

RESOLUTION NO. 3995

A RESOLUTION APPROVING SPECIFIC PLAN NO. 8  
(GEARY ROAD AREA BETWEEN PIONEER AVENUE AND  
THE CONTRA COSTA CANAL AND THE NORTH SIDE OF  
FIRST AVENUE BETWEEN HALL LANE AND THE CONTRA  
COSTA CANAL) AND ESTABLISHING CONDITIONS TO BE  
CONSIDERED IN IMPLEMENTING SAID PLAN

WHEREAS the Walnut Creek City Council on August 19, 1980, held a public hearing to review a proposal initiated by the Planning Commission on March 13, 1980, in which it was proposed that a specific plan be prepared for the Geary Road area between Pioneer Avenue and the Contra Costa Canal; and

WHEREAS the Walnut Creek Planning Commission held a public hearing on June 26, 1980, and recommended that the subject proposal be approved; and

WHEREAS an environmental impact report was prepared for General Plan Amendment Application No. 8168 in February, 1980 and was revised to include the proposed specific plan in June, 1980, which disclosed the environmental impacts of the proposed projects and recommends certain mitigation measures; and

WHEREAS certain conditions in the proposed specific plan mitigate those traffic, parking, noise, drainage, sewage and growth inducing impacts identified in the environmental impact report; and

WHEREAS the proposed General Plan Amendment No. 7069-1 for the Geary Road area calls for the adoption of a specific plan for that area; and

WHEREAS the purpose of the proposed specific plan is to insure that future development in the subject area will be compatible with the neighborhood character in terms of density and design and that existing traffic, parking and off-site drainage and sewage conditions would not be exacerbated.

NOW THEREFORE BE IT RESOLVED by the Walnut Creek City Council that:

1. The City Council hereby finds and certifies that the Final Environmental Impact Report has been prepared in compliance with CEQA, State and City Guidelines and that it has reviewed and considered the information contained in the Final EIR prior to making a decision on the project.

2. The significant effects of the project have been identified pursuant to Title 14 of the California Administrative Code and are noted as follows:

Traffic Circulation - Future developments would add cumulatively to neighborhood traffic intrusion problems on First Avenue, and would cumulatively increase traffic on Geary Road, and at major intersections. This is considered to be a cumulative adverse, but not significant, impact.

Parking - No on-street parking on Geary Road or Hall Lane would be available for future developments in this area, and on-site parking for the 60-unit condominium development appears to be adequate. This is considered to be an adverse impact.

Noise Impacts - Future projects located on or adjacent to Geary Road would, as shown in the Walnut Creek Noise Element, have noise impacts in excess of 65 dBA. Noise levels would be expected to increase by 1990 with corresponding increases in traffic volumes along Geary Road. This is considered to be a significant adverse impact for those residential units located within 50 feet of the edge of the roadway.

Hydrology/Flood Control - Increased runoff from future developments in this area would have a cumulative but not significant impact on the storm drainage facilities in the City of Walnut Creek Line A system and in the entire Flood Control District Zone 46 system. The flow increase generated by future developments would be approximately .5% increase over existing conditions.

Growth Inducing Impacts - A General Plan Amendment would have positive growth inducing impacts on several properties on both the north and south sides of Geary Road and Pioneer Avenue. Traffic growth inducing impacts would cumulatively increase traffic on Geary Road and at major intersections. These impacts are considered to be an adverse cumulative (not significant) impact.

The storm drainage growth inducing impacts would aggravate the existing storm drainage problems in the area by increasing overall runoff by .5% over existing conditions. This is considered to be an adverse cumulative (not significant) impact.

Sewage growth inducing impacts would generate a minor increase in the overall sewer system design capacity. This is considered to be an adverse cumulative (not significant) impact.

3. The following mitigation measures are hereby found to be feasible and are made a part of the project in order to mitigate or avoid the significant environmental effects identified above:

Traffic Mitigation Measure - Condition No. 11 of the specific plan, in conjunction with the funded North Main Street widening project, would mitigate this concern.

Parking Mitigation Measure - Condition No. 7 of the proposed specific plan would mitigate this concern.

Noise Mitigation Measure - Several mitigation measures effective in reducing the occupant exposure to noise levels for future developments include:

- The use of insulation and air conditioning systems to attenuate interior noise levels and to minimize exposure to traffic noise.
- Bedrooms and family rooms could be placed in the rear of the proposed units. These are the rooms most sensitive to noise.

- The use of glass could be reduced on walls facing high noise level sources, and double thickness glass could be provided.
- Noise walls 8 to 10 feet high could be constructed between future units and Geary Road.
- Condition No. 10 of the proposed specific plan could be used to determine the appropriateness of the design of future developments to reduce on-site noise impacts.

Storm Drainage and Flood Control Mitigation Measure - The Contra Costa County Flood Control District presently does not have an adopted drainage fee district for new development in Zone 46 and no other mechanism has been established to fund drainage improvements in that zone. The cities of Pleasant Hill and Walnut Creek should petition the Flood Control District to establish a drainage fee district and those cities should require that new developments pay a pro-rata share of downstream drainage improvements based on the proposed drainage improvements, Zone 46, on file with the Walnut Creek Community Development Department. Additionally, when possible, those cities and the Flood Control District should require project applicants to construct necessary off-site drainage improvements.

Condition No. 12 of the specific plan would mitigate this concern.

Growth Inducing Impacts Mitigation Measures

Traffic Mitigation Measure - Condition No. 11 of the proposed specific plan, in conjunction with the funded North Main widening project, would mitigate this concern.

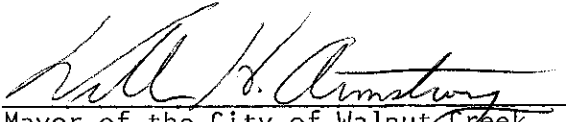
Storm Drainage Mitigation Measure - Condition No. 12 of the proposed specific plan would mitigate this concern.

Sewage Mitigation Measure - Condition No. 13 of the proposed specific plan would mitigate this concern.

BE IT FURTHER RESOLVED by the Walnut Creek City Council that it is in the public interest and that the public necessity, convenience and general welfare require that Specific Plan No. 8, as outlined in Exhibits "A", "B" and "C" attached hereto and made a part hereof, be adopted.

PASSED AND ADOPTED by the City Council of the City of Walnut Creek at a regular meeting thereof held on the 16th day of September, 1980 by the following called vote:

AYES: Councilmembers: Hildebrand, Martin, Hazard, Mayor Armstrong  
 NOES: Councilmembers: None  
 ABSENT: Councilmembers: Kovar

  
 Mayor of the City of Walnut Creek

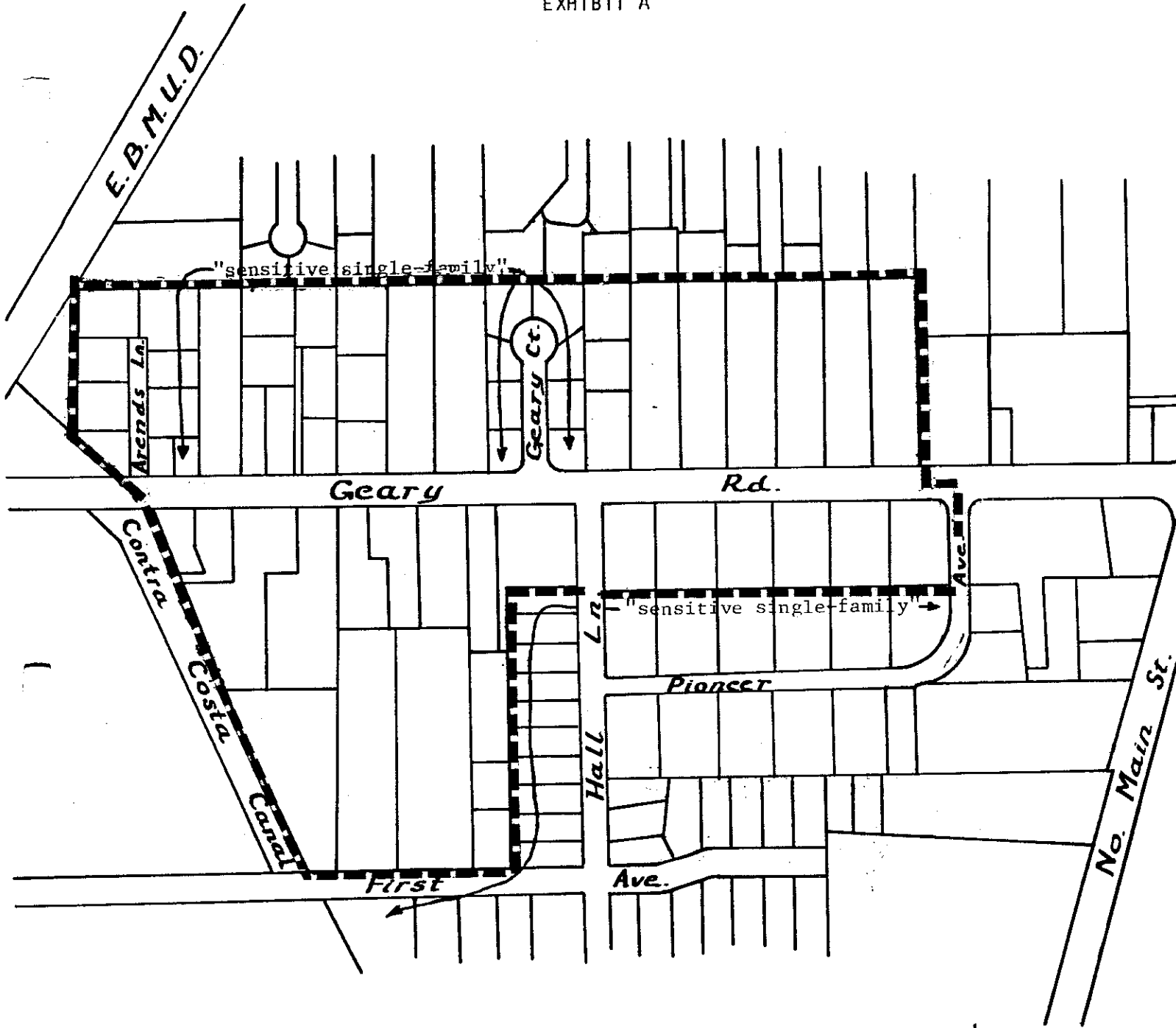
ATTEST:

*Nancy S. Lucas*  
City Clerk of the City of Walnut Creek

I HEREBY CERTIFY that the foregoing resolution was duly and regularly passed and adopted by the City Council of the City of Walnut Creek, County of Contra Costa, State of California at a regular meeting of said Council held on the 16th day of September, 1980.

*Nancy S. Lucas*  
City Clerk of the City of Walnut Creek

EXHIBIT A



No Scale



EXHIBIT "B"

SPECIFIC PLAN NO. 8 - GEARY ROAD  
BETWEEN PIONEER AND THE CONTRA COSTA CANAL

FINDINGS:

1. The purpose of this specific plan is to ensure that future development in this area will be compatible with neighborhood character and not exacerbate existing traffic, parking and off-site drainage and sewage conditions.
2. The neighborhood affected by this specific plan includes properties located on both the north and south sides of Geary Road between Pioneer Avenue and the Contra Costa Canal and the north side of First Avenue between Hall Lane and the Contra Costa Canal (see Exhibit "A").
3. Because there is presently a housing shortage in the Walnut Creek area and in the region in general, the City will consider residential densities up to 10 dwelling units per acre within certain portions of the study area and under certain conditions.
4. The goals of this specific plan are:
  - a. To encourage residential development, including attached and detached units.
  - b. To preserve and enhance residential areas and to protect those "sensitive single-family" areas as shown on Exhibit "A".
  - c. To encourage parcel aggregation.
  - d. To identify compatible land use densities for vacant or under-developed parcels.
  - e. To provide adequate off-street parking adjacent to Geary Road.
  - f. To encourage a high quality of design for future developments.
  - g. To provide for improvements to street, drainage and sewage facilities, where inadequate facilities presently exist.
  - h. To provide buffering between existing single-family developments and future higher-density residential developments.
  - i. To minimize access points along Geary Road.
  - j. To provide pedestrian and bikeway paths, oriented toward low traffic, "interior" streets and/or public utility easements and recreational facilities.

CONDITIONS:

1. Parcel aggregation is of primary importance in achieving the goals of this specific plan.

2. Density will be permitted to increase as parcel size increases. Density will be determined on a case-by-case basis. As a guideline (du/ac. means dwelling units per gross acre), the City will generally consider: 4-5 du/ac. for parcels less than two acres; 6-7 du/ac. for parcels between two and four acres; and 7-10 du/ac. for parcels larger than four acres. Density bonuses will be considered for proposed senior and/or low- and moderate-income housing, as long as the floor area ratio does not exceed .40 (see condition #3).
3. The maximum floor area ratio for any project will be .40. Floor area ratio = 
$$\frac{\text{total livable building floor area (square feet)}}{\text{total project area (square feet)}}$$
4. The following development standards shall apply to parcel perimeters including aggregated parcels:
  - Minimum original parcel width - 90 feet
  - Minimum front yard - 20 feet
  - Minimum side yard - 10 feet plus 3" of additional side yard for each foot that a structure exceeds 10 ft. in height.
  - Minimum rear yard - 20 feet when adjacent to single-family residential district; 10 feet when adjacent to any other district.
5. For any development on those properties along the north side of First Avenue between Hall Lane and the Contra Costa Canal, single family residences having a minimum lot size of 8,000 square feet shall be located along the First Avenue frontage. Additionally, development of those properties above the existing General Plan density (7 du/ac.) would require that all access be from Geary Road except those units fronting on First Avenue.
6. Maximum building height will be 25 feet or two stories. For special circumstances where the topography prior to grading, in conjunction with the architecture of buildings, maintains a two-story profile as seen from "sensitive single family areas," a building height of two stories over parking may be considered.
7. Off-street parking - All future developments and structural alterations which add 50% or more floor area will provide a minimum of two covered parking spaces for each dwelling unit, plus .5 to 1.0 additional parking spaces for each unit. The number of additional parking spaces will be determined on a case-by-case basis including but not limited to the following criteria: reduce the number of unsightly on-grade open or carport-type parking spaces, provide close and convenient parking for residents and visitors, and disperse parking spaces equally throughout the site. For proposed senior housing developments, required parking will be determined on a case-by-case basis.
8. For each future development the number of vehicular access points along Geary Road shall be limited to one or two.

9. The goals of this specific plan are not intended to limit development to detached single-family units. Attached units having a variety of floor areas are permitted; their acceptability will be determined by their appearance and compatibility to both the subject site and adjacent properties.
10. The Design Review Commission, in determining the appropriateness of the design of the proposed projects shall take into consideration:
  - (a) The ability of the project to retain single-family appearance by reducing building masses, and maximizing compatibility to the site and with adjacent uses;
  - (b) Adequacy of open space areas, landscaped areas, and the buffering of adjacent uses;
  - (c) The ability of the project to direct pedestrian pathways and bikeways toward regional trails, low traffic volume roadways, recreational and other community facilities, and away from high volume traffic roadways.
11. All future developments and structural alterations which add 50% or more floor area will be required to install roadway frontage improvements, as recommended by the City Engineer, for the entire length of their frontage along public roadways. A proportional share of other off-site frontage improvements may also be required.
12. All future developments and structural alterations which add 50% or more floor area will be required to install necessary on-site storm drainage improvements, plus a proportional share of off-site storm drainage improvements may also be required.
13. All future developments and structural alterations which add 50% or more floor area will be required to install necessary on- or off-site sewer facilities as required by the Central Contra Costa Sanitary District.

EXHIBIT C

INTERIOR  
OF  
DEVELOPMENT

STREET  
SCAPE

