EXHIBIT B

DESIGN ASPECTS IN ACCORDANCE WITH PLANNING COMMISSION RESOLUTION 16-01 FOR 3 WOODFORD DRIVE

1. MAXIMUM HEIGHT, LOT COVERAGE AND SETBACKS:

The project site is located in the 3-DUA zoning district, but was zoned R-10 in Contra Costa County (CCC) at the time the home was originally built in 1958. The 3-DUA and R-10 building setbacks are identical and the existing home conforms to the required setbacks. The table below lists the building setbacks, the maximum building height and lot coverage standards for 3 Woodford Drive.

Site Development Standards 3-DUA (R-10)	**Required**	**Porte-cochere at 3 Woodford Drive**	
		Proposed	**Compliance**
Minimum front yard (Woodford Drive – south side)	20 ft.	31 ft. 6 in. (No Change)	Complies
Minimum side yard	10 ft.	16 ft. 5 in. (No Change)	Complies
Exterior side yard (Moraga Road – west side)	15 ft.	15 ft. to SW corner of carport	Complies
Minimum rear yard	15 ft.	17 ft. 6 in. (No Change)	Complies
Maximum Height	35 ft.	15 ft. 6 in. (home) 8 ft. 7 in.(carport)	Complies
Sum of side yards	20 ft.	31 ft. 5 in.	Complies

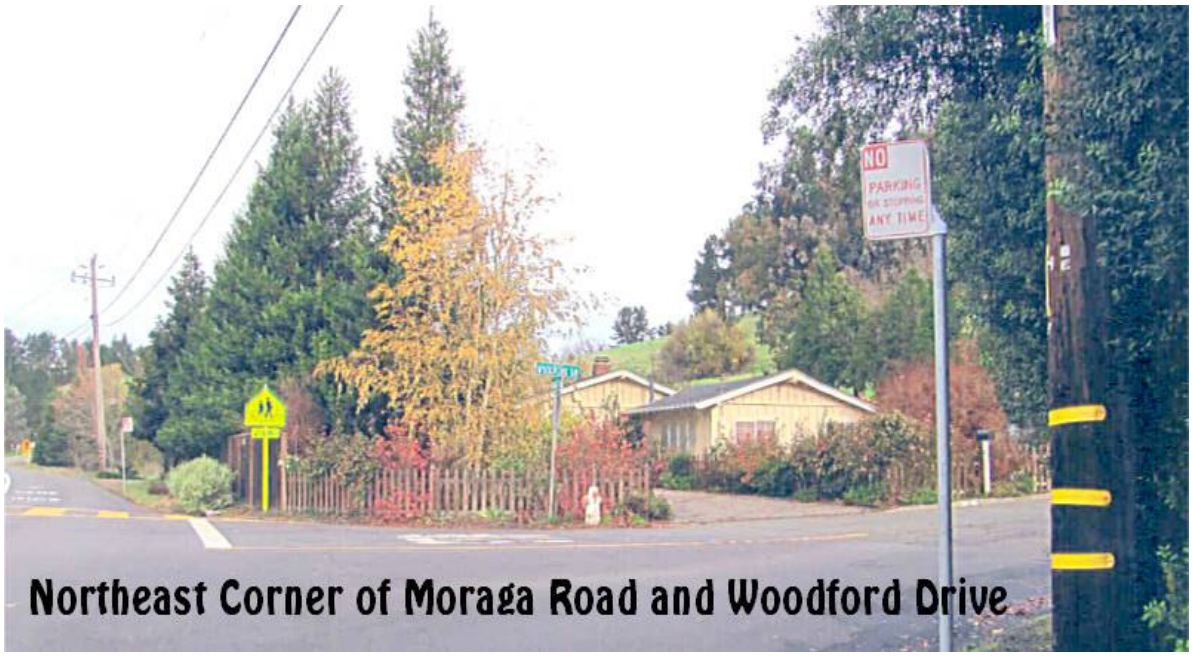
Since the southwest corner of the proposed porte-cochere is located at the minimum 15-foot exterior side yard setback along Moraga Road, the building department will require a surveyor to verify that the posts are actually 15-feet from the west property line along Moraga Road before they are set in concrete. The setback distance can be measured to the posts of the porte-cochere because the home was originally built prior to the incorporation of the Town. The roof may overhang into the setback. The applicant shows a height of only 8-feet under the roof of the porte-cochere. A higher roof clearance may be desirable in order to allow enough room for higher vehicles to pass through the porte-cochere, such as big pick-up trucks with camper shells or larger vans with higher roofs. A 9 or 10 foot height would allow a greater number of vehicles to pass through.

2. OVERALL MASS AND BULK OF STRUCTURES:

The proposed porte-cochere at 3 Woodford Drive will not contribute to the overall floor area for the property because covered porches and other structures that are

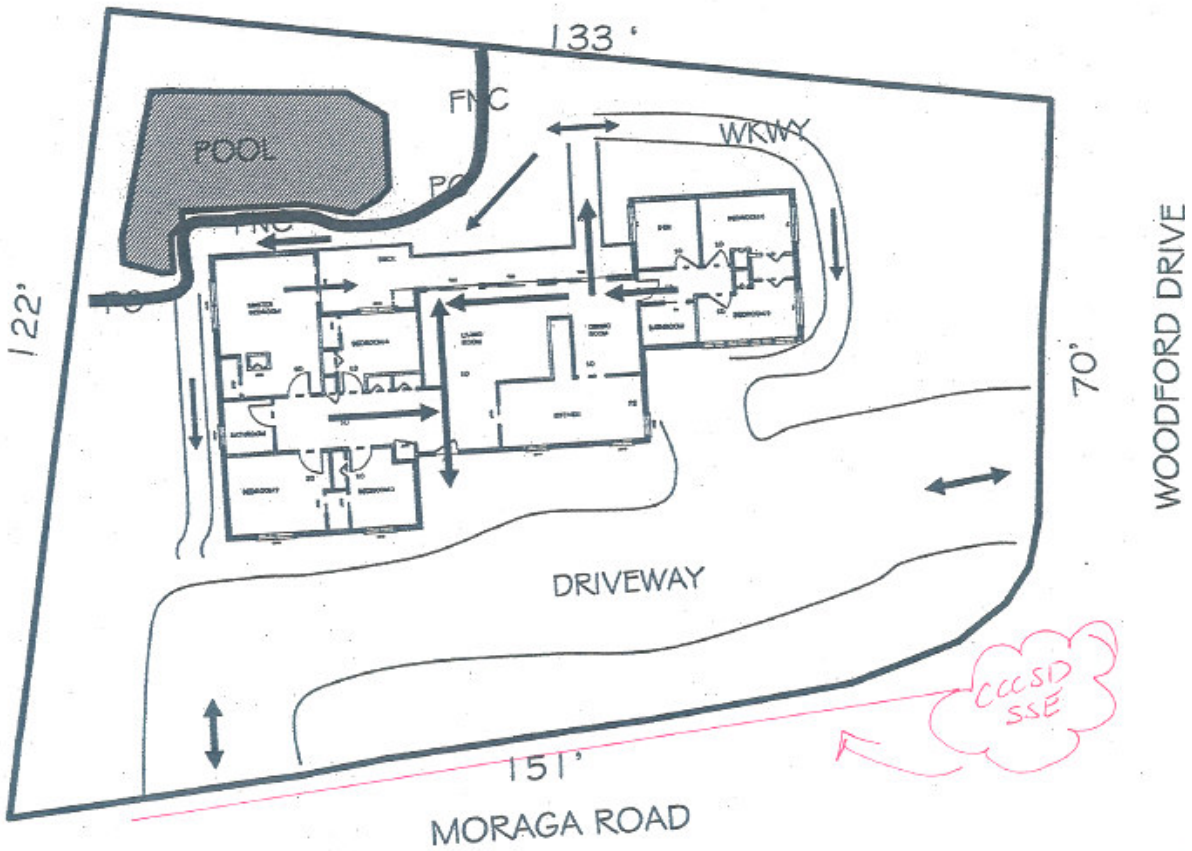
not enclosed by walls are not counted as “floor area”. Even if the 440 square foot structure was enclosed as a garage in the future, it would not exceed the maximum allowable floor area under the Town’s FAR guidelines. The existing home has 2,141 square feet of total floor area and the maximum allowed for the 11,400 square foot lot would be 3,602 square feet.

3. **SPECIAL FEATURES OF THE PROJECT, SUCH AS FENCES AND WALLS:**
There are no new fences or walls proposed. There is an existing six foot high fence along most of the exterior side yard parallel with Moraga Road. Most of the landscaping and large trees are located on the east side of the fence, between the fence and the proposed porte-cochere. There is no sidewalk along the east side of Moraga Road, but there is a crosswalk at the corner of Woodford Drive and Moraga Road where students walking to Campolindo High School cross to the sidewalk on the west side of Moraga Road. The picture below shows the view looking north at the intersection of Woodford Drive and Moraga Road.



Northeast Corner of Moraga Road and Woodford Drive

The plans submitted for the two new bedrooms, den and bathroom in the former “family room” include wide handicap accessible doors to all the rooms and wide hallways. A handicap ramp is also being installed at the back of the home. Although a license is required from the State to operate a residential care facility, there is no requirement for a use permit from the Town as long as the number of unrelated adults or foster children is not greater than six. The California Health and Safety Code, Sections 1500-1518, (aka California Community Care Facilities Act) defines and regulates many types of residential care homes for foster families, adult day care, etc. Residential care facilities for the elderly (defined in Section 1569.2) are not considered community care facilities and are subject only to the California Residential Care Facilities for the Elderly Act (Chapter 3.2, commencing with Section 1569). A copy of the floor plan for the interior modifications for the home at 3 Woodford Drive is on the following page.



4. EFFECTIVE CONCEALMENT AND SOUND ATTENUATION OF EXPOSED MECHANICAL AND ELECTRICAL EQUIPMENT:

No exterior mechanical or electrical equipment is proposed. If the applicant intends to install any new exterior air conditioning units or heat pumps, then the location and proposed sound attenuation will need to be submitted for review. No air conditioning unit should be installed on the property where the noise could adversely affect the adjacent neighbors at 5 Woodford Drive.

5. COLORS AND MATERIALS ON THE EXTERIOR FACE OF THE BUILDING OR STRUCTURES, STRIVING FOR A LIMITED NUMBER OF COLORS AND MATERIALS FOR EACH PROJECT:

The proposed elevations for the porte-cochere at 3 Woodford Drive are shown on sheet 2 of the plans. The design of the porte-cochere is very simple and does not include any design elements intended to match the "ranch" style of the home. Perhaps the best design approach is to keep the carport very functional and unobtrusive. Architectural embellishments or a gable roof over the porte-cochere could attract too much attention to the structure. The applicant has not submitted a color pallet for the structure. The colors should match the colors on the home.

6. **AVOIDANCE OF REPETITION OF IDENTICAL ENTITIES WHENEVER POSSIBLE:**
The majority of homes in Moraga have a garage; however, the Town does not require a garage to comply with the requirement for two covered off-street parking spaces. The use of a porte-cochere or drive-through carport to comply with the off-street parking requirements is unusual, but not unprecedented in Moraga. There is a home at 329 Birchwood Drive that was originally built with a porte-cochere for a carport. The owners of that property eventually built a garage, but they also continue to use the porte-cochere. There is also a home on Merrill Circle North in the Sanders Ranch subdivision that has a porte-cochere, but it also has a three car garage. Many homes in Moraga have carport type structures to cover boats or recreational vehicles; however, very few of them are located in an exterior side yard area. The existing heavy landscaping along Moraga Road is an important mitigating factor because it effectively screens the view of the structure.

7. **HARMONIOUS RELATIONSHIP WITH EXISTING AND PROPOSED ADJOINING DEVELOPMENTS, AVOIDING BOTH EXCESSIVE VARIETY AND MONOTONOUS REPETITION, BUT ALLOWING SIMILARITY OF STYLE, IF WARRANTED*:***
As noted previously, the design of the porte-cochere is very simple and functional. Since the structure is screened from view on every side except the south side, it would not be very conspicuous in the neighborhood.

8. **PLEASING LANDSCAPING WHICH INCORPORATES EXISTING LANDSCAPING AND TERRAIN AS A COMPLEMENT TO THE STRUCTURE, USING PLANTS WHICH THRIVE IN THE MORAGA CLIMATE AND WHICH ARE LARGE ENOUGH IN SIZE TO BE EFFECTIVE:**
The existing landscaping on the property, especially along the Moraga Road frontage, is quite extensive and dense. The large row of trees is mature and will reduce the visual impact of the proposed porte-cochere.

9. **COMPLIANCE WITH CHAPTER 8:132 (SCENIC CORRIDORS)*:***

   1. The design and location of each building and landscaping shall create a compatible visual relationship with surrounding development and with the natural terrain and vegetation. Road widths and road configurations should be considered as part of the design element.

      Comment: The view of the proposed porte-cochere at the east side of Moraga Road will be obscured substantially by the existing landscaping between the fence and the driveway at the side of the home. (see pictures on pages 3 and 4 of the staff report).

   2. Buildings and landscaping shall be so located that each does not create a walled effect along the scenic corridor. Setbacks and building heights may be made more restrictive than otherwise permitted by the applicable zoning regulations. In general, the greater the mass or bulk, the greater the setback

should be. The positioning of buildings shall be varied in order to create a complimentary relationship between mass and void.

Comment: The project will not create a walled effect along the Scenic Corridor because the dense existing landscaping along the exterior side yard will effectively screen the new porte-cochere structure.

3. Existing topography, vegetation and scenic features of the site shall be retained and incorporated into the proposed development wherever possible. Manmade structures, as a visual element in the scenic corridor, should be secondary in importance to natural growth.

   Comment: No existing trees will be removed and the existing landscaping on the site provides ample screening of the home and the proposed porte-cochere.

4. Each structure or feature reviewable under this chapter shall be limited to scale and siting to reduce visual dominance or obstruction of existing landforms, vegetation, water bodies and adjoining structures.

   Comment: The proposed height of the porte-cochere is only 10-feet 8-inches, which is substantially lower than the height of the mature trees between Moraga Road and the structure. Even if the height of the porte-cochere is increased by one or two feet to provide greater clearance for vehicles to pass through, the existing vegetation would provide ample screening.

5. Each structure shall be constructed, painted and maintained and all planted material shall be planted and maintained to complement and enhance scenic views and the natural landscape.

   Comment: The exterior finish materials and colors for the proposed porte-cochere should match the existing home. This guideline is really a performance specification and could be included as a condition of approval.

6. Unnatural and conflicting aesthetic elements shall be eliminated to the extent feasible consistent with safety requirements (for example, retain street lighting, but place wiring underground). Where it is not possible to locate such a feature out of view, it must be located in an area so as to minimize visibility from a scenic corridor or screened from view by planting, fence wall or berm. Where the screen consists of a fence, wall or berm, it may not be higher than six feet. Screening shall consist of primarily natural materials rather than solid fencing. Preference shall be given to vegetation in conjunction with a low earth berm.

   Comment: The existing 6-foot high wood fence along Moraga Road has some landscaping on the west side, but there could be additional plants added to help soften the line of the fence. The existing power service in the vicinity of the home at 3 Woodford Drive is above ground; however, the construction of the proposed porte-cochere would not warrant under grounding of the electric power to this single home.

7. Lighting shall be compatible in type, style and intensity to the surrounding elements and not cause undue or aggravating disruption, glare or brightness.

   Comment: The plans do not call for any new lights. If the applicant decides to add some lights under the porte-cochere, they should be directed downward under the soffit so they do not have any impact to the scenic corridor or adjacent properties.

8. Grading or earth-moving shall be planned and executed in such manner that final contours appear consistent with a natural appearing terrain. Finished contours shall be planted with plant materials native to the area so that minimum care is required and the material is visually compatible with the existing ground cover.

   Comment: There would be no grading for this project.

9. The number of access points to and from the scenic corridor shall be minimized consistent with safety and circulation needs.

   Comment: The existing driveway is a "circular" driveway with access from Woodford Drive and egress onto Moraga Road. There would be no new points of access.

10. Parking on the scenic corridor roadways should be minimized.

    Comment: There is no new parking proposed along Moraga Road as part of this project. Approval of the project would neither increase nor decrease the parking along Moraga Road. The parking along Woodford Drive is currently restricted during school hours to prevent Campolindo students from using the residential street as a parking lot.

11. Each specimen tree and each grove of trees may be approved for removal only if the tree or grove of trees is unsafe or diseased or to provide the smallest cleared area necessary to locate an approved road or structure on the site under guidelines of the tree preservation ordinance. Selective clearing of vegetation may be permitted upon review and approval by the design review board.

    Comment: No trees will be removed from the existing landscaping along the Moraga Road right-of-way.

12. In applying these guidelines, consideration shall be given to protecting the privacy and security requirements of individual property owners who seek approval for improvements under this chapter.

    Comment: The proposed project would have no impact to the privacy and security of the property owner. The existing fence and landscaping along the west side provides ample privacy. Security might be increased with gated entry to the driveway; however, gates are often left open due to the inconvenience of opening and closing them.

10. IMPACT ON NEIGHBORING PROPERTIES*:*

As noted in the staff report, the home at 2 Woodford Drive has one window at the east side of the house that would have a view of the south end of the proposed porte-cochere. Otherwise, the proposed structure would have no visual impacts to neighboring properties. The roof of the home at 3 Woodford Drive would block the view of the porte-cochere from the adjacent home at 5 Woodford Drive and the adjacent land north of 3 Woodford Drive is vacant. The new performing arts building at Campolindo High School is located directly across Moraga Road from the property, but the hedge of large trees would completely screen the view of the proposed porte-cochere.

11. IMPACT ON PUBLIC SAFETY*:*

The proposed porte-cochere carport structure would not have any adverse impact on public safety because the structure will be constructed in accordance with the current California Building Code. The interior changes to the home may also require some improvements to enhance the safety of the building. It has been brought to staff's attention that slab concrete floor of the garage probably did not have any moisture barrier under the slab. This could pose a problem with moisture rising through the slab floor and causing mold problems in the rooms. This is an inherent problem with garage conversions.

12. HARMONY WITH THE GENERAL PLAN, DESIGN REVIEW GUIDELINES AND FLOOR AREA RATIO GUIDELINES:

The General Plan designation for the property is 3-DUA (Three dwelling units per acre) Single Family Residential. Applicable General Plan policies were discussed in the staff report. The complete analysis of the project with respect to the Town's Design Guidelines is attached as **EXHIBIT C**.