

RESOLUTION NO. 2014-08

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLYMOUTH
APPROVING AMENDMENTS TO THE SHENANDOAH RIDGE
DEVELOPMENT PLAN

WHEREAS, the Shenandoah Ridge Development Plan was approved by Resolution 2011-17; and

WHEREAS, the modification of front yard setback, the additional provision of landscape maintenance between pathways and roadways, and the documentation of future public transit possibilities require changes to the Development Plan; and

WHEREAS, the Planning Commission previously recommended approval of these amendments; and

WHEREAS, City Council desires that the project continue moving forward.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Plymouth as follows:

1. City Council approves the amendments to Section 3.6, Development Standards, of the Development Plan, as shown in Exhibit A, attached hereto and included herein.
2. City Council approves the amendments to Section 4.3.2.1., Collector Roads (Zinfandel Parkway), Section 4.3.2.2, Local Collector Roads, and Section 4.3.2.3, Local Access Roads, of the Development Plan, as shown in Exhibit B, attached hereto and included herein.
3. City Council approves the amendments to Section 4.7, Public Transit, of the Development Plan, as shown in Exhibit C, attached hereto and included herein.

PASSED AND ADOPTED this 27th day of February, 2014, by the following vote:

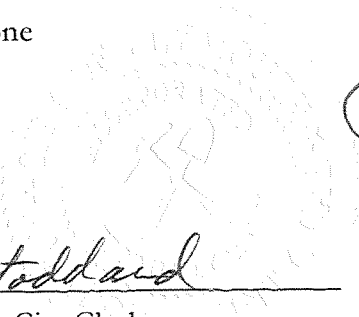

AYES: Greg Baldwin, Sandy Kyles, Peter Taylor, Peter Amoruso

NOES: Jon Colburn

ABSENT: None

ABSTAIN: None

ATTEST:



Gloria Stoddard, City Clerk

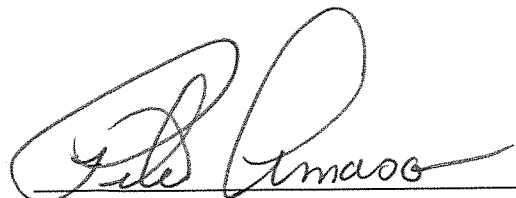

Peter Amoruso, Mayor

Exhibit A:

Proposed Suburban Residential Development Standards

3.6 DEVELOPMENT STANDARDS

This chapter details the development standards for uses at Shenandoah Ridge. Please note that design review by the Shenandoah Ridge Design Review Committee and by the City as outlined in the Design Guidelines are mandatory prior to application for a building permit. Please also refer to the anti-monotony language in chapter 3.4 Façade of the Shenandoah Ridge Design Guidelines.

3.6.1 Suburban Residential Sub-district

3.6.1.1 Development Standards

Table 1: Suburban Residential Development Standards	
Minimum Lot Size	10,000 sf
Minimum Lot Width	Per approved tentative map
Minimum Lot Depth	Per approved tentative map
Minimum Lot Road Frontage	20' for lots with shared driveways 30' for lots with individual driveways ¹
Maximum Building Height	See section 3.6.1.2 Maximum Building Height
Minimum Front Yard Setback ²	Generally 30' from back of path or Right of Way (20' as exception when the usable area of a home's rear yard is limited by physical constraints) <u>Within each phase:</u> <u>1/3 of homes: 20'³</u> <u>1/3 of homes: 25'</u> <u>1/3 of homes: 30'</u>
Minimum Side Yard Setback ⁴	10' on one side, 15' on the other side for one-story homes; 15' on both sides for two-story homes
Minimum Rear Yard Setback	20'
Maximum Building Lot Coverage	30%
Minimum Building Separation (between buildings on separate lots)	30'

¹ Typical lot road frontage is between 90' to 120'

² Measured from Right of Way

³ No home set back less than 25' shall have a front-facing garage within the first 5' of the buildable lot area.

⁴ Measured from nearest property line

Table 1: Suburban Residential Development Standards

Minimum Accessory Separation	10' (dwelling to accessory) or as specified by building code—whichever is greater 6' (accessory to accessory) or as specified by building code—whichever is greater
Minimum Drainage Setback	10' from center of drainage or 5' beyond the edge of any drainage easement—whichever is greater
Setback for Habitable Structures from Agricultural Land	50' (according to chapter 3.6.1.5)

Exhibit B:

Shenandoah Ridge Services District Option for Maintaining Landscaping Between
Paths and Roadways

4.3.2.1 Collector Road (Miller Way)

Miller Way will be the connection for all traffic going in and coming out of Shenandoah Ridge. It will be the only collector road within the Project.

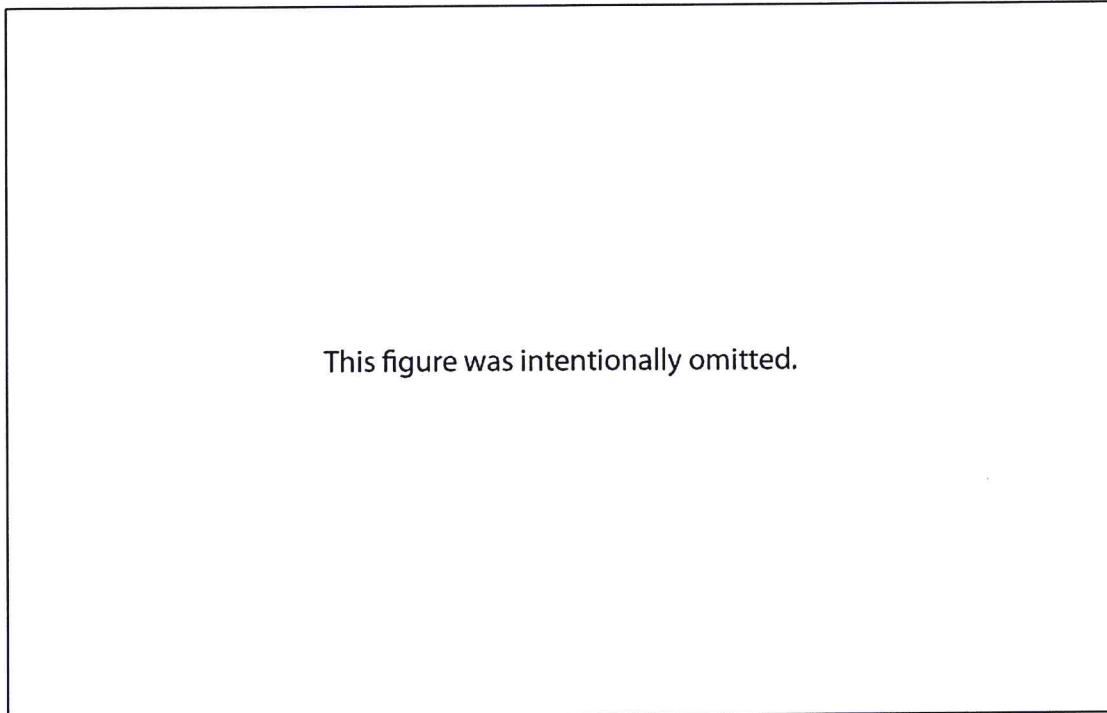


Figure 19: Collector cross section

Design speed for Miller Way is 30 mph. Miller Way has a right-of-way of width of 72 feet. It includes two 11 foot wide travel lanes with 5-foot striped bike lane/shoulder on each side of the road. The collector road will be flanked by a 6 foot wide asphalt path on one side and an offset trail on the other side of the roadway (see Figure 18). The area between the path and the roadway will be landscaped and maintenance will may either be the responsibility of the individual lot owner or of the Shenandoah Ridge Services District. Landscaping between the path and lot will be the responsibility of the lot owner. Due to the expected traffic volume, each lot accessing Miller Way will allow for turn-around on the lot so that cars entering Miller Way from driveways do not need to back into the roadway. Left turn lanes or traffic circles will be created at the intersection of Miller Way with Water Wheel Drive and Amber Hills Drive.

Newly planted trees between the roadway and path will be planted in sizes as follows: For trees that grow rapidly or moderately, trees in five gallon containers will be used. For trees that grow slowly, trees in fifteen gallon containers will be used. Sunset's Western Garden Book will be used as a reference to determine the growth rate of such trees. Please note that vegetation depicted colorized in the road cross sections symbolizes newly planted vegetation, while black and white vegetation represents existing vegetation.

For more detail on the collector road cross section as well as all following cross sections, please see the approved tentative map.

4.3.2.2 Local Connector Roads

The local connector road classification functions as transition between collector and local access roads. They also provide connectivity between neighborhoods. Within Shenandoah Ridge there are only two areas where this road standard applies:

- Amber Hills Drive south of the intersection with Booming Lane, and
- Water Wheel Drive south of the intersection with Black Sand Court.

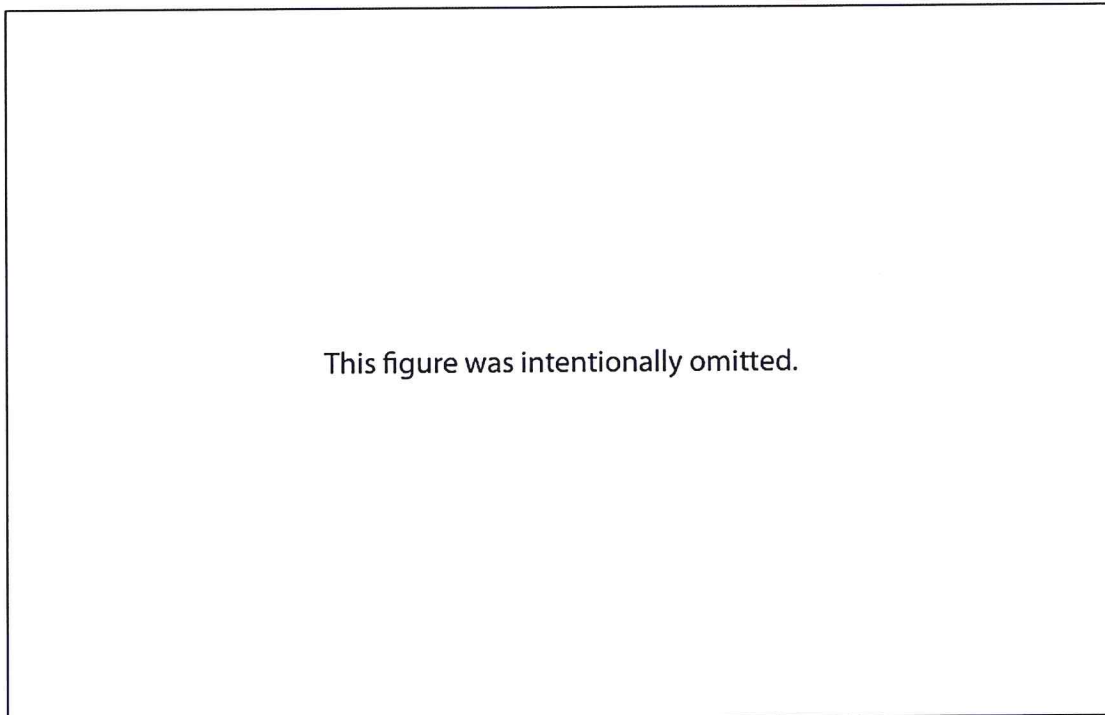


Figure 20: Local Connector cross section

Local connector roads have a minimum right-of-way width of 50 feet and a pavement width of 24 feet with edge line striping. Please note: while the local connector classification for the Zinfandel project provides for a 4-foot gravel shoulder, the local connector classification for Shenandoah Ridge provides for a 2-foot gravel shoulder due to the low projected traffic volume for the road sections with this classification.

Centerline striping will only be applied within 50 feet of intersections with Miller Way. A local connector road will have a 6 foot wide path on one side of the roadway which may be separated by a 6 foot wide swale. The area between path and roadway will be landscaped with maintenance being the responsibility of either the individual lot owner or of the Shenandoah Ridge Services District. The path will be surfaced with asphalt. The design speed for local connector roads is 25 mph.

As described above, Amber Hills Drive will be constructed to the local connector classification south of the intersection with Booming Lane. However, due to the potential of additional traffic from future connections to the neighboring property to the west, a minimum right-of-way width of 72 feet will be provided in order to be able to accommodate a collector road in the future.

4.3.2.3 Local Access Roads

Local access roads will provide the main internal lot access. Local access roads have a minimum right-of-way width of 44 feet and a pavement width of 22 feet. Striping will only occur in the form of stop bar striping at intersections. A local access road will have a 6 foot wide path on one side of the roadway typically separated by a 6 foot wide swale. The area between path and roadway will be landscaped and maintenance ~~will may either~~ be the responsibility of the individual lot owner or of the Shenandoah Ridge Services District. The path will be surfaced with asphalt. The design speed for local connector roads is 20 mph.

Though Amber Hills Drive north of the intersection with Booming Lane will be constructed to the local access road classification, this section of roadway will also provide for a right-of-way width of 72 feet for possible future expansion.

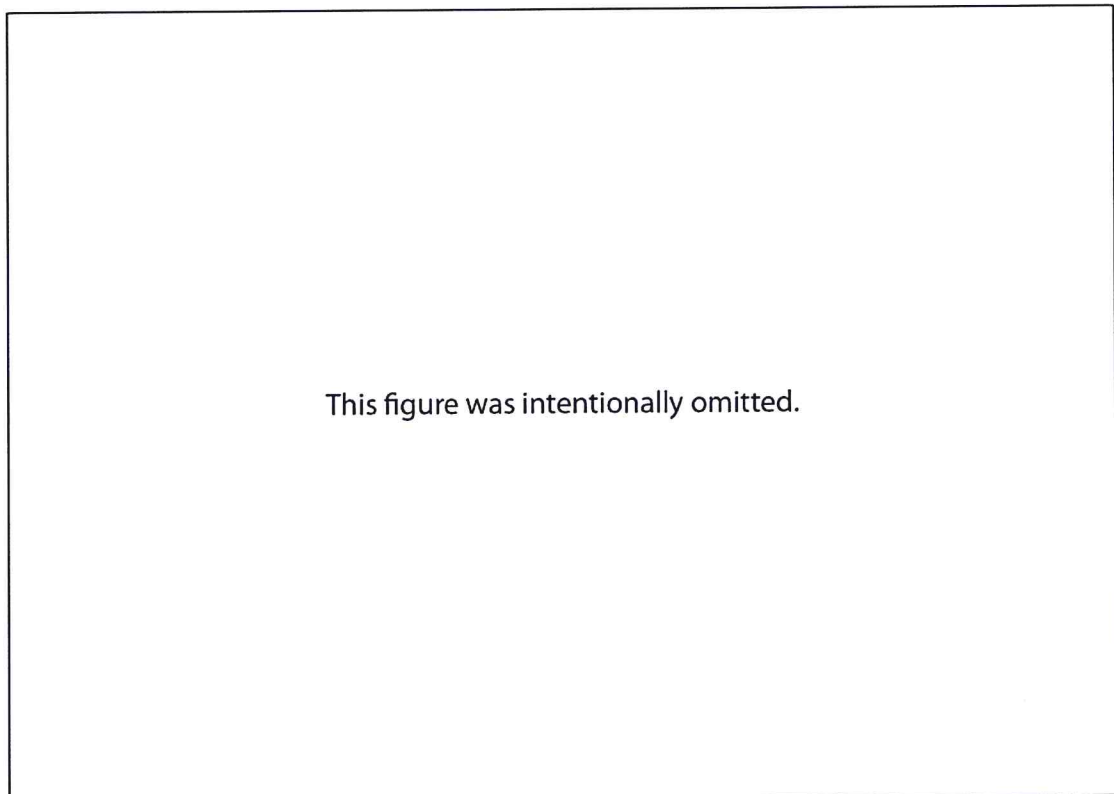


Figure 21: Local Access cross section

Exhibit C:

Additional Information on Fixed Transit Service

4.7 PUBLIC TRANSIT

Shenandoah Ridge LLC proposes to coordinate public transit options with City staff and ARTS. However, given the rural nature and location of this project, fixed transit stops may not be feasible.

November 2013 Update: During the summer of 2013, Shenandoah Ridge LLC coordinated with city staff and Amador Transit regarding the potential for public transit within Shenandoah Ridge. Amador Transit does not anticipate Shenandoah Ridge creating sufficient demand for fixed transit service during the next 10-15 years. In the more distant future, the agency foresees the possibility of extending a fixed bus line through the development. Bus stops will likely be located along Miller Way. Bus stops should be located in close proximity to parks and other shared facilities.