in the spring if appropriately mitigated. She also spoke to her efforts with the City of Martinez on the renovation of the Carquinez Straits which was now a place for people to enjoy, and provided photographs of that area to the Commission.

Commissioner Onoda commented that she had viewed the area where the second bridge had been proposed, and had observed motorists coming around the curb at Corliss Drive with cars coming towards her. She reported that it had taken vehicles eleven seconds to reach her at 30 to 35 MPH, although traffic typically traveled faster. She pointed out that the lights at the crosswalk at Campolindo High School were currently inoperable which raised concerns with the safety of the second bridge. She suggested the second bridge be located where identified in the MCSP which would not impact the existing wildlife and habitat.

Commissioner Onoda further referenced the path to the park, and suggested there was an opportunity for an exceptional visual and educational experience for old and young. She offered photos of an example of a passive park which had lush vegetation and suggested if the path were looped around the park one could walk in and all around. She also reported that she had spoken with the Moraga School District (MSD) about the potential park, suggesting the park could provide an opportunity to learn about Moraga and its environment.

Commissioner Kuckuk identified the location of the mail boxes on the downslope close to Camino Ricardo and understood that Condition 62 of Attachment A, Draft Conditions of Approval, stipulated five-minute parking for the mail box area with three parking spaces in that area.

Ms. Cunningham clarified that the mail boxes were located at the end of the cul-de-sac near the trail, which location and type of mail boxes had been reviewed by the U.S. Postmaster, as reflected in Landscaping Plans L1.0.

Commissioner Kuckuk commented if the mail boxes were actually located at the end of the cul-de-sac, she had far less concern with the need for multiple parking spaces.

Commissioner Kline disagreed with the location of the mail boxes at the end of the cul-de-sac. He suggested placement by the entrance made more sense.

Chairperson Comprelli clarified with Mr. Miller the method of calculation of the average slope of the entire property at 16.3 percent, and asked for the calculation of the average slope of the property excluding Parcel C, to be provided at the next meeting of the Planning Commission. He also questioned Table 5, Camino Ricardo Proposed Minimum Development Standards, as shown on Page 6 and as compared to Table 4, MCSP 3-DUA Zone: Development Standards as shown on Page 4, and was informed by the developer that the standards for the project were different than those standards shown in the MCSP given a provision allowing for deviation if homes were clustered in areas of undisturbed land and protection of riparian areas.

Chairperson Comprelli clarified with the developer that a two-story home provided more allowable living space with no requirement in the MCSP for a single-story plan, with the intent to make special accommodations for those neighbors who would be impacted, which was the reason for the two single-story homes. He also clarified with staff the intent of Table 6, Proposed Lot Dimensions, Setbacks, Allowed and Proposed Floor Area Ratio, as shown on Page 15 of the staff report. The table was intended to provide a point of comparison between the Town's guidelines and the Floor Area Ratio (FAR) standards, and the objective for controlling the size of the homes on various lots. That issue had been discussed at length by the DRB, with the DRB making a determination that due to the quality of the design, articulation and massing, the homes would be successfully remediated through design. For those homes that deviated from the allowable FAR, there were recommended conditions of approval restricting how much larger those homes could be to ensure that the homes remained at their current size, with a modest expansion or addition, without substantial enlargement beyond what had currently been proposed.

Chairperson Comprelli understood that Parcels B and C were now more similar in character. He asked the developer whether that still justified deeding Parcel C to the Town, rather than the HOA maintaining Parcel C.

Ms. Cunningham stated in her opinion it would be a great benefit to the Town to deed Parcel C to the Town. In exchange the developer was not proposing any development on Parcel C, with Parcel C to be maintained and owned by the Town to ensure Town control in the future. She suggested it would be a burden on the HOA to include Parcel C along with the maintenance of the 26-lot development and its amenities.

As to the bridge proposed over Laguna Creek, Chairperson Comprelli understood it would provide easy access over to the Commons and across the street. He questioned the need for that crossing, suggested it was not needed as part of the scope of work, and reported that he had spoken with the developer about that issue when he had recently toured the site, and there had been a discussion about eliminating or reducing the significance of the bridge over Laguna Creek. In its place, he had recommended a trail in a southerly direction to bring people safely from the subject development to the main crossing at St. Mary's Road and Moraga Road.

Ms. Cunningham recalled the discussion, acknowledged the concerns with the crossing to the Commons and the Skate Park, noted that a flashing crosswalk had been identified as a mitigation measure in the EIR, and that the MCSP had shown the crossing farther to the south. While that would be a more logical location, that area was not on SummerHill Homes' property. She commented that the bridge could be decided and connected at a later time when the Town had access to the other property, and where the trail travelled through Parcel C it could be made a loop trail and/or brought farther to the south; however, the only way to provide connectivity through the property today was in the current location. She understood that Chairperson Comprelli was recommending rather than the flashing crosswalk, the trail curve down to the south, which would require the trail to stop at some point. She commented that it had been

anticipated that some of the funds the developer would contribute in the DA could be used towards future improvements.

Ms. Clark advised that Town staff had a similar conversation with the applicant and would be considering the concept of a connection to Moraga Road and back up to St. Mary's Road to the existing crosswalk, although the issue was one of timing and had not been analyzed in the CEQA analysis. She explained that it would not be appropriate to require that of the developer at this time since it had not been included in the CEQA document. The funding from the DA could be applied to such an improvement, and through the Livable Moraga Road Project, such concepts could be better defined with alternatives for pedestrian crossings and connections through the CEQA process. She added that there would be provisions in the DA and flexibility to consider some of the options now. The EIR had identified the flashing crosswalk as a mitigation measure to ensure a safe crossing opportunity. Sight distance had also been analyzed for the crosswalk as part of the traffic analysis and for safety reasons.

Ms. Brekke-Read suggested it would be helpful to go through that process and allow the Planning Commission to explore the crossing location, safety and environmental issues.

Chairperson Comprelli reiterated that he had discussed with Ms. Cunningham a trail that could proceed south to the west/left of Parcel C, with the location not as critical, but towards the property to the south owned by the Bruzzone family, which would have to be stubbed.

Ms. Cunningham clarified that most of the area referenced by the Chair was not owned by SummerHill Homes.

Commissioner Schoenbrunner understood that the bridge had gone through the Bruzzone property as part of the MCSP. She understood that the bridge could be bonded until such time as the Bruzzone property was developed. She commented that had been an option suggested by some of those she had spoken to, and she also understood there were monies in the Palos Colorados fund for a bond for the second bridge.

Ms. Cunningham reiterated the location of the trail, as shown on the plans, which could be extended in the future.

Commissioner Levenfeld opposed the location of the bridge on the far side of the property over Laguna Creek, and suggested there should be no crossing or a bridge. She suggested there should be one bridge into the passive park accessed through the development given the existing trail head, with connectivity to the park in the future which would be adequate since it was a passive park.

Commissioner Schoenbrunner agreed with Commissioner Levenfeld's comments.

Commissioner Kline suggested that one of the problems with the bridge was that the EIR had not analyzed the parking situation. He suggested that the new parking lot at

the Skate Park was being used to its fullest extent, and given the impacts as a result of the crossing and the wildlife habitat, he favored the elimination of the bridge.

Commissioner Kuckuk was uncomfortable with the bridge at the current location as it determined the position of the crossing at Moraga Road. She suggested that the habitat should be preserved as close to natural as possible, she firmly supported the MCSP which had shown pedestrian access through the parcel Southward and headed towards the intersection at St. Mary's Road. She recognized the applicant was paying for a bridge crossing over Laguna Creek which she suggested should be accommodated in the DA. She recommended permitting a crossing at an appropriate location in the future more consistent with the placement shown in the MCSP and determined through the Livable Moraga Road Project.

Commissioner Onoda recommended the elimination of the bridge where located since it made no sense and she liked the location in the MCSP. If not connected as shown in the MCSP, she preferred a connection to the shopping center which made better sense. She suggested it was a better location for the crossing since it would move people to the shopping center, and provide connectivity to 300 to 400 future homes rather than to just 26 households.

Commissioner Onoda referenced the Rancho Laguna II proposal which had identified the use of rounded curbs where appropriate to ensure the preservation of small wildlife. She suggested this project should also have rounded curbs where appropriate.

Ms. Brekke-Read clarified that the Engineering Department had not recommended rounded curbs but typical curb sections which hold up better and address the drainage better.

Commissioner Schoenbrunner expressed concern with the correspondence received by PLOS and the issues regarding the EIR, specifically the presence of Rainbow Trout in Laguna Creek. As a biologist, she knew that Laguna Creek was the location where the original Rainbow Trout had been found in the area. She understood per the correspondence from PLOS that Laguna Creek also served as a spawning ground for Rainbow Trout, and if so, she requested that an Addendum to the EIR be considered. She also questioned the desire to streamline the process in order to provide certainty to the applicant and suggested the process was moving too fast and she was unsure of all the implications combining all of the proposed entitlements.

Chairperson Comprelli agreed with the concerns with the process, understood that DAs did not normally occur, and suggested it would be beneficial to the Commission for staff to clarify why a DA was being considered for this project.

Ms. Brekke-Read described the reasons why the project was going through a three-step process for the PDP, GDP, and the CDP, as outlined in the staff report, with staff having recommended the applicant consider consolidation of the three-step process, specifically because of the MCSP. The last time the Town considered a DA was for the Moraga Country Club lots [Bruzzone owned property] and explained that DAs were

considered when requested by an applicant. In this case, the applicant requested a DA to vest its rights and since the developer was offering to construct two bridges, give land to the Town for a park, construct a park, and offer to construct a sidewalk along Camino Ricardo to provide pedestrian access to Moraga Way. She described the need for a nexus between the conditions of approval placed on a project and the impacts the project was creating, with the DA to spell out all of the different things the developer was offering and to have a trade-off that the Town was recognizing in exchange.

Town Attorney Karen Murphy advised that the DA was the only agreement that would be submitted to the Town Council, as an ordinance, pursuant to the requirements of the Government Code.

Commissioner Kline spoke to Table 6, Proposed Lot Dimensions, Setbacks, Allowed and Proposed Floor Area Ratio, as shown on Page 15 of the staff report, and speaking to setbacks for future construction understood the setbacks at the time of building would apply to additions pursuant to recent changes made to the MMC. He did not want to see a five-foot setback continue which had not been addressed adequately in the conditions of approval.

Ms. Clark commented that the conditions of approval would specify the treatment of the setbacks with the approach recommended by staff to be similar to direction given by the Planning Commission, where it was reasonable to allow people to extend building walls along the established line which would require DRB approval.

Commissioner Kline disagreed with the staff approach. He found that if there was less than a future 20-foot aggregate setback it would not be appropriate.

Ms. Clark suggested that Attachment A, Draft Conditions of Approval, Condition 24 (b) be modified, whereby the addition should not result in the narrowing of the 20-foot building separation between the two buildings.

Commissioner Kuckuk suggested consideration of including the following language: *to maintain the building separation at 20 feet minimum* to Condition 24 (b).

Commissioner Levenfeld suggested that whatever language was placed in Condition 24 (b) it be consistent with the recent changes to the MMC as approved by the Planning Commission and the Town Council, which she found to be clear in the condition as written.

Commissioner Kline disagreed and reiterated his concerns whereby if five feet at the property line it could be further reduced at the sideyard setbacks. He had no problem allowing the property to build out as long as they were no closer than 10 feet.

Commissioner Kline asked that staff work to modify the language in Condition 24 (b) to address his concerns. He also referenced Condition 24 (h), and questioned the language permitting accessory structures and buildings less than 400 square feet in size subject to specific criteria with approval by the Zoning Administrator. He suggested

that the 400 square foot figure was too large, could be as large as a two-story car garage, and he sought a more reasonable figure and a requirement for DRB review and approval.

Ms. Clark explained that the requirement in Condition 24 (h) was actually more stringent than the MMC which currently allowed an accessory building to be built to the setbacks. The language in the condition was intended to set a threshold where a large accessory building would trigger design review.

Commissioner Kline referenced Condition 49 and recommended the inclusion of the language *and T.V. Service Provider* to the first sentence. Speaking to Condition 19, he noted that the condition had not specified the home height for Lot 26, to which Ms. Clark explained that the condition would be modified pursuant to the recent changes in grading as submitted by the applicant.

Commissioner Kline also recommended that Condition 13 reference the title documents for the road easement. He also recommended that the first home off of Camino Ricardo, identified as Lot 11, be less massive with a lower profile. He added that although the DRB had approved pear trees along the area of Camino Ricardo, he preferred an evergreen as opposed to a deciduous tree species used to soften the massing of the homes.

Ms. Cunningham affirmed that the trees along Camino Ricardo had been proposed to be fruit trees in honor of the heritage of the area.

Ms. Brekke-Read pointed out that the MCSP has spoken heavily about the use of orchard trees, which was why staff had recommended the consideration of orchard trees and why the DRB had recommended the use of pear trees.

Commissioner Levenfeld emphasized that the entire General Plan spoke to the preservation of the orchards. Whether evergreen or deciduous trees, she recognized that the character of the area would dramatically change with the development of hundreds of homes. She also understood the concerns with respect to screening but wanted to work in ornamental elements to remind everyone of the Town's orchard heritage. She expressed her appreciation for all the work the developer had done with the neighbors. She had attended the DRB meetings when the concerns with the height and massing of the lots had arisen, and when it had been recommended that story poles be installed. She agreed that changing some of the lots to a single story was the right thing to do for the project and for the adjacent neighbors.

Chairperson Comprelli expressed concern that all of the homes along the southern portion of the road were two-story providing articulation at the front although the rear elevations were a series of blank two-story walls, which should be addressed.

Mr. Hale clarified that in working with the DRB, the plans had been further refined, with the floor plan and articulation improved for the rear of the homes particularly along the southern portion, with several one- and two-story mass elements to provide shadow

lines, different roof lines, materials, terraces, and balconies. He added that the DRB had been pleased with the changes to improve the rear elevations.

Commissioner Levenfeld preferred no fill placed on Parcel C which the applicant had acknowledged could be an option. She also sought some investment in Parcel C, to be made into a passive park, restoration of some of the native grasses, a loop trail, and descriptive informational signage.

Commissioner Kline agreed that Parcel C should have no fill with some investment to improve the parcel.

Commissioner Schoenbrunner also expressed a desire that no fill be placed on Parcel C, encouraged the developer to work with PLOS and the Regional Park Association, would like to see Parcel C become an environmental education center with interpretive signs; for the developer to consider working with volunteer environmental educators, provide some improvements such as restoration of native grasses; and remove the dead and dying pear trees.

Commissioner Kuckuk also agreed with the comments, did not support grading on Parcel C, and recommended that Parcel C be a passive park preserved for nature education with a looped trail.

Commissioner Onoda echoed the comments, including the restoration of native grasses which she asked be planted correctly, thanked the developer for all of the hard work, and encouraged continued cooperation with all of the scientists and neighbors interested in the project.

Chairperson Comprelli also agreed with the comments, preferred no fill on Parcel C, was not opposed to a natural state, but understood some of the comments to consider a looped trail, removal of dead and dying trees, and that the bridge be eliminated from the design for Parcel C. He suggested that if the parcel was properly developed, it would be an outstanding effort for the Town and the neighborhood, and could be a beautiful centerpiece for the Town through the future criteria set forth in the DA.

Ms. Clark advised that the item would be continued to the next meeting of the Planning Commission scheduled for January 6, 2014, subject to the direction discussed at this time from the Planning Commission, with staff to draft findings, revise any conditions of approval, revise the DA, and include all resolutions to approve the project and certify the environmental document.

On motion by Commissioner Kuckuk, seconded by Commissioner Schoenbrunner to continue the Public Hearing to 1) Consider Certification of the Camino Ricardo Subdivision Project Environmental Impact Report, 2) Consider Approval of the following: Conceptual and General Development Plan, Vesting Tentative Subdivision Map, Hillside Development Permit, Grading Permit, Conditional Use Permit, and Design Review for the Camino Ricardo Project, a 26-Unit Single-Family Residential Subdivision, and 3) Consider a Recommendation to the Town Council Regarding Approval of a

Development Agreement between SummerHill Homes and the Town of Moraga to a date certain of January 6, 2014. The motion carried by the following vote:

Ayes: Kline, Kuckuk, Levenfeld, Onoda, Schoenbrunner, Comprelli
Noes: None
Abstain: None
Absent: Marnane

Chairperson Comprelli declared a recess at 11:04 P.M. The Planning Commission meeting reconvened at 11:11 P.M. with Commissioners Kline, Kuckuk, Levenfeld, Onoda, Schoenbrunner, and Chairperson Comprelli present.

VI. ROUTINE & OTHER MATTERS

A. Discussion Regarding Planning Commission Meeting Schedule for 2014

Ms. Brekke-Read reported that both the Planning Commission and the DRB had been meeting twice a month, which entailed a lot of work, preparation, and noticing on behalf of staff. Staff would identify the 2014 meeting schedule for both the DRB and the Planning Commission to be brought back at the next meeting of the Commission.

Ms. Brekke-Read commented that Town meetings had typically been canceled in August of each year to accommodate summer break, with one meeting typically held during the months of November and December due to the holiday period. She recommended that the DRB meet once a month with the Planning Commission to meet twice a month, although there may be periods when the Planning Commission may only meet once a month depending on the work volume.

VII. COMMUNICATIONS

There were no communications.

VIII. REPORTS

A. Planning Commission

Commissioner Onoda reported that she had attended the December 9, 2013 DRB meeting at which time a proposal for a single-family residence had been considered for property on Camino Pablo; signage for Great Clips; and amendments to the Sign Ordinance.

Ms. Brekke-Read advised that the DRB recommended amendments to the Sign Ordinance would be brought to the Planning Commission in January 2014.

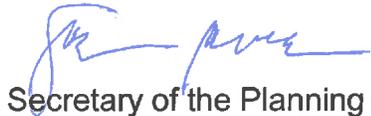
B. Staff

Ms. Brekke-Read reported that the Planning Commission would have a full agenda in 2014; staff had interviewed consultants for the hillside and ridgeline regulations with staff to schedule follow-up interviews; and the consultant for the Livable Moraga Road Project was preparing the Existing Conditions Report with an Advisory Committee meeting to be scheduled at the beginning of the year.

IX. ADJOURNMENT

On motion by Commissioner Onoda, seconded by Commissioner Levenfeld and carried unanimously to adjourn the Planning Commission meeting at approximately 11:30 P.M.

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Secretary of the Planning Commission

