

BRIDLE GATE SUPPLEMENT PROJECT DESCRIPTION

10/16/2024

This Supplemental Project Description supplements the project description previously provided for the Vesting Tentative Map (VTM) dated 7/2/2024 and its associated documents.

Bridle Gate, a single-family subdivision ("Project"), was heard at the 8/27/2024 City Council Meeting. At that time, the Project was as shown on the 7/2/2024 VTM (272 single-family lots). In response to City Council's comments, WCHB Development LLC, the Project Applicant, subsequently provided an Alternate Map dated 9/19/2024 (269 single-family lots) to address certain concerns; and each concern is discussed below.

Park:

The 7/2/2024 VTM showed 2 neighborhood parks consisting of Parcel A (6 acres gross with 1.94 acres at 3% or flatter slope) and Parcel G (2.49 acres gross with 2.41 acres at 3% or flatter slope), for a total area of 4.35 acres at 3% or flatter slope. This park configuration was recommended by the City's parks staff. However, City Council preferred a single larger parcel instead of 2 smaller parks. The Alternate Map now has a single larger park at Parcel A (8.49 acres gross with 4.35 acres at 3% slope or flatter slope, which is equivalent to the total flat area of the 2 smaller parks). Parcel G of the 7/2/2024 VTM has been reconfigured into residential lots, as shown on the Alternate Map.

Noise:

The 7/2/2024 VTM showed Bridle Gate Drive being the primary access off Sand Creek Rd. to the Project. City Council preferred a second access off Sand Creek Rd. The 9/19/2024 Alternate Map shows Oak Ln. as this second access. Saxelby Acoustics, the consultant that prepared the original noise study for the Project, reviewed the noise impact with the second access, confirmed the validity of the original study, and determined that the City's noise standards would be met with the recommended mitigation measures. The Sand Creek Rd. soundwall should be wrapped around the returns at the newly created corner lots along Oak Ln. (Saxelby, 10/11/2024 Memo) so that the returns will extend beyond the noise contours as shown in the figure attached to the 10/11/2024 Saxelby Memo.

Traffic:

At the 8/27/2024 City Council Meeting, City Staff presented several options for the St. Regis/San Jose/Chestnut Oak intersection at the southeast corner of the Project. The Alternate Map presents another option that would isolate Bridle Gate general vehicular

traffic from the existing St. Regis – San Jose traffic, and vice versa. Bicycle, pedestrian, and emergency vehicle traffic would not be impeded. DKS Associates prepared the previous Vehicle Miles Travelled (VMT) studies for the Project, which arrived at a conclusion of less-than-significant impact with mitigation. DKS analyzed the impacts to VMT due to the updated street connections (i.e., Sand Creek Rd. and San Jose Ave.) in the Alternate Map and confirmed the continued validity of its previous conclusion (DKS, 10/11/2024 Memo).

Affordable Housing:

An Affordable Housing Plan will be executed between the City and the Applicant, after entitlement approval and prior to final map recordation. Applicant has summarized the Project's affordable housing approach in the attached table. Per City Ordinance No. 1014, Project is required to provide 3% of the homes to be available at the very-low-income level (calculates to 8 very-low-income homes), 4% at low-income (calculates to 11 low-income homes), and 3% at moderate-income (calculates to 8 moderate-income homes).

To meet the above requirements, Applicant proposes to provide 14 homes at very-low-income (8 of which would fulfill the City's very-low-income requirement, and 6 would be used toward fulfilling the City's low-income requirement); 5 homes at low-income (which combined with the 6 excess homes at very-low-income would meet the requirement for 11 low-income homes); and 8 homes at moderate-income. This approach meets the City's affordable housing requirements.

The Project meets the 5% threshold under Gov't Code § 65915(b)(1)(B). Alternatively, the Project can meet the 10% threshold under Gov't Code § 65915(b)(1)(D). Under either scenario, Gov't Code § 65915 (e) applies. Please note that Brentwood's density bonus application is for units, incentives and concessions, and reduced parking, which Applicant is not currently seeking.