

AGENDA

PLANNING COMMISSION

DECEMBER 7, 2010
7:00 PM



650-780-7233

Planning, Housing & Economic
Development Department

City Council Chambers*

City Hall

1017 Middlefield Road
Redwood City, CA 94063

*Accessible to Disabled

1. ROLL CALL

2. APPROVAL OF MINUTES – None

3. ORAL COMMUNICATIONS

This agenda category is limited to 15 minutes to be allocated for items not on the agenda as determined by the Chair. If you wish to address the Planning Commission under Oral Communications, please complete a Speaker's Card and give it to the Secretary.

4. CONSENT CALENDAR – General Plan Conformity for Acquisition of Property by San Mateo County and Vacation of Chemical Right-of-Way

5. HOUSING LEADERSHIP COUNCIL OF SAN MATEO COUNTY - HOUSING POLICY DISCUSSION

Recommendation:

Hear Presentation and discuss as appropriate. No action is required at this time.

Contact: Christopher Mohr, Executive Director; 650-872-4444; www.hlcsmc.org

6. PLANNED DEVELOPMENT PERMIT AND VESTING TENTATIVE MAP – LAUREL WAY Public Hearing

Project Description:

Re-subdivision of 20 lots into 18 single-family dwelling lots as well as the construction of a private roadway connecting to city streets, extension of city utilities, drainage control, on-street parking, landscaping and related improvements.

Recommendations:

1. Approve the Planned Development Permit with appropriate findings and conditions;
2. Approve the Vesting Tentative Map with appropriate findings and conditions

REPORT
To the Redwood City Planning Commission
From Planning Staff

December 7, 2010

SUBJECT

Laurel Way Project Planned Development Permit and Vesting Tentative Map

RECOMMENDATION

Consider the previously reviewed Environmental Impact Report and do the following:

1. Make the associated findings set forth in this staff report and approve the Planned Development Permit (PD) (Attachment 1) per Article 46 of the Zoning Ordinance, with appropriate findings and subject to the draft conditions (Attachment 2). This recommendation is based on Alternative B pursuant to the EIR which includes 18 houses with limited floor areas.

2. Make the associated findings set forth in this staff report and approve the proposed Vesting Tentative Map (VTM) (Attachment 3).

BACKGROUND

In July 2007, 16 out of 18 property owners of the Laurel Way Joint Venture submitted an application for a Planned Development and Vesting Tentative Map, as well as for the related Environmental Review process, per California Environmental Quality Act (CEQA) to construct 18 single family dwellings¹ at the terminus of Laurel Way (the project) located in the Emerald Lake Neighborhood. A location map and proposed site plan for the Laurel Way subdivision is attached (Attachment 3).

On August 24, 2010, the Planning Commission certified an Environmental Impact Report (EIR) for the proposed project. On September 7, 2010, a group of neighbors residing in the immediate area appealed the EIR because they disagreed with the finding that all project impacts could be mitigated to a level of non-significance. The neighbors also objected to the size of the proposed residences. This appeal will be heard at a future public hearing before the City Council anticipated in early 2011.

Project Description

The project area contains 5.1 acres and is zoned Residential Hillside (RH) Zoning District. The project involves the re-subdivision of 20 lots into 18 single-family dwelling lots, as well as the construction of a private roadway connecting to city streets, extension of city utilities to the residential lots, drainage control, on-street parking, landscaping and related improvements. The implementation of this development will include the following steps:

¹ There are a total of 20 vacant parcels within the project area. However, three of the parcels are proposed to be merged and subdivided into two parcels (Lots #5 and #6), and one of the parcels (Lot 6) contains a drainage swale that is proposed to be dedicated as open space. The remaining 18 parcels are proposed to be developed with single-family residences.

- Approval of a Planned Development (PD) permit for the proposed residential subdivision and related improvements;
- Approval of a Vesting Tentative Map for the merger of three existing lots and subsequent re-subdivision into two lots, including one lot (Lot 6) to be used a drainage/conservation easement, and a second lot (Lot 5) which will allow the development of a single-family residence;
- Review of the Covenants, Conditions and Restrictions (CC&Rs) for the Planned Development (at the time of filing of the Final Map);
- Amendment of the original 1926 subdivision map of record to incorporate the proposed Planned Development, residence placement, public improvements, and utility layouts and to incorporate the CC&Rs for the development;
- Approval of the connection of the subject portion of Laurel Way to city streets and improvement of the access road to city standards;
- Acceptance of the dedication of the new utilities;
- Dedication of additional public right-of-way from each of the lots within the project limits in order to accommodate the road widening, public ingress and egress easements, emergency vehicle access easements, and public utility easements for the Laurel Way extension; and,
- Subsequent approval of the construction of single-family residences on 18 of the 19 parcels through individual Planned Development permits.

Environmental Impact Report

In 1988, the City Council established a policy requiring that an Environmental Impact Report (EIR) including all necessary technical studies (i.e., geotechnical, hydrology/drainage, biology, arborist report, and traffic report), be prepared prior to any development or roadway improvements on this portion of Laurel Way. This City policy reflected concerns about the existing substandard street, the steep and narrow lots, the preservation of existing vegetation, maintaining slope stability, insuring proper drainage and grading, limited roadway access, as well as other issues. The City Council reaffirmed this comprehensive approach to prevent "piecemeal development" in 2000.²

In February 2010, the firm of RMT, Inc. prepared an EIR in consultation with the City. With the exception of the "Land Use and Planning", and "Population and Housing" environmental categories, the EIR identified potentially significant environmental impacts in all of the remaining CEQA categories.

These impacts were determined to cause "substantial" or "potentially substantial" adverse change to the environment of the subject area. However, the impacts identified as substantial and potentially significant could be reduced to a less-than-significant level with the incorporation of applicable mitigation measures.

² This policy does not restrict additions or modifications to existing homes on Laurel Way. It only pertains to remaining vacant lots on Laurel Way.

If this project is approved, these mitigation measures will be incorporated as conditions of approval for the project and implemented through a Mitigation Monitoring and Reporting Program (MMRP).

A list of these potential impacts, and the recommended mitigation measures are listed in Table ES.2-1 in the EIR (on file in Planning, Housing and Economic Development).

The VTM and PD applications are being reviewed by the Planning Commission at this time in order to provide a comprehensive review and better understanding of the applicant's development proposal.

The documents and other materials which constitute the record of proceedings upon which the Planning Commission's decision is based are located at the offices of Planning, Housing and Economic Development (PHED) of the City of Redwood City with the custodian of records, the Planning Commission Secretary.

Vesting Tentative Map

The proposed residential subdivision is located in a relatively steep hillside area of Redwood City, on substandard sized lots, which were legally subdivided in the 1920s. The roadway servicing the project area is a narrow dirt road, with very limited drainage improvements. The project subdivision map involves the merger of three existing lots to be re-subdivided into two lots, including one lot (lot 6) which will serve as a drainage/conservation easement and a second lot (lot 5) which will allow the development of a single-family residence. In addition, the subdivision map shows that each lot will dedicate a certain amount of street frontage to accommodate the private street.

Roadway Improvements

Laurel Way is a substandard private street that is part of a residential subdivision created in 1926 when the area was still under the jurisdiction of unincorporated San Mateo County. The roadway segment in the project area is unpaved and one-lane wide. Outside the project area, Laurel Way is approximately 50 feet wide and paved in asphalt without curbs or sidewalks. In the past, this street was offered for dedication but was never accepted by San Mateo County. The subdivision was annexed into the City of Redwood City in 1969, but the street was not accepted for public dedication by the City due to its substandard width. In 1970, the City prepared some improvement plans for the street including retaining walls, but the improvements were never constructed due to lack of interest by some of the property owners.

The project plans show that the roadway for the proposed subdivision is approximately 720 feet long and would terminate in a cul-de-sac. The street is to be wider in front of lots 16, 17, 18 and 19 and lots 2, 3, 5 and 7 in order to provide a total of nine publicly accessible parking spaces. A minimum 5-foot wide pedestrian pathway would be provided on the north side of the street up to the cul-de-sac. The Laurel Way roadway improvements would include replacing the existing one-lane, substandard, unpaved roadway with a paved and improved two-lane roadway. The roadway would be designed to allow two-way traffic and would also be wide enough to accommodate emergency vehicle access and provide a 45-foot diameter emergency vehicle turn around space at the end of the cul-de-sac. This private street would be maintained by

the “Laurel Way Joint Venture/Homeowners” Association. During the EIR process, one property owner located east of the project area, within the portion of Laurel Way that is already developed submitted a written objection to the subject residential development, claiming that vehicular access to this project would trespass on their land. Similar to other roadways in this subdivision located in the Emerald Hills, designated “Highlands of Emerald Lake” (13 RSM PG024), Laurel Way is not an approved dedicated public right-of-way, as it was never accepted by the City in title. Irrespective of this condition the City has processed applications for new developments in this area over the years. In response to this objection, the applicant’s Civil Engineer has provided the City with a statement confirming that the subject lots within the project area do not extend to the centerline of the street (Attachment 6).

In order to respond to the relatively-steep site conditions, two different sections of roadway improvements are proposed. The improvements on the first segment of the roadway (from lots 1 to lot 6 on the north side and lot 14 to lot 19 on the south side) includes a 44-foot-wide right-of-way (ROW), with 14-foot-wide, split level travel lanes, a 6-foot-wide center median that would include a retaining wall, and a 5-foot-wide pedestrian pathway on the northern (downhill) side of the roadway. The retaining wall dividing the two lanes would vary in height from 2 feet to a maximum of 16 feet. The roadway would be wide enough to accommodate simultaneous ingress and egress from the site.

The second portion of the roadway (from lot 7 to the cul-de-sac on the east side and lot 11 to lot 13 on the west side) would not be split level but 28 feet wide, with a 5-foot-wide pedestrian pathway and would terminate in the cul-de-sac bulb. The total width of the road and pedestrian pathway would be an average of approximately 34 feet.

Drainage Improvements

Other proposed subdivision improvements include upgrading the existing metal culvert that drains storm water beneath the bend in Laurel Way. The existing 18-inch metal culvert is too small to accommodate a 10-year flood event, and would be replaced with a 24-inch culvert that would accommodate a 100-year flood event. The project plans also show storm water drainage improvements, including detention pipes, retaining walls, bio-retention basins and storm water treatment units that would also be constructed as part of this project to control run-off and erosion.

Planned Development Permit

The Planned Development (PD) permit addresses physical improvements related to the proposed residential subdivision, including common areas. General architectural types for the dwellings are described in the applicant’s PD statement (Attachment 1). Individual PD permits will be required prior to the construction of the 18 residences. The subdivision’s PD permit establishes development standards for related improvements, including, but not limited to building footprints, pedestrian pathway, driveways, exterior building materials and landscaping. The Zoning Ordinance states that PDs greater than one acre are reviewed by the Planning Commission, PDs that are less than an acre (i.e. individual dwelling) are reviewed by the Zoning Administrator. Since the proposed PD involves a 5.1 acre project site, the PD application must be reviewed by the Planning Commission.

According to Article 46 (Planned Development Permits) of the Zoning Ordinance, the purpose of the PD permit is to:

- Provide a vehicle for planned development within the existing zoning districts of the City;
- Encourage flexibility of design and development of land in such a manner as to promote its most appropriate use;
- Encourage the development of innovative projects which incorporate the highest quality architectural solutions, building materials, and landscaping concepts;
- Promote the most functional and aesthetic relationships between building structures, signs, open space, and parking areas in residential, commercial, and industrial zoning districts; and
- Encourage the development of quality open space and recreational opportunities within projects.

A PD is required because 10 of 18 lots in the proposed subdivision do not meet the City's slope density requirement. Section 32.2 of the Zoning Ordinance states that a PD permit shall be required for lots that exceed 30 percent average slope. At the time that the individual plans are submitted for the proposed residences, the Zoning Administrator (after a public hearing) will ensure that the residences comply with the intent of the subject development plan (PD) and fit the context and character of the existing surrounding neighborhood. The applicant's PD statement outlines general standards of development, which includes design guidelines (such as variation of architectural style, the construction of proposed residences, including green building practices, use of landscaping, etc.). Street lights and an environmentally-sensitive pedestrian path (decomposed granite) would also be included along this portion of Laurel Way, and would be designed per City regulations. The roadway would remain private and would not be dedicated as a public street; however, the PD permit would require that the roadway remain open and accessible to the public, this can be formalized by granting a public access easement and would be recorded in the VTM.

Tree Removal

The project plans show that a total of 92 trees with a trunk diameter of 12 inches or more would be removed to accommodate development of the roadway and building pads. The majority of these trees are coast live oaks and California bay trees. The remaining 89 existing trees with a trunk diameter of 12 inches or more are proposed to remain as part of the project. The applicant proposes to plant 100, 15-gallon coast live oak trees and 28, 15-gallon western redbud and vine maple trees as mitigation for the loss of existing mature vegetation. However the EIR requires that upon submittal of individual building permits for construction of residences, each lot owner shall submit a tree valuation report identifying the number of trees to be removed from the lot (s) and their value based on species, size, and condition for review and approval by the City Arborist. The report shall include detailed plans for the replacement of the removed trees. Trees must be replaced in kind and quantity to the satisfaction of the City Arborist. In addition, the City will require that all street trees be upgraded to 24-inch box size, as applicable.

Residential Lots Within Project Area

The lots within the project area range in size from 7,200 square feet to 13,700 square feet in area. The average slope of the residential lots ranges from 19% to 41%; the steepest lot (#6) is proposed to be dedicated as a drainage/conservation easement.

Table 1 lists the existing lot sizes, average slopes of the project area lots and compares those with the required parcel size for "typical" lots, based on Zoning Ordinance requirements regarding average lot slope. This table is for comparison purposes only.

Table 1: Existing Parcel Size, Average Slope, and Zoning Ordinance Lot Size Requirements for New Lots			
Lot #	Average Slope (%)	Lot Area (sf)	Required Lot Size (sf) for newly created lots in the RH District*
1	34%	11,000	Requires PD approval for slope over 30% (extrapolation = 38,000 sq.ft.)
2	33%	10,700	Requires PD approval for slope over 30% (extrapolation = 36,000 sq.ft.)
3	36%	9,900	Requires PD approval for slope over 30% (extrapolation = 42,000 sq.ft.)
4	37%	9,400	Requires PD approval for slope over 30% (extrapolation = 44,000 sq.ft.)
5	40%	13,200	Requires PD approval for slope over 30% (extrapolation = 50,000 sq.ft.)
7	37%	10,800	Requires PD approval for slope over 30% (extrapolation = 44,000 sq.ft.)
8	37%	8,300	Requires PD approval for slope over 30% (extrapolation = 44,000 sq.ft.)
9	29%	10,100	28,000 sq.ft. requires PD approval for lot size
10	30%	12,800	30,000 sq.ft. requires PD approval for lot size
11	19%	7,200	14,000 sq.ft. requires PD approval for lot size
12	27%	9,100	24,000 sq.ft. requires PD approval for lot size
13	33%	7,400	Requires PD approval for slope over 30% (extrapolation = 36,000 sq.ft.)
14	41%	7,400	Requires PD approval for slope over 30% (extrapolation = 52,000 sq.ft.)
15	40%	7,600	Requires PD approval for slope over 30% (extrapolation = 50,000 sq.ft.)
16	38%	7,900	Requires PD approval for slope over 30% (extrapolation = 46,000 sq.ft.)
17	38%	8,200	Requires PD approval for slope over 30% (extrapolation = 46,000 sq.ft.)
18	39%	7,700	Requires PD approval for slope over 30% (extrapolation = 48,000 sq.ft.)
19	41%	8,800	Requires PD approval for slope over 30% (extrapolation = 52,000 sq.ft.)

Based on the formula for calculating lot size based on slope used in the Minimum Building Site Area for Sloping Sites Zoning Ordinance Section 32.2
 SOURCE: Project EIR Section 2.3-1 and Redwood City Zoning Ordinance Section 32.3 Supplementary Lot Area Requirements for Sloping Sites.

Determining Home Sizes

The applicant's proposal involves the construction of 18 single-family residences, which would range in size from 3,240 square feet to 5,120 gross square feet (Table 3); in each case, the floor area includes 500 square feet for a two-car garage (Attachment 1).

On November 28, 2010, the applicant submitted a revised table (Attachment 4) which uses a method to calculate the area/size of each proposed house which is different from City standards. Instead of using the standard gross floor area calculations for each dwelling, the applicant designates a "Proposed Living Space" calculation which excludes the square footage contained in all areas that are used as "transitions between floors or levels". In addition, the applicant's proposal further deducts 13% from each house size calculation (designated by the applicant as "Floor Area Credit") in order to account for "lost residential building square footage associated with hillside or multi-level homes"

The applicant's methodology for calculating the area/size of a house is inconsistent with the Zoning Ordinance and past City practice and therefore not suitable for comparison with past projects.

Project Alternatives

The project EIR discusses three alternatives to the applicant's original proposal as follows:

Alternative A – The No Project Alternative

Section 15126.6(e) (2) of the CEQA Guidelines stipulates that "If the environmentally superior alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative among the alternatives." The No Project Alternative (Alternative A) would likely result in greater environmental impacts than the proposed project, as this Alternative could result in similarly residences and no comprehensive plan for roadway, utility, and drainage improvements. The No Project Alternative would not be an environmentally superior alternative.

Alternative B – The Reduced Floor Area Alternative

The Reduced Floor Area Alternative would allow for the development of 18 single-family residences, but would reduce the proposed maximum floor area of each dwelling within the project. This alternative would calculate the maximum floor area based on a slope density formula that would increase the required lot size as the slope of the lot increases. This alternative would require individual PD permits for the construction of 18 single-family homes in the project area in order to implement both a slope adjustment formula and a maximum allowable floor area multiplier.

The adjusted slope density formula was developed based on research with other Bay Area cities with hillside developments, and is presented in Table 2 (Table 5.3-3 in the EIR). This adjusted slope density formula would apply to any lots with an average slope greater than 10 percent.

The maximum allowable floor area would be 40 percent of the reduced lot size based on the adjusted slope density formula in Table 2, with a minimum floor area of

2,000 (including garage) square feet. Table 3 (Table 5.3-4 in the EIR) lists the resulting maximum floor area limits for the 18 subject lots (excluding Lot 6).

The applicant's proposal for the average maximum floor area (including a two-car garage) for the 18 lots is 3,965 square feet, while the average maximum floor area for the 18 lots under the Reduced Floor Area Alternative would be 2,479 square feet, representing a reduction in house sizes of almost 60 percent.

The average size of the existing single-family residences within a 1,000-foot radius of the project area is 2,141 square feet (including garages), so the maximum floor area allowed under the Reduced Floor Area Alternative is more in keeping with other development in the neighborhood than the proposed project. Other development regulations, such as setbacks, lot coverage, pervious areas, and building height, would either need to comply with existing City regulations are established by this Planned Development permit.

The Reduced Floor Area Alternative would be expected to meet the project objective of building 18 single-family residences. However, this would result in smaller residences and a smaller footprint which would affect slope stability, erosion and drainage control, tree removal, and visual impacts to a lesser extent. Staff supports the development approval pursuant to Alternative B.

Table 2: Adjusted Slope Density Formula	
Average Slope of the Lot	Percent Reduction of Site Area for Maximum Floor Area Calculations¹
10.01-20%	5%, plus 1% for each 1% of slope over 10%
20.01-30%	15%, plus 2% for each 1% over 20%
Over 30%	35%
Notes:	
¹ Where the average slope is a fractional number, the slope shall be rounded up to the next whole number.	

Table 3: Maximum Floor Area Limits under the Reduced Floor Area Alternative

Lot #	Lot Area (sq. ft.)	Average Slope (%)	Percent Reduction in Site Area (%)	Adjusted Lot Area (sq. ft.)	Maximum Floor Area (sq. ft.) ¹	PD Proposed Floor Area (sq. ft.)
1	11,000	34%	35	7,150	2,860	4,400
2	10,700	33%	35	6,955	2,782	4,280
3	9,900	36%	35	6,435	2,574	3,960
4	9,400	37%	35	6,110	2,444	3,760
5	13,200	40%	35	8,580	3,432	4,620
7	10,800	33%	35	7,020	2,808	4,860
8	8,300	37%	35	5,395	2,158	3,735
9	10,100	29%	33	6,767	2,707	4,545
10	12,800	30%	35	8,320	3,328	5,120
11	7,200	19%	14	6,192	2,477	3,240
12	9,100	27%	29	6,461	2,584	4,095
13	7,400	33%	35	4,810	2,000	3,330
14	7,400	41%	35	4,810	2,000	3,330
15	7,600	40%	35	4,940	2,000	3,690
16	7,900	38%	35	5,135	2,054	3,465
17	8,200	38%	35	5,330	2,132	3,960
18	7,700	39%	35	5,005	2,002	3,450
19	8,800	41%	35	5,720	2,288	3,450
Total					44,630	71,365
Average					2,479	3,965
Notes:						
¹ Minimum allowable floor area would be 2,000 sq. ft						

Alternative C – Reduced Floor Area with Lot Merger

This alternative would essentially be identical to the Reduced Floor Area Alternative (B) above, except that it would encourage voluntary lot mergers by providing a floor area bonus when two or more lots are merged.

Under this alternative, the merger of two or more lots would allow the property owner to increase the allowable house size by increasing the size of the development parcel (approximately doubling the maximum floor area, depending on which two lots are merged), but this alternative would also provide a floor area bonus of 900 square feet above and beyond the maximum floor area based on lot size alone. In conclusion, each additional lot merger would add an additional 900-square-foot floor area bonus, such that the merger of three lots would earn a floor area bonus of 1,800 square feet, the merger of four or more lots would earn a floor area bonus of 2,700 square feet, etc.

The Reduced Floor Area with Lot Merger Alternative (Alternative C) would have the potential to reduce environmental impacts even further than the Reduced Floor Area Alternative, as this alternative could result in fewer than 18 residences if property owners pursue one or more lot mergers. Fewer residences would result in incrementally reduced impacts on slope stability, erosion, drainage, and tree removal, as well as visual impacts.

The Reduced Floor Area with Lot Merger Alternative (Alternative C) would still meet the project objectives, as it would allow the construction of larger homes, however there would be fewer than 18 single-family residential units. This alternative would provide the property owners with the ability to construct larger residences, similar in size to those requested in the proposed project, through merging two or more lots, resulting in less total homes and decreased impacts than the project overall.

Analysis

The Reduced Floor Area Alternative (Alternative B) would meet the applicant's project objective to construct 18 single-family residences, although this alternative would result in smaller residences than those requested in the proposed project. The Reduced Floor Area with Lot Merger Alternative (Alternative C) would meet the applicant's project objective to construct large homes, and could result in fewer than 18 residences. Alternative C would offer the option through lot mergers to achieve the larger residence sizes currently requested in the proposed project. Both Alternatives B and C would have a reduced impact on the environment compared to the proposed project, as both alternatives would result in less development, and therefore less grading and tree removals. These two alternatives would also result in incremental reductions in noise and shorter overall construction periods. The Reduced Floor Area with Lot Merger Alternative could also result in fewer total residences if the property owners choose to sell and merge two or more neighboring lots, which would further reduce the environmental effects of the project. The Reduced Floor Area with Lot Merger Alternative (Alternative C) would therefore be the environmentally superior alternative. Staff supports Alternative C, however, because of fragmented lot ownership and the existence of legal lots, the merger of the lots under this alternative is considered less feasible and less likely to occur. Therefore, staff recommends Alternative B, which is also environmentally superior to the project as proposed.

Construction Timing

The applicant shall be required to construct all roadway and utility improvements in the first phase of construction (prior to the construction of the first home) within five years of permit approval. Another requirement would involve a limit to ensure that no more than six individual homes are under construction during any two-year time period. Individual lot owners will be allowed to build their homes on a staggered construction schedule such that all 18 residences can be constructed over time, the street trees will be installed upon completion of each home.

Public Notification

On November 19, 2010, the City mailed approximately 360 public hearing notices to property owners, interested parties and tenants within a 500+ foot radius of the project area. The public hearing notice was published in the *Redwood City Daily News* 17 days prior to the public hearing. Additionally, the public hearing notice has been posted on the City Hall bulletin board, Redwood City libraries and the City's website. As of

December 3, 2010, staff has received two letters of objection and one letter of support regarding this project (Attachment 5).

Future Steps

Assuming approval of the VTM and PD, authorize staff to prepare the Notice of Official Action (approval letter) for the VTM and PD with applicable conditions. The applicant may then prepare and file a Final Map with the City and for recordation with the County.

Recommendation and Findings

Vesting Tentative Map

That the Planning Commission approve with conditions (Attachment 2) the Vesting Tentative Map, subject to the following findings per Section 30.42 of the Municipal Code:

1. That the map, design or improvements of the proposed subdivision are consistent with the general or specific plans, the Zoning Ordinance, or subdivision improvement requirements.
2. That the site is physically suited for the proposed type or density of development.
3. That the design or proposed improvements are not likely to cause substantial environmental damage, or substantially and avoidably injure fish, wildlife or their habitat, or cause serious public health problems.
4. That the design or improvements of the proposed subdivision will not conflict with essential public easements for access through, or use of, property within the proposed subdivision.
5. The reasons submitted for the granting of any exceptions applied for do not comply with requirements for findings described in Section 30.69, and the tentative map is deemed not workable without the granting of such exceptions.
6. Such other findings of conflict with written public policy or with the public interest as the Planning Commission may determine.

Planned Development Permit

That the Planning Commission approve staff-recommended Alternative B with conditions (see attachment 2) the Planned Development Permit for the subdivision layout, based on the following findings:

1. That based on the applicant's PD statement the proposed residences are expected to be of high quality architectural design and in keeping with the established neighborhood character in harmony with the area. Moreover, the City's design review process for this type of development will ensure architectural compatibility to the neighborhood and compliance to all applicable zoning regulations.
2. That the proposed project provides quality private open space and maintains adequate setbacks.
3. That the project will include new landscaping and will maintain some existing mature landscaping throughout Laurel Way and also improve access and drainage.
4. That the project will provide 18 new dwelling units to the City's housing stock.

ALTERNATIVES

- Continue this Public Hearing to a later date
- Select another Alternative for the PD and coordinate the VTM with that alternative (e.g. Alternative C)

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- Do not make the associated findings and do not approve the proposed Vesting Tentative Map and Planned Development Permit



Sailesh Mehra
Associate Planner



Tom Passanisi
Principal Planner



Jill Ekas, Director
Planning, Housing and Economic
Development Department

ATTACHMENTS

1. Revised Applicant's Planned Development Statement, November 2010
2. Draft Conditions, December 2010
3. Revised Vesting Tentative Parcel Map Package, November 2010
4. Revised Applicant's Home Size Proposal, November 28, 2010
5. Correspondence received from residents, December 3, 2010
6. Correspondence received from applicant's Civil Engineer, December 3, 2010

UNDER SEPARATE COVER

Certified Environmental Impact Report, August 2010

PLANNED DEVELOPMENT ZONE – Undeveloped Portion of Laurel Way (LWZ)

AUTHORITY, PURPOSE AND INTENT

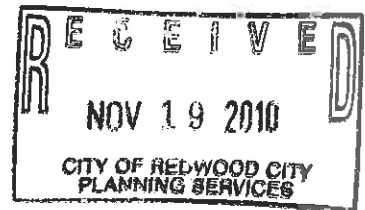
The authority, purpose and intent for the adoption of the Planned Development Zone for the undeveloped portion of Laurel Way are based on applicable ordinance sections referenced in Article 46 Planned Development Permit.

PERMITTED USES

The following uses are permitted in the Laurel Way Zone (LWZ):

- A. Single-family detached residences
- B. Accessory structures

REVISED



DEVELOPMENT STANDARDS

Laurel Way Zone provides the following development standards:

- A. Minimum Lot Size: 7,200 square feet
- B. Minimum Lot Frontage: 45 feet
- C. Minimum Front Yard Setback: 10 feet
- D. Minimum Side Yard Setback: 5 feet; street side of corner lot: 10 feet
- E. Minimum Rear Yard Setback: 15 feet
- F. Maximum Building Height: 28 feet Parallel to Natural Grade
- G. Maximum Number of Residential Lots: 18
- H. Maximum Lot Size: 13,200 square feet
- I. Maximum Slope: 38%
- J. Maximum Lot Coverage: 40% of lot may be covered by buildings/hardscape
- * K. Maximum House Size: *see attached exhibit on square footages*
- L. Accessory Structures: garden sheds, pools, spas, other structures will be subject to individual lot owner's building permit request and will not exceed 15 feet in height. Swimming pools will be allowed on slopes up to 25 per cent.

* includes 2-car garage (500 +/- square feet), does not include accessory structures



ARCHITECTURAL DESIGN AND DEVELOPMENT GUIDELINES

Purpose and intent of the Architectural Design Guidelines are as follows:

- A. Enhance the identity of the new residential subdivision.
- B. Ensure a reasonable level of compatibility in scale of structures within the new subdivision.
- C. Promote the compatibility of structures and colors within the natural setting.
- D. Ensure the provision of light and air to individual residential parcels.

Lot Configuration

The area of each lot must be sufficient to provide for a residence, adequate yard setbacks, driveway and off-street parking (*see parking standards*).

Architectural Styles

Architectural style of houses will include, but not be limited to Craftsman, Ranch, Contemporary, Spanish Mediterranean, Spanish Colonial.

Integration of Architectural Form, Massing and Roof Lines

Criterion: The architectural form and massing will be carefully designed to distinguish the house's architectural style, with roof profiles to be consistent with and enhance the form, scale and proportions of the house.

- Upper stories will be balanced and integrated with the entire house.
- Consistency with the architectural style will require house's overall visual form to be harmonious in terms of massing, roof pitches, eave lines and details.
- Primary floor and upper story volumes will be carefully proportioned and spaced to achieve a unified architectural style.

Visual Character of Street Facing Facades and Entries

Criterion: Publicly viewed facades will be presented with a clear and cohesive architectural style, including articulation of walls, fenestration, eave lines, and include clear visual focus points.

- Provide a unified visual character of the house from the street, including elevations on the sides of the house and corners that are visible from the street.
- Provide visual interest and character by incorporating window patterns, shapes and groupings, distinctive eaves and use of materials consistent with the architectural style.
- Avoid over-scaled or monumental entries that aggressively stand out, due to size, height and/or vertical proportion.

Placement of Upper Story Windows and Decks for Privacy

Criterion: Size, placement and orientation of upper story windows and decks will be designed with good faith to meet the intent of this section and limit direct sight where possible into windows and patios located at the rear and sides of adjacent properties.

- Design of house will mitigate possible privacy impacts by orienting the windows and decks so as not to overlook adjacent properties; adding significant landscaping; providing non-transparent glazing; avoiding windowless walls.
- Upper story decks will be allowed only to the extent that they do not result in a loss of privacy to adjoining properties; deck size, use and orientation will be considered in determining potential loss of privacy.
- The underside of front or rear decks supported by piers or other structures will not be exposed, requiring latticework or other suitable screening, including drought tolerant vegetation.

Building Materials

- Choice of exterior materials should suit the particular architectural style and period without restricting demonstrated creativity of architect.
- Wood shingled roofing materials will not be allowed.
- Only fire resistant roofing materials will be used, such as concrete tiles, slate, treated fiber glass/asphalt shingles, or other code-certified roof tiles.

Colors

- Consistent with the existing rustic environment, earth tone colors will be predominant.
- Exterior colors for all structures will be non-reflective natural earth tones and complement the vegetation and natural surroundings. No white exteriors, except for trim and batten, will be allowed.

Foundations

- Design of uphill and downhill houses will employ a combination of stepped foundations and/or pier and grade beam/pole foundations to minimize localized grading on each lot.

Grading

- Site grading will be limited to 2,500 cubic yards.
- A maximum of 1,000 square feet of "flat" yard area may be graded.

Landscaping

- Appropriate landscaping will be provided in order to screen graded areas and structures.
- Landscaping shall emphasize native trees, grasses and drought tolerant vegetation, as indicated on Preliminary Landscape Plan.
- Non-native planting will be allowed within five feet of perimeter of house or on decks.

Fencing

- Fencing materials other than solid wood will be encouraged, such as open post and cable or wire fencing, except where solid fencing may be required to increase privacy which will become a priority in making such determination.

Outdoor lighting

- High intensity lighting will not be permitted and lights related to landscape must be shielded to avoid glare.

GREEN BUILDING TECHNIQUES

Statement of Intent

Measures listed below are designed to help conserve natural resources, use energy wisely, and improve indoor environmental quality. Green building materials and other environmentally friendly alternatives to conventional techniques, not currently required under State building codes, will be implemented on a house-by-house basis where feasible. Applicants will make a good faith effort to meet the intent of this section at the time of filing for a building permit, subject to availability of products in the market place. Further, applicants will strive to reach a goal of exceeding State's energy efficiency standards by 15 per cent.

Green building techniques/materials include the following:

- Recycled roofing material
- Certified sustainable lumber/engineered wood products
- Recycled content drywall
- Energy Star appliances
- Re-circulating hot water/structured plumbing
- Zoned heating ventilating air conditioning (HVAC) units
- Motion sensors to turn off lights in rooms
- Dual flush toilets
- Dual-pane low-e windows
- Passive solar design related to building orientation
- Structural insulations systems to enhance R-value of the entire wall or floor
- Xeriscape landscaping

Other green building techniques/materials may be substituted for those listed above.

PARKING REQUIREMENTS

- A. Each home will provide a two-car garage and two parking spaces in driveway apron (minimum of 18 feet from edge of garage door to curb) for a total of 36 off-street spaces. A total of 9 guest parking spaces will be provided in parking bays adjacent to roadway; ratio of 0.50 per unit. Total parking spaces will be 81, including off street.
- B. Garage must be able to accommodate two motorized vehicles (motorcycles not included), and such space may not be compromised by storage of household items or other materials. Homeowners Association (HOA) will enforce this requirement s specified in the Covenants Conditions and Restrictions (CCRs).
- C. In order to protect the availability of off-street guest parking, no recreational vehicles (RVs), campers or boats may be parked within driveway aprons or within designated parking bays adjacent to private street. As specified in the CCRs, the home will designate one member of the association to monitor and notify individual owner(s) who may be in violation of this zoning provision.
- D. As specified in CCRs, the HOA will also designate one member of association to monitor and report to Redwood City police department any vehicles parked within "no parking zone" running along most of the private street.

**Laurel Way Project
December 2010**

DRAFT Conditions

1. The applicants or any successor in interest shall defend, indemnify, and hold harmless the City of Redwood City, its agents, officers, employees or consultants from any claim, action or proceeding, including without limitation any claim for attorneys fees or costs, against the City, its agents, officers, employees or consultants to attack, set aside, void or annul an approval of the City, its advisory agencies, appeal boards, or legislative body concerning this approval. Furthermore, as this approval authorizes individual property owners within the project area to each develop their respective lots, each such property owner or any successor in interest shall defend, indemnify, and hold harmless the City of Redwood City, its agents, officers, employees or consultants from any claim, action or proceeding, including without limitation any claim for attorneys fees or costs, which seeks to recover any legal or equitable relief against the City, its advisory agencies, appeal boards, or legislative body resulting from any development activity undertaken by said property owner or successor in interest in reliance upon this approval, including but not limited to any claims for trespass. The applicants or property owner or any successor in interest shall indemnify the City for all of City's costs, attorneys' fees, and damages which City incurs in enforcing the indemnification provisions set forth in this condition.
2. The Maximum Floor Area for each lot shall be the area limitation identified in "Table 3: Maximum Floor Area Limits under the Reduced Floor Area Alternative" of the December 7, 2010 Staff Report to the Redwood City Planning Commission as contemplated in Alternative B that was analyzed in the EIR. The larger proposed floor areas for each lot shown in Table 3 under the heading "PD Proposed Floor Area" are not approved.
3. The City is imposing all of these conditions of approval on both the Vesting Tentative Map and on the Planned Development Permit. Each and every one of these conditions of approval separately and independently apply to both the Vesting Tentative Map and the Planned Development Permit. In the event that any such condition is hereafter found to be invalid as applied to one of these permits, the City still intends to apply said condition on the other permit to the full extent allowed by law.
4. The applicant shall comply with the Mitigation Measures from EA 2007-06 contained in the Mitigation Monitoring and Reporting Program (MMRP) (Appendix A, attached).
5. The improvements shown on the Vesting Tentative Map represent options that must be verified upon receipt of Civil Improvement plans. Drainage systems that discharge into the drainage/conservation easement require further analysis, and approval from other regulatory agencies. The approval of this tentative map, and the conceptual designs provided, shall not limit City staff's future comments pending receipt of geotechnical reports, storm drainage calculations, and civil improvement drawings.
6. If approved, the utility connection fees and sewer fees shall be paid at the time of building permit submittal.

15. All water mains providing a water supply for fire protection, both to fire hydrants and to fire service systems, shall be not less than eight inches in diameter (inside measurement). (Ordinance 2326)
16. A new fire hydrant shall be installed on the new eight-inch water main at a location approved by the Fire Department.
17. Approved audible devices shall be connected to every automatic fire sprinkler system. Such sprinkler water flow alarm devices shall be activated by water flow equivalent to the flow of a single sprinkler of the smallest orifice size installed in the system. Alarm devices shall be provided on the exterior of the building in an approved location. Where a fire alarm system is installed, actuation of the automatic fire sprinkler system shall actuate the building fire alarm system. (IFC 903.4.2)
18. The street address of each residence shall be placed on a permanent monument sign at the entrance to the fire department access road. (IFC 505.2)
19. The proposed fire apparatus access road shall be designed and maintained to support the imposed loads of fire apparatus [AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS STANDARD H20]. (IFC 503.2.3)
20. All designated fire lanes shall be marked in accordance with Section 22500.1 of the California Vehicle Code.

No parking will be allowed on the private road as shown unless it is widened. This private access road is designated as a fire department access road.
21. The proposed new dwellings may be located in a Very High Fire Hazard Severity Zone and require additional standards as it applies to the ability of a building to resist the intrusion of flames or burning embers. (Title 24, Part 2, CCR, Chapter 7A)
22. The applicant/owners shall apply for and obtain all applicable Permits prior to any improvements.
23. Additional comments and/or conditions may follow as a result of future submittals.
24. The construction contractor shall employ flaggers wearing proper safety gear (e.g. reflector vests and hard hats) to direct, slow and, if necessary, momentarily stop traffic on Laurel Way to facilitate the entering and existing of construction vehicles from the site. The implementation of this measure would ensure that traffic safety is maintained during construction. With the mitigation measure, the impact is considered less than significant.
25. The applicant/developer and/or the property owner of the lots 1-19 (as shown on the Vesting Tentative Map) shall fully comply with the adopted Mitigation Measures and the Mitigation Monitoring and Reporting Program at all times.

26. The applicant shall adhere to the following Tree Protection Plan:

- a. Tree protection zones:
 - Shall be established and maintained throughout the entire length of the project.

- Fencing for the protection zones should be 4 foot tall orange plastic type supported by metal stakes pounded into the ground. The support stakes shall be spaced no more than 10 feet apart on center.
- The location for the protection fencing shall be as close to the dripline as possible still allowing room for construction to safely continue.
- Signs shall be placed on fencing signifying "Tree Protection Zone – Keep Out"
- No materials or equipment shall be stored or cleaned inside the tree protection zones.
- Areas outside the fencing but still beneath the dripline of protected trees, where foot traffic is expected to be heavy, shall be mulched with 4 to 6 inches of chipper chips. The spreading of chips will help to relieve compaction and improve the soil structure.
- Root Cutting:
 - Any roots to be cut shall be monitored and documented.
 - Large roots or large masses of roots to be cut shall be inspected by the site arborist.
 - The site arborist may recommend fertilizing or irrigation if root cutting is significant.
 - All roots shall be cut with a clean saw or loppers.
 - Roots to be left exposed for a period of time shall be covered with layers of burlap and kept moist.
- Trenching:
 - Trenching for irrigation, electrical, drainage or any other reason shall be hand dug when beneath the drip lines of protected trees. Hand digging and carefully laying pipes below or beside protected roots will dramatically reduce root loss of desired trees thus reducing trauma to the entire tree.
 - Trenches shall be backfilled as soon as possible with native material and compacted to near its original level.
 - Trenches that must be left exposed for a period of time shall also be covered with layers of burlap and kept moist. Plywood over the top of the trench will also help protect exposed roots below.
- Irrigation:
 - Normal irrigation shall be maintained throughout the entire length of the project.
 - The imported trees on this site will require irrigation during the warm season months.
 - During the summer months the trees on this site shall receive heavy flood type irrigation 2 times a month.
 - Irrigation during the winter months may also be necessary, depending on the seasonal rainfall. Flood type irrigation 1 time per month during the fall and winter months may be advised by the site arborist.
 - Mulching the root zone of protected trees will help the soil retain moisture, thus reducing water consumption.
- Demolition Parking and Staging:
 - During the demolition process all tree protection must be in place.
 - An inspection prior to the start of the demolition may be required.

- All vehicles must remain on paved surfaces if possible. If vehicles are to stray from paved surfaces, 4 to 6 inches of chips shall be spread and plywood laid over the mulch layer when inside root zones. This type of landscape buffer will help reduce compaction of desired trees.
- Parking will not be allowed off the paved surfaces near protected trees.
- The removal of foundation materials (including curbs, asphalt and retaining walls), when inside the drip lines of protected trees, shall be carried out with care. Hand excavation may be required in areas of heavy rooting.
- Exposed or damaged roots shall be restored and covered with native soil.
- Tree protection fencing may need to be moved after the demolition. The site arborist shall be notified and the relocated fence shall be inspected by an arborist.

VESTING TENTATIVE MAP

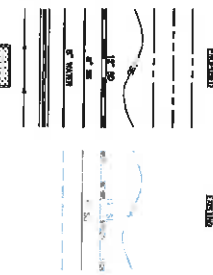
LAUREL WAY JOINT VENTURE

REDWOOD CITY, SAN MATEO COUNTY, CALIFORNIA

DRAWING INDEX

DRAWING NO.	DESCRIPTION
1	TITLE SHEET
2	VIA SITE PLAN
3	DEVELOPMENT SITE PLAN
4	CONCEPTUAL SITE PLAN WITH BUILDING
LD	LANDSCAPE PLAN
5	GRADING PLAN WITH TREE REMOVAL WITHIN
6	RIGHT OF WAY TREE REMOVAL PLAN FOR PROPOSED LOTS
7	UTILITY PLAN
8	DETAILS AND SECTIONS
10	EROSION CONTROL PLAN
11	EROSION CONTROL DETAILS AND NOTES
12	TRUCK TRAFFIC ROUTING PLAN
13	PAVING PLAN - SUBDIVISION IMPROVEMENTS
14	PAVING PLAN - TYPICAL LOT IMPROVEMENTS
15	

LEGEND



ABBREVIATIONS

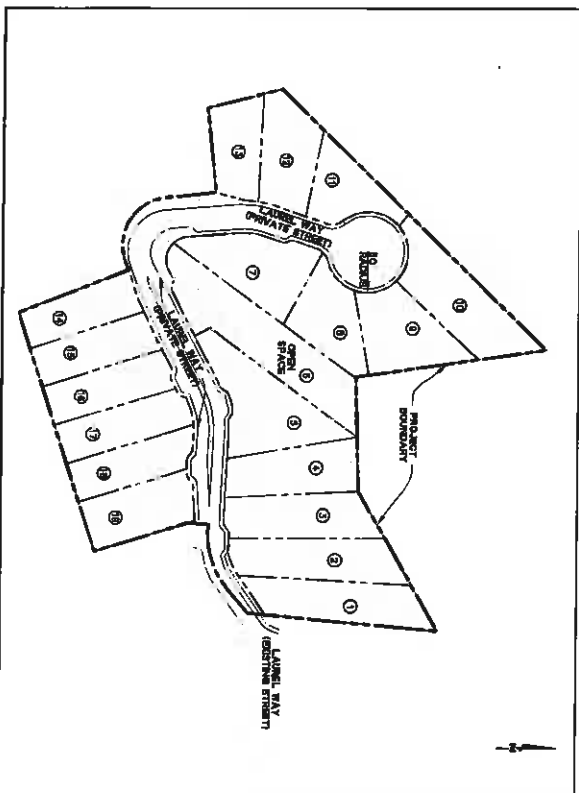
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VICINITY MAP



LOCATION MAP



SITE PLAN

PROJECT DATA

OWNER AND SUBROGEE: LAUREL WAY JOINT VENTURE
 C/O GORD HANES
 455 VALLEY DRIVE
 BRISBANE, CA 94003
 (415) 716-0100

ENGINEER: BIR ENGINEERS
 288 SHORELINE DRIVE, SUITE 200
 REDWOOD CITY, CA 94065
 (950) 488-0300

AREA: 5.044 ACRES

EXISTING ZONE: RH - RESIDENTIAL HILLSIDE DISTRICT

PROPOSED ZONE: PD - PLANNED DEVELOPMENT DISTRICT

PROPOSED USE: 18 RESIDENTIAL LOTS
 1 OPEN SPACE LOT
 CITY OF REDWOOD CITY

SCOURE DISPOSAL: CITY OF REDWOOD CITY AND
 S.F.A.C.

GAS & ELECTRIC: AT&T

TELEPHONE: AT&T

CABLE: COMCAST

GENERAL NOTES

1. VESTING TENTATIVE MAP, THIS VESTING TENTATIVE MAP IS BEING FILED IN ACCORDANCE WITH ARTICLE 2, SECTION 88402 AND CHAPTER 4.5 OF THE SUBDIVISION ACT MAP.
2. AREA, THE BOUNDARIES OF THIS SUBDIVISION CONTAIN 5.04 ACRES AND ARE PROPOSED FOR SUBDIVISION INTO 18 RESIDENTIAL LOTS AND 1 OPEN SPACE LOT.
3. BUILDING TYPE, THE BUILDING FOOTPRINTS SHOWN ARE FOR CONFORMANCE WITH PROJECT PRO REQUIREMENTS PRIOR TO THE APPLICATION FOR BUILDING PERMITS.
4. UTILITIES, THE MAIN WATER LINE SYSTEM SHOWN HEREIN WILL BE LOCATED TO THE CITY OF REDWOOD CITY OR SAN MATEO COUNTY. THE MAIN SANITARY SEWER SYSTEM WILL BE LOCATED TO THE CITY OF REDWOOD CITY OR SAN MATEO COUNTY. A PUBLIC SERVICE ESSENTIAL IN THE FAVOR OF THE CITY OF REDWOOD CITY WILL BE CREATED AND WATER SERVICE LATERALS BETWEEN THE BUILDINGS AND THE CLEANWAYS AND/OR WATER METERS WILL BE PRIVATELY OWNED AND MAINTAINED BY THE SUBDIVISION.
5. WATER SYSTEM, THE WATER SYSTEM WILL BE LOCATED BETWEEN THE NORTHWESTERN LINES OF PROPOSED LOTS 10, 11, AND 12 TO EXISTING LAUREL WAY EAST OF PROPOSED LOT 11.

ENGINEER'S STATEMENT

THIS VESTING TENTATIVE MAP HAS BEEN PREPARED BY ME OR UNDER MY SUPERVISION IN ACCORDANCE WITH SAN MATEO COUNTY ENGINEERING PRACTICE.

[Signature]
 DATE: 11/19/10



11/19/10

LAUREL WAY JOINT VENTURE
 VESTING TENTATIVE MAP
 TITLE SHEET
 SAN MATEO COUNTY



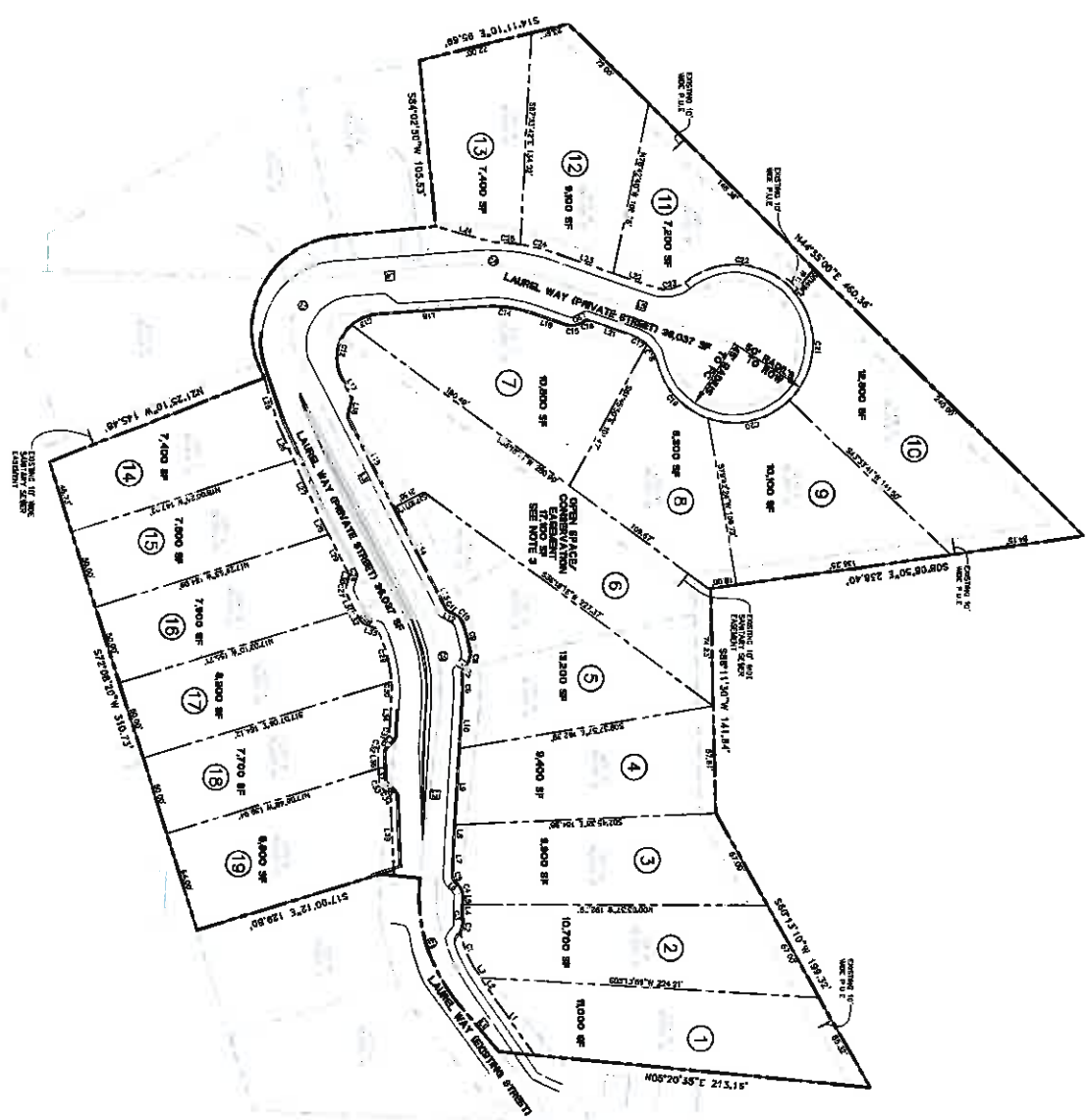
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2	FOR RECORD	11/19/2010
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9	FOR RECORD	11/19/2010
10	FOR RECORD	11/19/2010

REDWOOD CITY

CALIFORNIA

BIR ENGINEERS

38



LAUREL WAY JOINT VENTURE VTM - GRING A RESUBDIVISION OF BLOCK 17, LOTS 1, 2, 3, 4, 5 AND 6 OF BLOCK 18, LOTS 1, 2 AND 3 OF BLOCK 19, LOTS 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 AND 18 "HIGHLANDS OF EUREKA LAKE, SUBDIVISION ONE RECORDED JANUARY 12, 1928 IN VOLUME 15 OF MAPS AT PAGES 24, 25, 26 AND 27 OF RECORDS OF SALES AND MORTGAGES, SAN MATEO COUNTY, CALIFORNIA. OPEN SPACE LOT 19 AND LAUREL WAY, A PRIVATE STREET.

LAUREL WAY CENTER LINE CONTROL

⑨ - CENTER LINE TANGENT

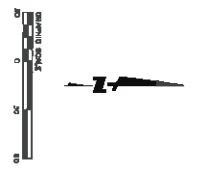
⑩ - CENTER LINE CURVE

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- GENERAL NOTES:**
- LAUREL WAY JOINT VENTURE VTM - GRING A RESUBDIVISION OF BLOCK 17, LOTS 1, 2, 3, 4, 5 AND 6 OF BLOCK 18, LOTS 1, 2 AND 3 OF BLOCK 19, LOTS 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 AND 18 "HIGHLANDS OF EUREKA LAKE, SUBDIVISION ONE RECORDED JANUARY 12, 1928 IN VOLUME 15 OF MAPS AT PAGES 24, 25, 26 AND 27 OF RECORDS OF SALES AND MORTGAGES, SAN MATEO COUNTY, CALIFORNIA. OPEN SPACE LOT 19 AND LAUREL WAY, A PRIVATE STREET.
 - LOTS 12, 13 AND 14 OF BLOCK 18 ARE BEING MERGED INTO ONE SINGLE FAMILY RESIDENTIAL LOT (PROPOSED LOT 5) AND OPEN SPACE (PROPOSED LOT 6).
 - LOT 6, OPEN SPACE/CONSERVATION EASEMENT - NO DEVELOPMENT, BUILDINGS OR STRUCTURES OF ANY KIND WILL BE PERMITTED ON THIS LOT. THE EASEMENT SHALL BE LIMITED TO STORM DRAINAGE IMPROVEMENTS AND IMPROVEMENTS TO NATURAL DRAINAGE CHANNELS ONLY.

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15	STATION 1+00.00	STATION 1+00.00	0+00.00	0.00
16	STATION 1+00.00	STATION 1+00.00	0+00.00	0.00
17	STATION 1+00.00	STATION 1+00.00	0+00.00	0.00
18	STATION 1+00.00	STATION 1+00.00	0+00.00	0.00
19	STATION 1+00.00	STATION 1+00.00	0+00.00	0.00



11/19/10

Date	By	Reviewed
11/19/10	JL	
11/19/10	JL	
11/19/10	JL	
11/19/10	JL	
11/19/10	JL	

LAUREL WAY JOINT VENTURE VESTING TENTATIVE MAP
VTM SITE PLAN
SAN MATEO COUNTY

REDWOOD CITY

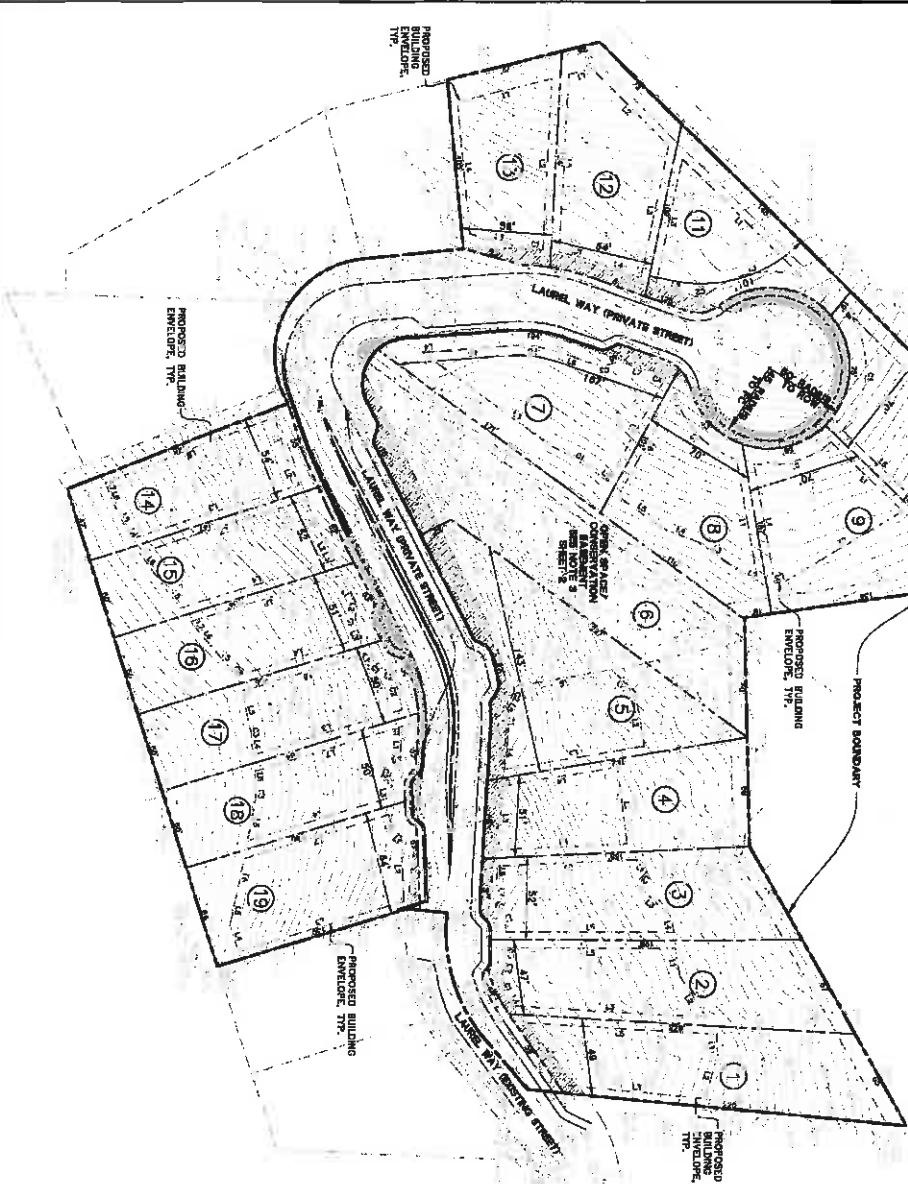
C-LIFORMIA

BKF
2550 CAMPBELL DRIVE, SUITE 100
REDWOOD CITY, CA 94063
415-881-8888 (TOLL FREE)
415-881-8889 (LOCAL)

DBF ENGINEERS

PROPOSED BUILDING ENVELOPE INFORMATION

Lot #	Area (sq. ft.)	Average Slope
1	11,000	30%
2	10,700	24%
3	9,800	30.5%
4	9,400	34.4%
5	13,000	37%
6	19,700	40%
7	10,900	31%
8	8,300	39.7%
9	10,700	29%
10	7,200	22%
11	9,100	25%
12	9,100	25%
13	7,400	30%
14	7,900	35%
15	7,900	35%
16	7,900	35%
17	6,600	37%
18	7,700	39%
19	6,600	38%
Average	8637	32%



Lot #	Area (sq. ft.)	Average Slope
1	11,000	30%
2	10,700	24%
3	9,800	30.5%
4	9,400	34.4%
5	13,000	37%
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19	6,600	38%
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13	7,400	30%
14	7,900	35%
15	7,900	35%
16	7,900	35%
17	6,600	37%
18	7,700	39%
19	6,600	38%
Average	8637	32%

LEGEND

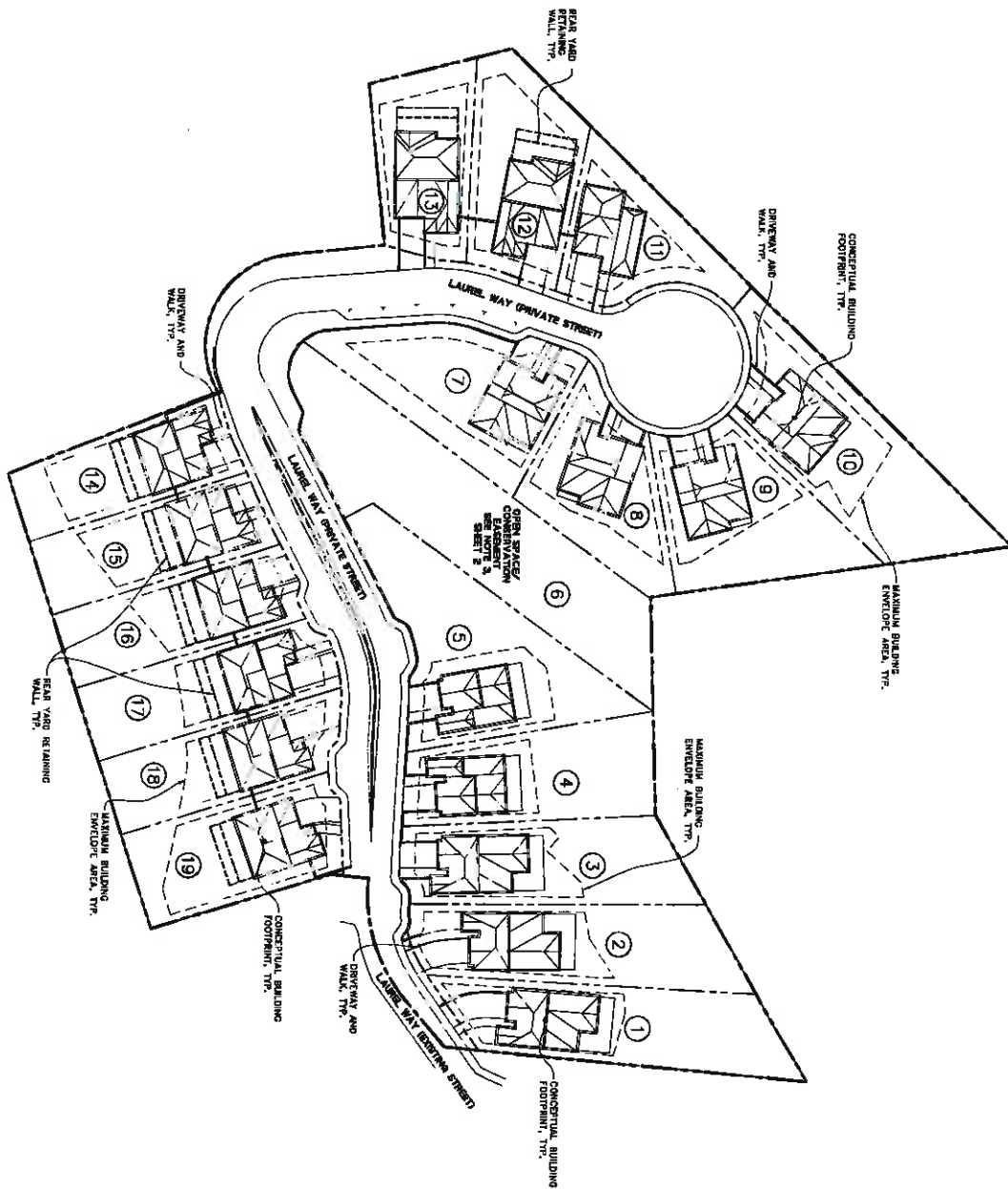
- EXISTING LAUNEL WAY, RIGHT OF WAY TO PROPOSED LOT AREA
- EXISTING LAUNEL WAY, LEFT AREA
- EXISTING LOT AREA TO PROPOSED LAUNEL WAY RIGHT OF WAY

Lot #	Ex. Lot Area to Proposed Lot Area (sq. ft.)	Ex. Lot Area to Proposed Launel Way Right of Way (sq. ft.)
1	111	0
2	237	18
3	440	0
4	777	0
5	1188	124
6	622	197
7	0	57
8	0	668
9	316	688
10	0	0
11	0	0
12	0	0
13	0	0
14	0	0
15	0	0
16	0	0
17	0	0
18	0	0
19	0	0

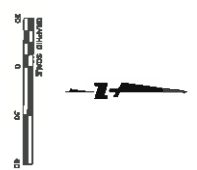
Lot #	Area (sq. ft.)	Average Slope
1	11,000	30%
2	10,700	24%
3	9,800	30.5%
4	9,400	34.4%
5	13,000	37%
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12	9,100	25%
13	7,400	30%
14	7,900	35%
15	7,900	35%
16	7,900	35%
17	6,600	37%
18	7,700	39%
19	6,600	38%
Average	8637	32%

LAUREL WAY JOINT VENTURE
VESTING TENTATIVE MAP
PLANNED DEVELOPMENT SITE PLAN

BMT
BENTLEY MAPS & TECHNOLOGIES
10000 W. CENTRAL EXPRESSWAY, SUITE 200
DENVER, CO 80231
303.440.8800
www.bentley.com



NOTE:
 1. FOR SPECIFIC BUILDING ENVELOPE INFORMATION REGARDING
 POSITION, AREA, AND DIMENSIONS REFER TO SHEET 3.



11/19/10

DATE	11/19/2010	NO.	1
DRAWN BY	MD	APPROVED BY	
CHECKED BY		DATE	
SCALE	1"=20'		
SHEET NO.	4	TOTAL SHEETS	15

**LAUREL WAY JOINT VENTURE
 VESTING TENTATIVE MAP
 CONCEPTUAL SITE PLAN WITH BUILDING ENVELOPES/FOOTPRINTS**

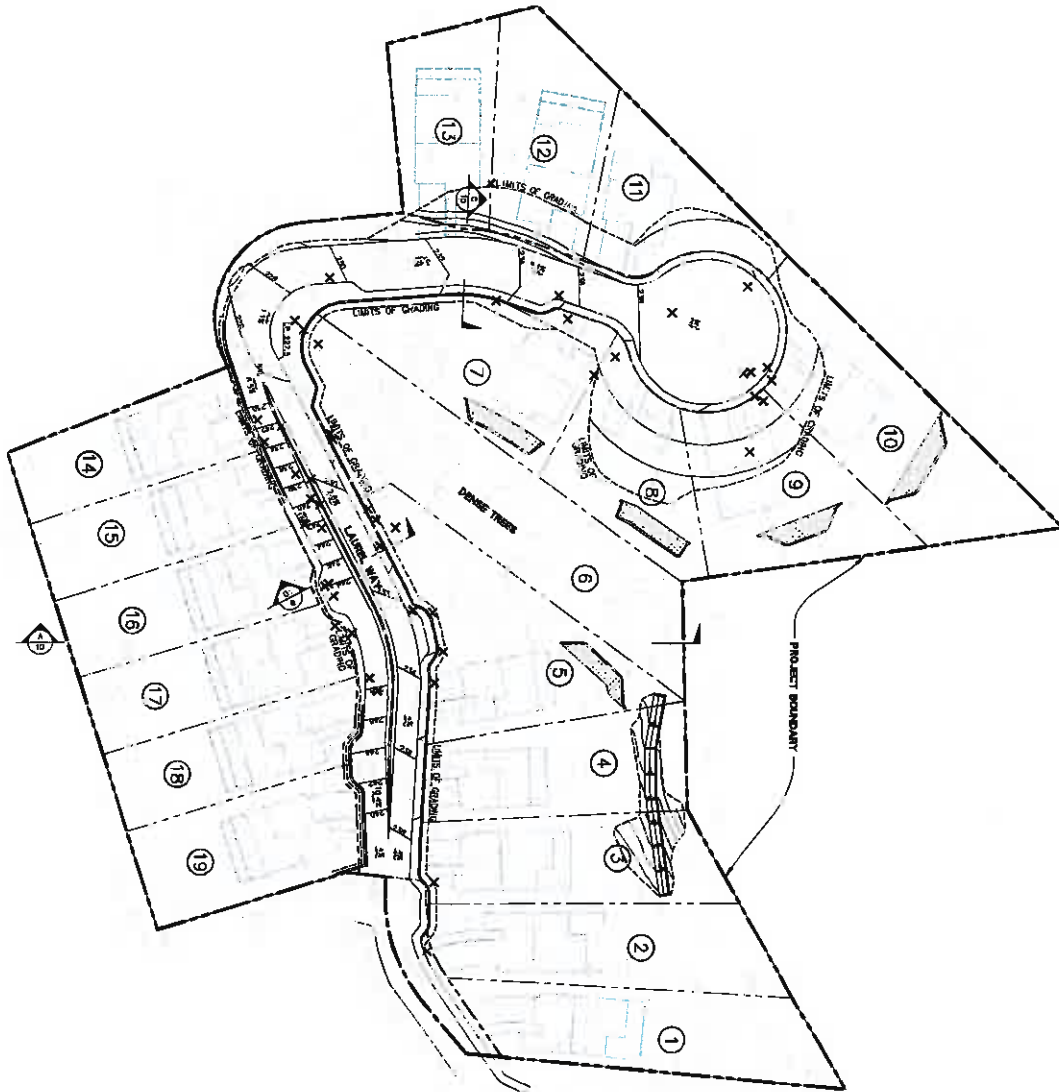
REDWOOD CITY

SAN MATEO COUNTY

CALIFORNIA

BKF
 255 S-OPLINE DRIVE, SUITE 200
 REDWOOD CITY, CA 94061
 650/483-8300
 407-453-0990 (FAX)

DATE ENGINEERS



CONTINUE NOTE:
 AREA WITHIN CIRCLE NOT INCLUDED AS PART OF THIS
 TOPOGRAPHIC SURVEY DUE TO CONCERN FOR TREE
 REMOVAL.

NOTES:
 1. SEE RETAINING WALL PLAN FOR WALL HEIGHTS AND
 ELEVATIONS.

LEGEND:
 X EXISTING TREE TO BE REMOVED DUE TO PROPOSED
 SUBDIVISION ROAD AND UTILITY IMPROVEMENTS

EXISTING QUANTITIES:

DESCRIPTION	DOT (CY)	FILL (CY)	IMPORT (-) / EXPORT (+) (CY)
GRAVEL	2,500	2,500	-300
SITE/ROADWAY	-	30	-30
STONE BENCH	-	-	-
BIORETENTION BASIN	-	-	-
UTILITY TRENCH	-	-	-
SPOOLS	-	-	-
SUBTOTAL	-	-	+550

+550 EXPORT

LOT GRADING QUANTITIES - BASED ON POTENTIAL FUTURE SITE DEVELOPMENT

DESCRIPTION	DOT (CY)	FILL (CY)	IMPORT (-) / EXPORT (+) (CY)
LOT 1	230*	70	+160
LOT 2	234*	190	+43
LOT 3	139*	248	-115
LOT 4	219*	160	+53
LOT 5	90*	403	-315
LOT 6	-	-	-
LOT 7	189*	150	+39
LOT 8	89*	170	-81
LOT 9	70*	150	-80
LOT 10	100*	110	-10
LOT 11	769*	15	+754
LOT 12	829*	15	+814
LOT 13	859*	30	+829
LOT 14	1,250**	-	+1,250
LOT 15	1,015**	-	+1,015
LOT 16	1,070**	-	+1,070
LOT 17	519**	28	+491
LOT 18	769**	15	+754
LOT 19	869**	15	+854
SUBTOTAL	-	-	+7,840 EXPORT

4. DOWNHILL LOT GRADING INCLUDES FOUNDATION SPOOLS (SEE
 IF PRESENTER FOUNDATION AND/OR PIERS: VARIES 35 - 75
 CFT APPROX. 50 CFT).

4A. UPHILL LOT GRADING BASED ON GRADING ASSOCIATED WITH
 EXISTING LOT GRADING AND CHARGE WITH
 FOUNDATION AND/OR PIERS (VARIES 515 - 1,260 CFT; SEE
 TABLE).

THE SITE/ROADWAY EXISTING QUANTITIES SHOWN ABOVE ARE
 IN-PLACE QUANTITIES AND HAVE BEEN ESTIMATED BY THE
 ENGINEER WITH THE FOLLOWING ASSUMPTIONS:

1. THE ROADWAY IS A 12' AC/AS THICK SECTION.
2. UTILITY TRENCH SPOOLS ACCOUNT FOR 800 CFT OF THE
 ROADWAY QUANTITIES.
3. THE RETAINING WALL TRENCH SPOOLS WERE NOT TAKEN INTO
 ACCOUNT.
4. EXISTING GROUND STRIPPING WAS NOT TAKEN INTO
 ACCOUNT.
5. THE CARTRIDGE FILL SHRINKAGE FACTOR WAS NOT TAKEN
 INTO ACCOUNT.

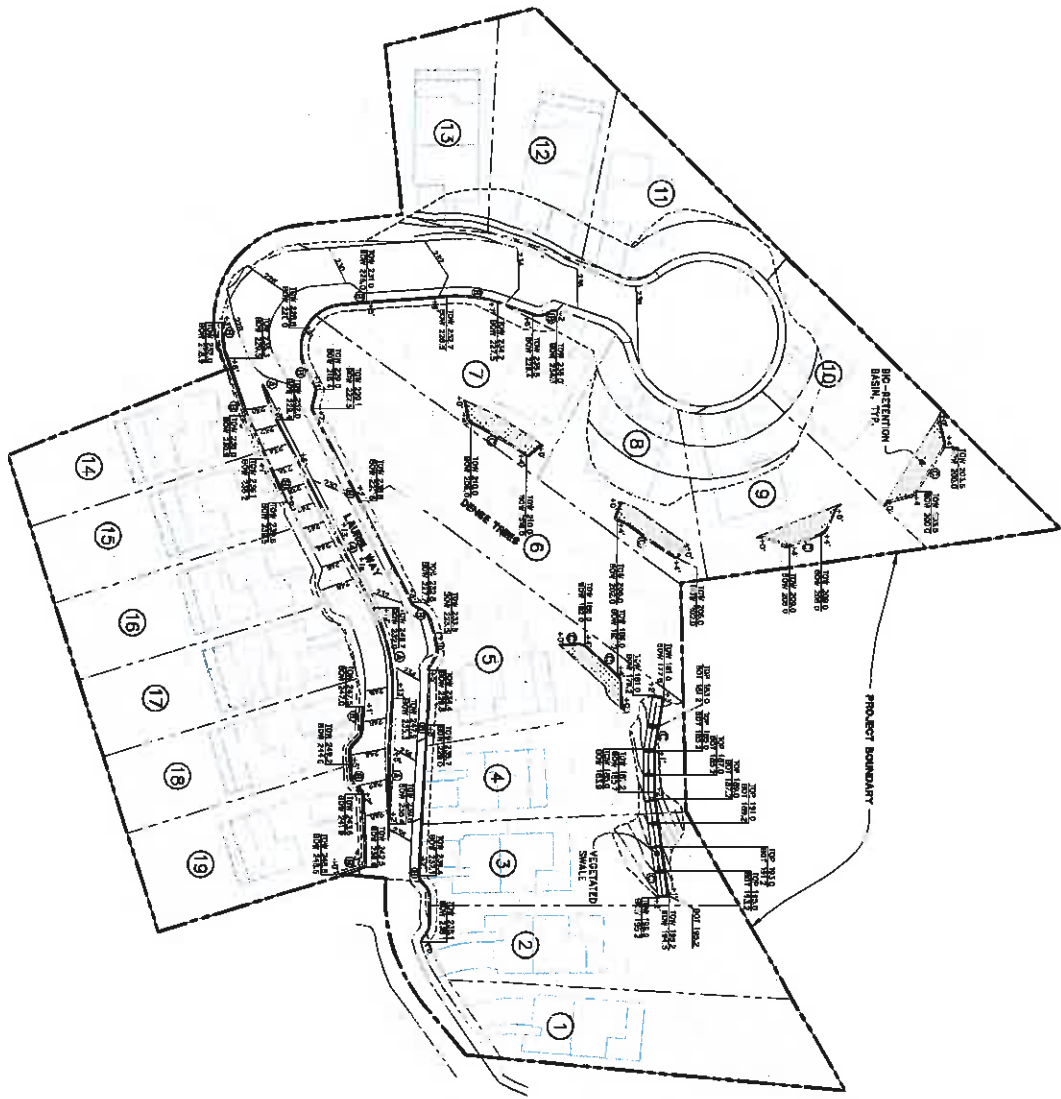
ACTUAL QUANTITIES MAY VARY DUE TO FIELD CONDITIONS OR
 CONSTRUCTION TECHNIQUES.

11/19/10

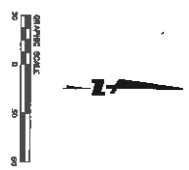
LAUREL WAY JOINT VENTURE
 VESTING TENTATIVE MAP
 GRADING PLAN WITH TREE REMOVAL WITHIN RIGHT OF WAY
 REDWOOD CITY SAN MATEO COUNTY CALIFORNIA

BKF 200 SHORELAND DRIVE, SUITE 200
 REDWOOD CITY, CA 94063
 650/734-2000 FAX 650/734-2001

Date	By	Checked
11/19/2010	AT	MB
11/19/2010	MB	MB
11/19/2010	MB	MB
11/19/2010	MB	MB



- NOTES:**
1. TOP TOP OF WALL ELEVATION SHOWN ON PLANS REFERS TO FINISHED GRADE ELEVATION AT THE TOP OF THE WALL AND DOES NOT INCLUDE ADDITIONAL WALL PRELOAD.
 2. BOTTOM BOTTOM OF WALL ELEVATION SHOWN ON PLANS REFERS TO FINISHED GRADE ELEVATION AT THE BOTTOM OF THE WALL AND DOES NOT INCLUDE WALL FOOTING DEPTH.
- RETAINING WALL LEGEND:**
- ⊙ CAST IN PLACE SPREAD FOOTING RETAINING WALL
 - ⊕ PRECAST CONCRETE BLOCK RETAINING WALL
 - ⊖ CAST-IN-PLACE CONCRETE RETAINING WALL
 - ⊗ EARLY BUTRESS KEYSTONE TYPE RAISED BLOCK RETAINING WALL
- NOTE:** WALL TYPES OF RETAINING WALLS TO BE DETERMINED DURING FINAL DESIGN.



11/19/10

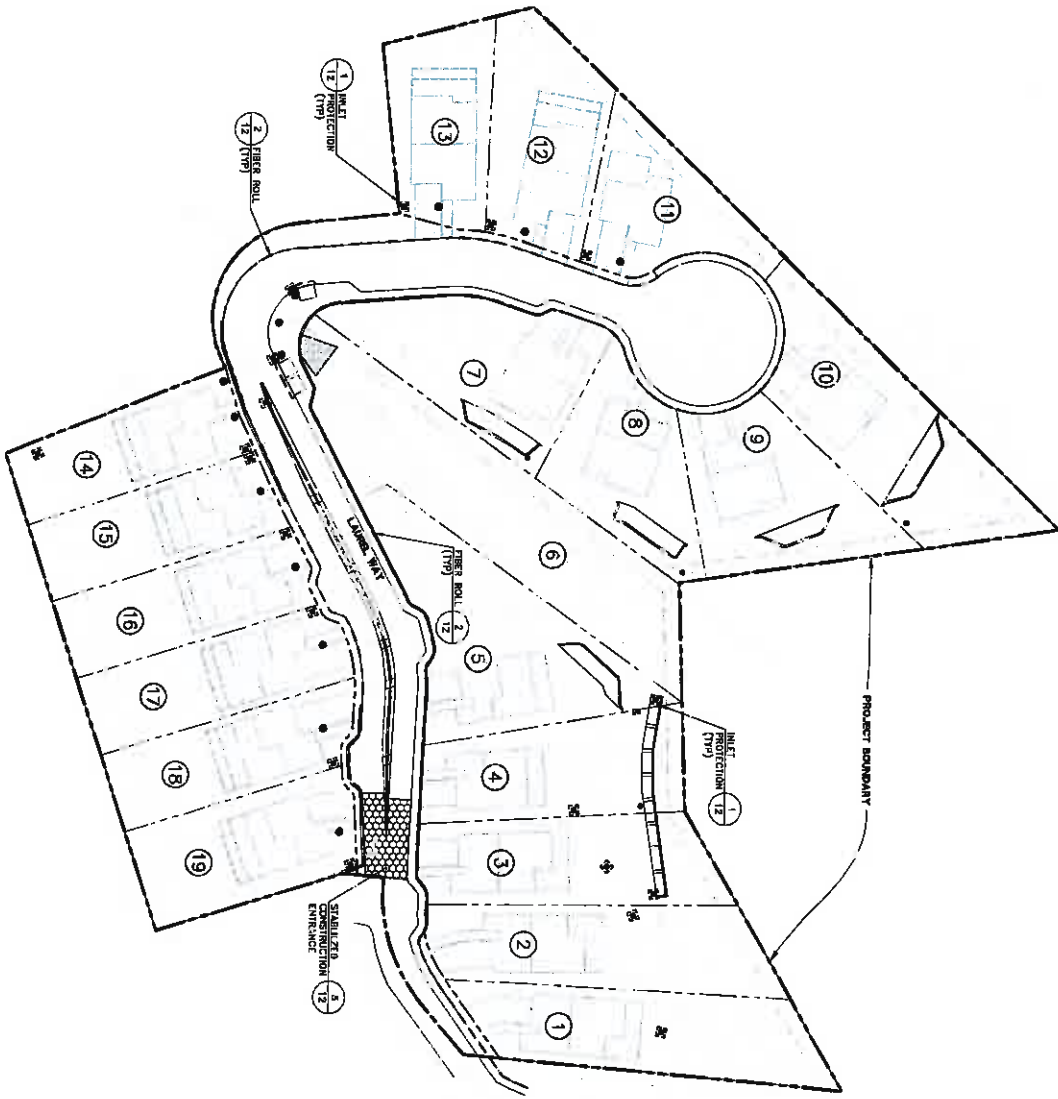
Date	By	Revised
11/18/2010	MD	

**LAUREL WAY JOINT VENTURE
VESTING TENTATIVE MAP
RETAINING WALL PLAN**

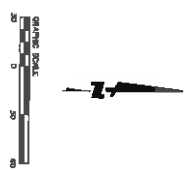
REDWOOD CITY S-F-N MATEO COUNTY CALIFORNIA

BKF 235 BRANFORD DR. STE. 210
REDWOOD CITY, CA 94063
415/482-8500
415-482-8398 FAX

Professional Seal



- LEGEND**
- FIBER ROLL
 - SEDIMENT BARRIER
 - ▨ STABILIZED CONSTRUCTION ENTRANCE
- NOTES**
1. SEE SHEET 12 FOR EROSION CONTROL DETAILS AND DETAILS.



11/19/10

Date	No.	Revisions
11/18/2010		
11/18/2010		
11/18/2010		
11/18/2010		
11/18/2010		

REDWOOD CITY CALIFORNIA

**LAUREL WAY JOINT VENTURE
VESTING TENTATIVE MAP
EROSION CONTROL PLAN**

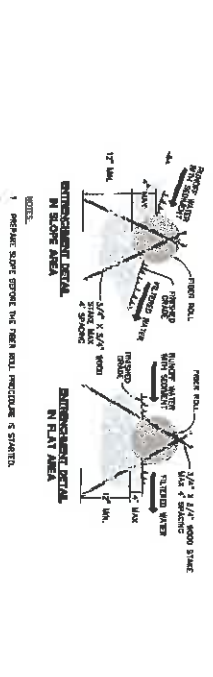
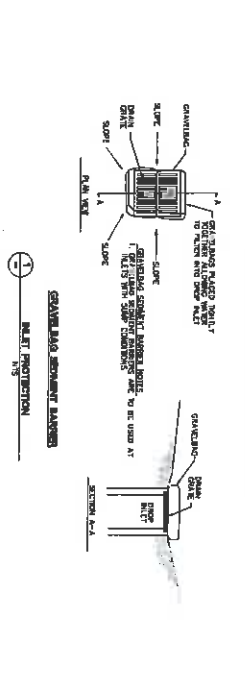
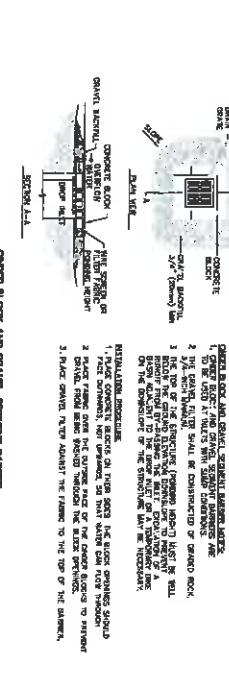
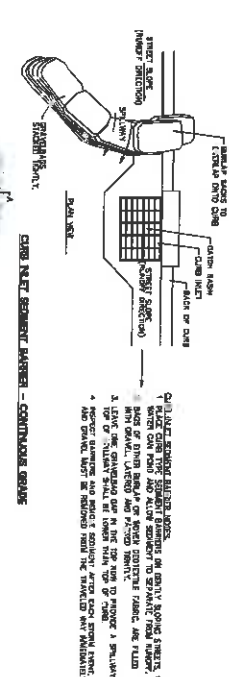
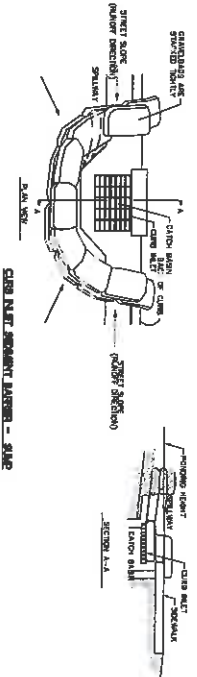
S: N MATED COUNTY

BKF

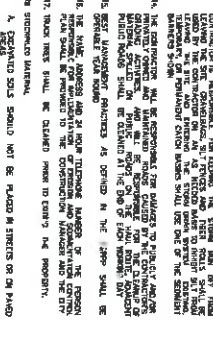
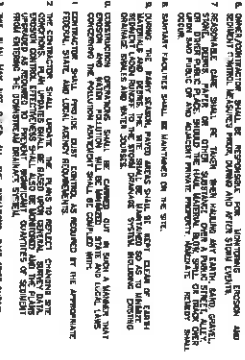
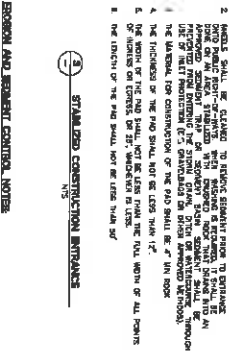
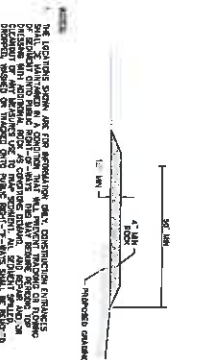
200 SHORELINE DRIVE, STE 200
REDWOOD CITY, CA 94063
415-442-8320
415-442-8326 (FAX)

REGISTERED PROFESSIONAL ENGINEERS

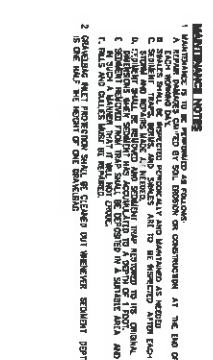
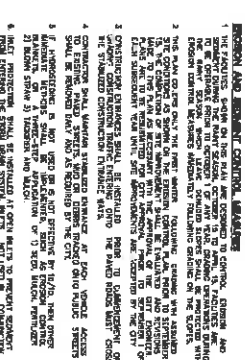
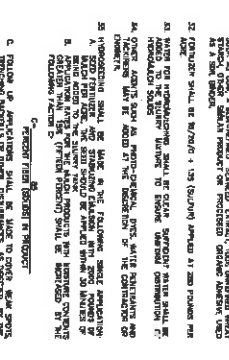
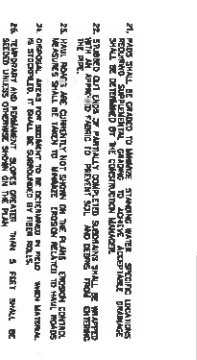
48



1. PREPARE SURVEY ORIENT THE DATA WALL, INTERSECTIONS & STAIRS.
2. PREPARE DATA WALL, INTERSECTIONS & STAIRS.
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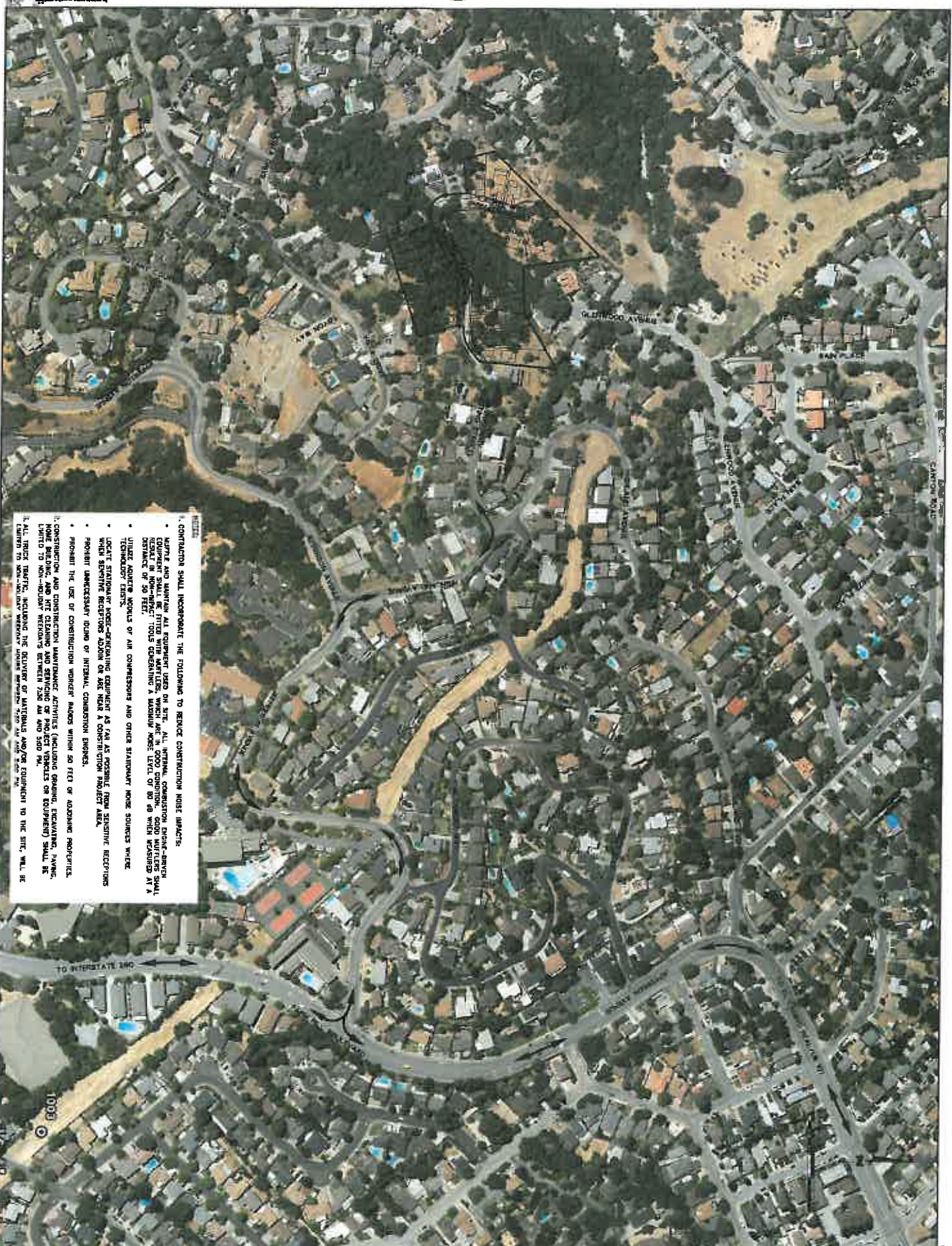


1. PREPARE SURVEY ORIENT THE DATA WALL, INTERSECTIONS & STAIRS.
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8. PREPARE DATA WALL, INTERSECTIONS & STAIRS.
9. PREPARE DATA WALL, INTERSECTIONS & STAIRS.
10. PREPARE DATA WALL, INTERSECTIONS & STAIRS.

No.	Description	Date	By
1	11/19/10		
2			
3			
4			
5			
6			
7			
8			
9			
10			

LAUREL WAY JOINT VENTURE
 VESTING TENTATIVE MAP
 EROSION CONTROL DETAILS AND NOTES
 SAN MATEO COUNTY





- NOTES:**
- CONTRACTOR SHALL INCORPORATE THE FOLLOWING TO REDUCE CONSTRUCTION NOISE IMPACTS:
 - MAINTAIN AND CHAINUP ALL EQUIPMENT USED ON SITE. ALL INTERNAL CONSTRUCTION SOUND-ABSORBING EQUIPMENT SHALL BE FITTED WITH MUFFLERS, WHICH ARE IN GOOD CONDITION. SOUND MUFFLERS SHALL RESULT IN NON-IMPACT TOOLS CONTAINING A MAXIMUM NOISE LEVEL OF 90 DB WHEN OPERATED AT A DISTANCE OF 50 FEET.
 - UTILIZE AQUIFER MONITORS OF AIR COMPRESSORS AND OTHER STATIONARY NOISE SOURCES WHERE TECHNOLOGY EXISTS.
 - LOCATE STATIONARY NOISE-ABSORBING EQUIPMENT AS FAR AS POSSIBLE FROM SENSITIVE RECEPTIONS WHEN SENSITIVE RECEPTIONS ADJOIN OR ARE NEAR A CONSTRUCTION PROJECT AREA.
 - PROHIBIT THE USE OF CONSTRUCTION WINDMILL MACHINES WITHIN 50 FEET OF ADJOINING PROPERTIES.
 - CONSTRUCTION AND CONSTRUCTION MAINTENANCE ACTIVITIES (INCLUDING GRADING, EXCAVATING, PAVING, AND CONCRETE CURING) SHALL BE LIMITED TO 8:00 AM TO 5:00 PM DAILY, EXCEPT FOR EMERGENCY REPAIRS.
 - ALL TRUCK TRAFFIC, INCLUDING THE DELIVERY OF MATERIALS AND/OR EQUIPMENT TO THE SITE, WILL BE LIMITED TO NON-LOCAL ROADS AND STREETS.

13	15
----	----

REDWOOD CITY CALIFORNIA

**LAUREL WAY JOINT VENTURE
VESTING TENTATIVE MAP
TRUCK TRAFFIC ROUTING PLAN**

SAN MATEO COUNTY

BKF
BENTON & BOWLES
KIMBLE FRENCH

222 BENTON BLVD., STE. 200
REDWOOD CITY, CA 94063
415-962-8100
WWW.BKF.COM

DATE: 01/15/2010

52

Lot No.	Lot Area (SF)	Group	Proposed Maximum Floor Area (Living Space -SF)	Floor Area Credit Hillside/Multi-Level Homes (SF)	Garage Area (SF)	Contingency Floor Area (SF) 10 % of Living Area, Note 4	Maximum Total Floor Area Allowed (SF) See Note 5	Diff To EIR
1	11,000	Down Hill	3,200	420	500	320	4,400	0
2	10,700	Down Hill	3,100	400	500	310	4,280	0
3	9,900	Down Hill	2,800	360	500	280	3,940	0
4	9,400	Down Hill	2,600	340	500	260	3,700	0
5	13,200	Down Hill	3,000	390	500	300	4,190	0
Lot 6 - Open Space Area	13,700		N/A	N/A				
7	10,800	End	3,500	460	500	N/A	N/A	0
8	8,300	End	2,600	340	500	350	4,810	0
9	10,100	End	3,300	430	500	260	3,700	0
10	12,800	End	3,600	470	500	330	4,545	0
11	7,200	End	2,200	290	500	360	4,930	0
12	9,100	End	2,850	370	500	220	3,240	0
13	7,400	End	2,400	310	500	290	4,095	0
14	7,400	Up Hill	2,400	310	500	240	3,330	0
15	7,600	Up Hill	2,400	310	500	240	3,330	0
16	7,900	Up Hill	2,400	310	500	240	3,420	0
17	8,200	Up Hill	2,400	310	500	240	3,450	0
18	7,700	Up Hill	2,400	310	500	240	3,450	0
19	8,800	Up Hill	2,400	310	500	240	3,450	0
(SF) Square feet								
Notes.								
1.	Proposed Living Space; all livable space such as Living room, Dining Rooms, Kitchens, Nooks, Family Room, Bathrooms, and Bedrooms, however, does not included areas for transitions between floors or levels and garage space.							
2.	Floor Area Credit; this square footage equates to lost residential building square footage associated with hillside or multi-level homes for areas associated with stairs, halls, landings and other spaces need for transition between floor levels this typical runs between 10% and 15% in addition to the livable square footage area, 13% was used for calculations above.							
3.	Garage Area: is based on 500 square feet for a two-car garage at approximate dimensions of 22.5 ft x 22.5 ft.							
4.	Contingency Floor Area; this is a credit of 10% of living floor area to cover and for allow for creative architectural design.							
5.	Total Maximum Floor Area; this is the maximum allowable floor area of all living space including garage for each of the proposed lot which takes into account the lot area, lot slope, and terrain. Note this is the maximum allowable home sizes on these particular Lots and in no way is it mandated or suggested that each home will meet these floor areas.							

PLG-Sailesh Mehra

From: PLG-Sailesh Mehra
Sent: Friday, December 03, 2010 7:41 AM
To: 'marilynn donnelly'
Subject: RE: Laurel Way project

Thank you for your comments; they will be forwarded to the Planning Commission.

Sailesh Mehra

Associate City Planner

City of Redwood City

1017 Middlefield Road

Redwood City, CA 94063

P: 650.780.7278 | F: 650.780.0128 | E: smehra@redwoodcity.org | W:

<http://www.redwoodcity.org>

From: marilynn donnelly [mailto:mardonnely@att.net]
Sent: Wednesday, December 01, 2010 4:27 PM
To: PLG-Sailesh Mehra
Subject: Laurel Way project

Saliesh,
We are definitely against the Laurel Way project. We have lived on this monster houses built in that small area at the end of our st. They will built below on Glenwood. They will deatroy lots of trees & wildlife in t hungry builders.
Marilynn Donnelly



54

PLG-Sailesh Mehra

From: PLG-Sailesh Mehra
Sent: Friday, December 03, 2010 7:35 AM
To: 'Lena Martin'
Subject: RE: Laurel Way Development Project

Thank you for your comments; they will be forwarded to the Planning Commission.

-----Original Message-----

From: Lena Martin [mailto:orcboy6699@yahoo.com]
Sent: Thursday, December 02, 2010 5:26 PM
To: PLG-Sailesh Mehra
Subject: Laurel Way Development Project

**I understand that 18 new homes are proposed to be built on Laurel Way.
I live on Glenwood Ave.**

I just wanted to you to know that I approve of the project. Seems that the developer has done all that has been required of him/her. I've looked over your planning website and the project seems well-planned and will not only improve the neighborhood but will also bring more property tax dollars into the city coffers.

I imagine there are a number of people (especially those living on the road leading into the project) who disapprove. I can understand their position but I classify them as "NIMBYs" and would advise that you ignore their noise.

Go ahead and approve!

**Rich Wohlstadter
3611 Glenwood Ave
Redwood City, CA 94062**

PLG-Sailesh Mehra

From: PLG-Sailesh Mehra
Sent: Friday, December 03, 2010 7:39 AM
To: 'Helen&Phil'
Cc: laurelwayneighbors@yahoogroups.com
Subject: RE: Laurel Way Development Project

Thank you for your comments; they will be relayed to the Planning Commission.

Sailesh Mehra**Associate City Planner***City of Redwood City***1017 Middlefield Road****Redwood City, CA 94063****P: 650.780.7278 | F: 650.780.0128 | E: smehra@redwoodcity.org | W:****<http://www.redwoodcity.org>**

From: Helen&Phil [mailto:helenandphilarnold@gmail.com]
Sent: Sunday, November 28, 2010 8:30 PM
To: PLG-Sailesh Mehra
Cc: laurelwayneighbors@yahoogroups.com
Subject: Laurel Way Development Project

Mr Mehra,,

We live up the road from this proposed development project (3684 highland ave) and have several concerns that we would like addressed.

First, if this requires re-zoning or approving previously non-buildable lots, we are positively against it. There is no reason to let a developer make a bundle of money by squeezing in a lot of houses where they have not been previously approved. The downsides to the neighborhood are too great for us to be for it. We do however understand that people buy private property to use in approved ways. We're just against approving new ways, building on previously unbuildable lots or increased density.

Second. Highland avenue is a small road and in very poor shape to handle the construction traffic that a development of this magnitude will entail. It is full of holes,, the water mains break every couple of years and there is a lot of foot traffic with people walking dogs and all. Construction traffic will not help the situation.

Third, Where is the water coming from and going to? New houses need new water from constrained supplies. And drainage must be addressed. We live uphill from these lots but those who live downhill from them might have real problems if this isn't taken care of. Please let us know where the water is coming from and how the drainage is being handled.

Fourth, what is in it for the neighbors? If this is to go thru, what will the developer do for us? Will he bury the utility lines, fix Highland Road or do some meaningful and lasting improvement that we all benefit from? Or any concessions to Redwood City being done far away from our neighborhood? Is the developer making a park miles away? What is the deal?

I'm OK with developers settling political debts but I want them settled near by where those affected see a benefit.

So in order for us to support this project we would like to see the following things happen:

- 1) No change in zoning or historically buildable lots
- 2) A traffic management system put in place for the duration of building where no trucks use Highland except perhaps between 10 and 4 weekdays, so it doesn't interfere with commutes, dog walkers, bicyclists and the normal users.
- 3) Finish the project in a timely fashion, say within 3-4 years after the first house is started. This should not go on for a decade, disrupting everything to enrich a developer.
- 4) Completely resurface Highland and Laurel way their entire lengths after the houses are pretty much done. This will allow the current dilapidated road surface to take the construction traffic and be rebuilt once it is done.
- 5) Since Highland will now be a nice smooth road, put in a 4 way stop at Laurel and Highland to slow down the thru traffic which moves too fast on many occasions.
- 6) Do something substantive for the local neighborhood. Replace the dilapidated water mains, bury the utilities or something we all see as a direct benefit for each of our properties. A simple walkway thru an empty lot isn't what I have in mind. Something real that takes real money to accomplish since the developer will make substantial profit from this intrusion on our neighborhood.
- 7) Any concessions the developer is being asked or has willingly agreed to do for Redwood City be published along with the proposal so we can see where the money goes. If some local politician has a pet project being funded by this, we should know.

You can call me at 307-3362 or email us here if you have any questions.

Thanks

Phil Arnold

December 3, 2010



**ENGINEERS
SURVEYORS
PLANNERS**

Sailesh Mehra
Associate City Planner
City of Redwood City
1017 Middlefield Road
Redwood City, CA 94063

Subject: Access Review for Laurel Way Joint Venture

Dear Mr. Mehra,

In accordance with your request we have reviewed the access rights for the project. The Laurel Way Joint Venture Project which consists of Block 8 Lots 8-18; Block 16 Lots 1-6 and Block 17 Lots 1-4 of the Highlands of Emerald Lake Subdivision One Map filed for record at the San Mateo County Recorder's Office on January 12, 1926 in Volume 13 of Maps, at Pages 24-27 have legal access.

Upon review of the Preliminary Title Reports from Stewart Title Company for the parcels listed above there is documentation which supports the legal access of these undeveloped properties even though the City never accepted Laurel Way as a public street.

We have also learned the following adjacent properties from the same recorded map (Block 17 Lot 6 and a portion of Lot 5; Block 17 Lots 3, 4 and a portion of Lot 5; Block 16 Lot 7; Block 16 Lot 8 and Block 16 Lot 9) which are not part of the project also have legal access rights over Laurel Way even though the City never accepted the street as being public. Our research also indicates that some but not all of these parcels have participated in the cost of street maintenance, while others have maintenance agreements with the City.

Upon review of the Title Reports for the properties we list above every property is described by Lot and Block descriptions. There is no reference that the adjacent portion of Laurel Way is included. Therefore we believe that the intent of Laurel Way is for the mutual benefit and use of all lots shown on the subdivision map.

Furthermore, it is an industry standard "That if the map of the subdivision of the land shows that the solid side lines of the lots stop at the side lines of the streets, then it is clear that the lots are distinct from the streets. There are some maps, especially older ones, however, which are ambiguous in that they show the side lines of the lots going out to the center lines of the streets and furthermore, all lines are solid lines. This might indicate that the lot includes the street but it is not certain. Some maps carry a statement, "The areas and distances shown on this map go to the center line of the street." Occasionally a map will show the side lines of the street as dash lines across the lots. This indicates an easement type of street, or a private street, rather than one with the full effect of dedication. If it is desired to have the description carry to the center line of the street, it must clearly state so in some such manner as follows: 'Beginning at a point on the west line of said lot being, for the purpose of this description, the center line of 'A' Street'(1). Upon review of said map you will find that it is clear that sidelines/frontage lines for all the lots along Laurel Way are solid in nature and do not extend to the centerline of Laurel Way.

If you have any question please feel free to contact me.

Sincerely;
BKF Engineers

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(1) Wattles, Writing Legal Descriptions in conjunction with Survey Boundary Control, Section 7.21 Analysis and Interpretation of Descriptions

**RESEARCH ON LAUREL WAY PROPERTIES - INFORMATION FROM
PRELIMINARY TITLE REPORTS AND CITY OF REDWOOD CITY FILES**

3733 Laurel Way (Georges):

Agreement for **utility easement** executed between Veronica Georges and Marilyn Hatfield (5/31/88). Affects - "not disclosed of records" (see p. 3 of 5 pp)

Hold Harmless Agreement signed by Hatfield (5/7/82) to City of Redwood City re: lack of permission or authority to place a water line and sewer line in Laurel Way in front of their property.

Easement Agreement granted for "valuable consideration" by Georges to Hatfields exclusively for utilities.

Public Works Requirements and Sewer Connection Fee for 3733 Laurel Way signed by Frank Addiego.

Staff report on Public Improvement Agreement (condition of building permit) requiring Georges to construct a 20-foot wide paved street section running from existing City-owned roadway improvements and extending approximately 180 feet along the frontage of property at 3733 Laurel Way. Additionally, City required property owner to enter into a future improvement agreement to construct curb and gutter and an additional width of street section along the frontage of subject property. By virtue of this agreement, the owner is required to install future improvements when the City determines that the construction of full width street improvements can be done on an area-wide basis.

A letter (6/11/82) from Veronica Georges to Joel Patterson, Public Works Director, asserting "there is no question that she owns the road and improvements, has the deed and that at various times in oral and written communications, City confirmed her ownership." She further states Hatfield paid Georges \$3,000 for "easement rights." Finally, letter states, "any further developments on Laurel Way that will utilize my improvements must seek and receive an easement right from me."

3737 Laurel Way (Kerschmann/Botelho)

Title report references Hold Harmless Agreement between Hatfield (previous owner) and Georges as well as Agreement for Public Improvements.

Agreement for Construction of Public Improvements (12/12/86) between Hatfield and City notes "whereas, that portion of Laurel Way upon which the Property fronts has been dedicated for *public use*, but said dedication has not been accepted by City or, prior to annexation of the property to City, by the County of San Mateo.

Agreement states that as a condition to the issuance of building permit for a new residence, provision must be made for construction of said public sewer and water main improvements, the private roadway improvements, and possible future street improvements.

Parties (City and Owner) agreed to public improvements, including extension of sewer and water lines (as was required of Georges) from terminus of City's lines in Laurel Way to frontage of property. Upon completion of the improvements City agreed to accept same after conveyance of an easement to City for maintenance, repair, replacement and reconstruction of said improvements," that upon such acceptance the Owner shall convey title to said improvements to City as well as easements to City for maintenance, repair, replacement and reconstruction of said improvements."

Agreement states that access to the property is provided by the privately-owned right-of-way comprising the extension of Laurel Way beyond that portion accepted for dedication to public use.

Agreement spells out Future Improvements and states that City may, "in its discretion" require Owner to construct and install at Owner's cost and expense, the improvements, including but not limited to concrete curb, gutter, driveway, street lighting, storm drainage and street widening to public street standards.

3726 Laurel Way (Aozasa)

Title report does not provide information on easement agreement comparable to that required for 3737 Laurel Way. No agreement was recorded against the property.

Negative Declaration for reconstruction of a two-story home was prepared by the City, with mitigation measures approved by Planning Commission on 8/4/92. Among the mitigation measures imposed by the City were requirement to widen street pavement fronting the property to 20 feet, to connect to City's sanitary sewer system, to enter into an agreement with City to pay for Owner's share of any future costs of improvements to Laurel Way, including but not limited to curb, gutter, sidewalk, to participate in any future assessment district/other arrangements established by City/or property owners to pay for the above improvements and preparation of an Environmental Impact Report.