



REPORT TO THE CITY COUNCIL

DATE: Regular Meeting of March 24, 2020

TO: Mayor and Members of the City Council

SUBMITTED BY: Holly Smyth, AICP, Planning Director
Mike Roberts, Public Works Director/City Engineer
Michele Rodriguez, Planning Consultant (MRG, LLC.)

SUBJECT: Hill Town project proposal by Santa Clara Valley Housing Group Inc. to construct approximately 4,200 square feet of commercial space and 597 residential multi-family dwelling units (potentially including up to 10% of the building ground area for taller architectural features no more than 25' above 65' zoning allowance) with all ancillary development activities of grading, relocating existing utilities and easements, constructing private streets / parks / open space amenities on a 44+ acre site at 4200 San Pablo Avenue on Assessor's Parcel Number 404-040-064 bound by John Muir Parkway, San Pablo Avenue, and Interstate 80. This requires approval of: CEQA Addendum to the Hercules Updated 2009 Redevelopment Plan Final Environmental Impact Report (SCH#20018112049); Vacation of Right-of-Way for portions of San Pablo Avenue along the project in Conformity with General Plan; Final Planned Development Plan (#FPDP 19-01); Vesting Tentative Map (#VTM 9533); Conditional Use Permit (#CUP 19-01) for commercial uses greater than 2,000 square feet and for an allowance of up to 10% of the building architectural appurtenances to be up to 25' taller than the 65' of the PC-R district; Design Review Permit (#DRP 19-02).

RECOMMENDED ACTION: Open the public hearing, and continue the public hearing open to April 14, 2020.

FISCAL IMPACT OF RECOMMENDATION:

According to Amendment 1 of the Development and Owner Participation Agreement, section 3.6.1.3, "In lieu of dedicating land on the Project Site for the construction of public park and recreation facilities, Developer shall pay to City a fee amount of \$5,000 per residential dwelling ("Parks and Recreation In-Lieu Fee....upon issuance of building permits for each residential unit within the project....for any park or recreation use consistent with the City's General Plan" equating to \$2,985,000 once all 597 units' building permits are pulled. This will be in addition to the regular Parks and Recreation Impact Fee along with other City Impact Fees which are in affect on the date the application for the Vesting Tentative Subdivision Map was deemed complete (which was August 29, 2019), otherwise it would be those fees in effect at the time payment is due.

It is anticipated that mostly UUT and Franchise fees and some sales tax would come from the project for a total estimated annual total of \$420,000 upon buildout given that the project area is

located in a former Redevelopment Project Area. This will likely not cover the cost for services that will be necessary for the project. However, the internal streets and common areas are all proposed to be private and therefore will not trigger road or landscape maintenance expenses but taken care of by the future Homeowners Association.

PLANNING COMMISSION RECOMMENDATION:

After two (2) workshops, and two public hearings the Planning Commission passed three resolutions on the Hill Town project, the first two on March 2, 2020 recommending that the City Council approve the CEQA Addendum with Mitigation and Monitoring Report Exhibit A, and finding the proposed right-of-way abandonment in conformance with the General Plan; and the third on March 11, 2020 recommending that the City Council approve the Final Plan Development Plan, Vesting Tentative Map, Design Review Permit, and Conditional Use Permit.

A more detailed description, background account, and analysis of the proposed Hill Town project are included in the below hyperlink in Attachments 9 and 10 to all the Planning Commission staff reports of October 21, 2019; January 22, 2020, March 2, 2020, and March 11, 2020.

DISCUSSION:

Description. The Hill Town project is proposed as a mixed-use project consisting of: (a) approximately 4,200 square feet of neighborhood commercial uses, located in the ground floor of a residential podium building; (b) up to 597 residential dwelling units including townhomes, courtyard housing, and podium housing for rent or sale. The concept of the Project was approved by the City Council in a 2007 Development Agreement (DOPA 07-01), and the associated Initial Planned Development Plan (IPDP). The Project is generally consistent with the site general plan and zoning designations of Planned Commercial–Residential (PC-R), and with the DOPA and IPDP.

Background. An Initial Planned Development Plan (#IPDP 07-01) that included site plan, civil plan, landscape plans, and architecture plans were recommended for approval by the Planning Commission on April 16, 2007 through Resolution No. 07-01. City Council subsequently approved the IPDP 07-01 drawings on May 8, 2007 through Resolution No. 07-055 with Conditions of Approval which required further refinements to the project drawings.

The City Council approved a Development and Owner Participation Agreement (DOPA 07-01) between the City of Hercules, Hercules Redevelopment Agency, and Santa Clara Valley Housing Group, Inc. for the Hill Town Redevelopment Project, Ordinance No. 442 dated September 23, 2008. The DOPA 07-01 gave the applicant the vested right to develop the Project consistent with the approved IPDP; set the framework for future Project approvals; provided for payment of fees, charges, and exactions; established the terms of future amendments and termination of the Agreement, and provided a schedule of performance. There are several sections in the DOPA that speak to those rights highlighted below as they relate to the Subsequent Approvals of the project through the Final Planned Development Plan and the environmental documents and related concurrent entitlement applications.

The DOPA has been further amended from the original document referenced above three times. Amendment 1 was approved May 8, 2018 through Council Ordinance 509 to extend the expiration date; replace the dedication of land on the Project Site for the construction of public park and recreation facilities; provide for Developer to pay a park in-lieu fee of \$5,000 per residential dwelling upon issuance of building permits; require 5% on-site affordable housing in-lieu of a fee; and require compliance with C3 requirements. Amendment 2 was approved on January 8, 2019 through Council Ordinance 516 to further extend the expiration date. Amendment 3 was approved on December 10, 2019 through Council Ordinance 525 to further extend the expiration date due to the complexities in processing the project's full entitlement package and environmental documentation and to remove an incorrect reference to an Exhibit that did not exist in the Affordable Housing section and replace it with the requirement to enter into an Affordable Housing Plan.

Over the course of three Planning Commission workshops, and two public hearings between October 2019 and March 2020, the Commission discussed the application as follows:

Topics Discussed:

Roadway Abandonment: The ultimate configuration of the Project site anticipated the incorporation of some Excess Right of Way Abandonment which encompasses three separate areas totaling approximately 1.12 acres of public right-of-way, along San Pablo Avenue to help accommodate stormwater bioretention basins while allowing the applicant to provide the required San Pablo Avenue public sidewalk with landscape strip closest to the street, which falls 10' behind the existing face of curb. According to the Public Works Director the 1.12 acres is not necessary to be retained by the City because the ultimate total right-of-way width can be met without this land and the abandonment area was included in the IPDP previously approved and tied to the Development Agreement. Planning Commission Resolution #2020-02 contained in Attachment 5 determined that the proposed abandonment is in conformity with the General Plan.

The City Council decided on February 11, 2020, to set a public hearing and publish a minimum 15-day Notice of Intent of Partial Abandonment of Excess Right of Way along San Pablo Avenue to the utilities and newspapers. The Planning Commission resolution #20-02 found the vacation in conformance with the General Plan based on the proposed improvements with the new Final Planned Development Plan. A draft resolution with maps and legal descriptions of the proposed abandonment areas have been prepared for Council's consideration which should not be recorded until the conditions contained therein are met and the development moves forward with a Final Subdivision Map.

Final Planned Development Plan: An Initial Planned Development Plan (#IPDP 07-01) that included site plan, civil plan, landscape plans, and architecture plans was recommended for approval by the Planning Commission on April 16, 2007 through Resolution No. 07-01. City Council subsequently approved the IPDP 07-01 drawings on May 8, 2007 through Resolution No. 07-055 with Conditions of Approval which required further refining of the project drawings.

Following the City Council’s approval of the Development Agreement (see Section I.A above), the DA was amended three times as already discussed above in the Background section. The DA gives the applicant the vested right to develop the Project consistent with the approved IPDP and the City’s development rules and regulations in effect at the time the DA was approved. However, there is no requirement to approve the project if it is not consistent with the IPDP. The Planning Commission found the backbone streets of the project were consistent with the IPDP, however the architectural design was reviewed based on its own merits subject to the Conditions of Approval.

Vesting Tentative Map: Article 3.1 Vesting Tentative Maps, Section 10-2.3.101 of the Hercules Municipal Code establishes a procedure for the approval of a tentative map that provides certain statutorily vested rights to the subdivider under the Vesting Tentative Map Statute (Government Code Section 66498.1). The approval of a vesting tentative map confers a vested right to proceed with development in substantial compliance with the City’s ordinances in effect at the time the vesting tentative map application is determined by the City to be complete.

Vesting Tentative Map #VTM 9533 would subdivide the 44.25 acre parcel plus the 1.13 acre abandonment area into forty-seven (47) residential parcels plus additional outlots for dedications for easements, open spaces, ponding basins and designate the roadways private. The Applicant’s intent is to develop the Project Site in four phases over 2-3 years. The five parcels are currently described as follows:

TABLE 1: VESTING TENTATIVE MAP #9533

Parcel	Size in Acres	Use	Description
1N	20.64	Residential	204 dwelling units; townhome and courtyard units from 4-plex, 8-plex, 10-plex, 12-plex 13-plex and 14-plex.
1S	1.89	Wetland	Wetland
2	11.22	Residential	124 dwelling units; townhome and courtyard units from 5-plex up to 14-plex
3	6.89	Residential	72 dwelling units; townhome and courtyard units from 4-plex, 8-plex, and 12-plex.
4	5.03	Residential – Neighborhood Commercial -	197 dwelling units; multi-family units between 1-3 bedrooms, and a 4,200 sq.ft. neighborhood commercial space.

The preliminary title report dated April 30, 2019, includes existing public and private easements to be relocated, or abandoned.

The Vesting Tentative Map #VTM 9533, with the Conditions of Approval, will comply with intent of the street standards, as supported by the City Engineer’s memo dated

March 5, 2020 contained in Attachment 7 and adequately addresses drainage, water quality, utility connections, and construction easements, among other things.

Design Review:

Architecture: A significant amount of effort has been exerted into ensuring the more modern design that is not built on varying levels is somewhat consistent with the IPDP approved classic Italian Mediterranean style. Given the high visibility of this site, and elimination of one building type (row houses), it has been essential for staff and the Planning Commission to require more clearly differentiated unit types and elimination of long monotonous walls using architectural detail, elements, articulation and varied colors.

Open Space & Amenities: The original IPDP included six public plazas dispersed around the site to provide a focal point for gatherings of residents as well as an aesthetic focus. The original IPDP included 13.2 acres of open space and more park space. The proposed project includes 14.3 acres of common open space and a condition requires a parkway landscape strip directly adjacent to San Pablo Avenue with the sidewalk setback as a tradeoff to losing the grand stairway in Caltrans property. The following chart provides a brief comparison between the original IPDP and the proposed 2019 Project open space and amenities:

Amenity Features	IPDP tie to the Development Agreement (DOPA 17-01)	Project (2019) – Attachment 3, Exhibit A Plans	Difference
Grand Allee	Included (L-1, location 3)	Included (L1.1, & L4.0))	Consistent
Fountain Plaza	Included (L-1, location 9)	Included (L1.1 & L6.0)	Consistent
Piazza with seatwalls and obelisk plaza	Included (L-1, location 11 & L-5, left side)	Minor seatwalls only. (L5.0)	Removed
Grand Stairway Entry	Included (L-1, location 12 & L-5, left side)	Minor stairway (L5.0)	Significantly Changed
Enhanced paving at entry and courtyards	Included (L-1 in all courtyard/alleys and L-5 right side)	Included at entry; decreased within alleys and motor courts (L1.0)	Decreased quantity
Bocce Ball Courts	Included (L-1, location 14)	Not Included (L1.0)	Replaced with Youth Climb Structure and added Dog Park
Autocourt Fountain	Included (L-1, location 15 & L-5 right side))	Not Included (L1.0)	Removed

The Project design significantly modified the grand pedestrian entrance from John Muir Parkway at San Pablo Avenue leading up to a PIAZZA – Item 11 with an obelisk (IPDP Plan L-1 & L-5). The change occurred because the original design was in Cal-Trans right-of-way and may have conflicted with designated wetlands. The new project incorporates over 18.96 acres of non-designated open space (of the 44 acre site) replacing the 232 trees

to be removed from heavy grading with approximately 869 trees contained in an Olive Grove area through the center of the site as well as along the perimeter of all streets, buffer areas and in the parks as generally shown in the Landscape Plans.

Preservation of Wetlands Areas: A jurisdictional wetland runs parallel to John Muir Parkway along the southern edge of the site. A wetland delineation has been prepared by the Army Corps of Engineers. In order to comply with the regional water quality control requirements, four (4) bioretention filters are proposed, three of them would incorporate portions of city right-of-way which are proposed for abandonment as discussed above to be transferred to this property (Plan C1.01). Bioretention filter 4 is located adjacent to the existing wetland, and the applicant proposes to subdivide the wetland and bioretention filter into two parcels.

Removal of Fill Materials: The current-proposed project design includes mass grading (737,338 cubic yards of soil cut; 349,561 cubic yards of fill, and 387,777 cubic yards of export) to create large flat building pads, placing the buildings on the building pads thus limiting roof variations, entry variations and increasing mass and scale as well as some garages because of the increase of townhome units adjacent to San Pablo Avenue, and at the secondary entry. Overall existing and proposed grading can be found in these same Large Scale Drawings on pages 1 and 4 of 20 that shows significant grading at the upper portion of the existing hill with soil removal up to 60', and soil added in the area of the second entrance by 30'.

Retaining Walls: Retaining walls are necessary site-wide, including key entrances. Privacy fences are not shown, and are still in question. It is important to be cognizant of retaining wall heights when considering the architecture, design details, landscaping designs, accessibility to units for fire, and police visibility.

Sitewide	Location	Plan Page	Height
	Podium	C3.02	14'-7"
	San Pablo Avenue	C3.01	11'-8"
Entrances			
	San Pablo Avenue (Primary)	L2.0, C3.00	Left: 0.3' Right: 5'-7"
	San Pablo Avenue (Secondary)	L3.0, C3.00	Left: 4' Right: 6'-5"

Given the entry height differential, it will be important to have an even symmetry and finish of the two sets of pilaster walls regardless of the design function. A condition of approval requires the walls over 5' in highly visible areas are to be a stacked stone retaining wall, and good examples have been provided to the developer to add to page L.7.

Roadway Design Standards: The Project is on a very challenging topographic site (i.e. on a hillside) and constrained by existing adjacent land uses. Per HMC Sec. 10-2.105 Variations, "Whenever the real property involved in any subdivision is of such size or shape or is subject to such title limitations of record or is affected by such topographical

location or conditions, or is to be devoted to such use that it is impossible, impractical or undesirable in a particular case for the subdivider fully to conform to the regulations contained in this Chapter, or a Planned Unit Development is proposed, variations from the requirements of this Chapter may be permitted by the City Council provided such variations are in conformity with the spirit and purpose of the Map Act and this Chapter.” The Public Works Director/City Engineer has provided his Statement of Findings and Recommendations addressing the variations and solutions identified for this project which is in Attachment 7.

While a condition of approval in the approved IPDP indicates the Project is to meet the City of Hercules Roadway Standards and Details, a more detailed design analysis was done with this proposed FPDP that determined meeting these subdivision standards would not allow the general street configuration as originally conceived and approved by Council. Since the Project street layout in its current configuration substantially conforms to the previously approved IPDP, design variances that adhere to engineering design methodology have been proposed by the applicant’s Professional Civil Engineer and reviewed by City staff as discussed below.

A memo was prepared by the City’s consultant traffic engineer DKS Consulting based on the current layout which determined that 15 mph design speed limits would be necessary throughout the subdivision to provide adequate functionality of the system. Additionally, the City’s consultant engineer BKF had determined a need for several adjustments to one intersection where the motor court entrances are less than 100’ apart, thereby causing a need to adjust the drive entrances to maintain adequate visual clearance. Additionally, one side by side alley entrances will need to be one way in or out and slightly offset intersection will need to be adjusted so that the ingress/egress are directly opposite each other. These modifications were presented to the Planning Commission and are included in their Resolution on pages C1.01 and C2.01 and were required to be updated throughout the Vesting Tentative Map pages before being allowed to move forward to the City Council. Only these plan pages and the Revised pages are being provided in hard copy to the Council to replace pages in their previously received bound copy of the initial packet received stamped Feb 18, 2020 distributed before the March 2nd Planning Commission meeting. The fully updated plan set is contained in the link in this staff report for the public and other to see as one continuous document in Attachment 3 Exhibit A.

The roadway design of the approved IPDP is being replicated in the Project and includes one loop roadway with several interconnecting driveways connecting each group of buildings. As currently proposed, the Project roadway width, slope of roads, and turning radius’ all meet 15 mph design standards for all internal roadways. Efforts have been made to offset driveways from groups of buildings to reduce collision potential.

All interior roads include two 13’ lanes (to allow for a constant 26’ clear drive width to meet Fire District standards) with 8’ adjacent parking along one, two, or no sides of the street followed by landscape strips and sidewalks flanking both sides of the streets.

A transportation engineering study as defined by the Public Works Director was done to review the overall design, roadway widths, curves and radius, steepness, and intersecting roads and make safety recommendations. The conclusion was a recommendation to reduce speeds from the prima facie Vehicle Code for residential streets of 25 miles per hour to 15 miles per hour and is included in the Conditions of Approval and supporting City Engineer's memo.

In addition to the reduction in vehicle miles per hour, all interior roadways will be privately owned. The 15 mph maximum speed limit will be enforced by the Homeowners Association (HOA), except for handicap parking, or blocking of emergency entrances which can be enforced by Hercules Police or Rodeo-Hercules Fire District. Attachment 8 is the developer's proposed Traffic Enforcement Plan. Additionally, the conditions require the HOA to indemnify the City for liability arising from the 15 mph design speed and incorporation of extensive traffic calming to the satisfaction of the City Engineer subject to the Fire District approval.

Conditional Use Permit: Uses: The mixed-use zoning district (PC-R) Planned Commercial Residential requires conditional use permit for a retail commercial use greater than 2,000 square feet. The fourth phase of development, the Podium Building C (Plan A4.2.0) includes a 4,200 square foot retail space. The doors to the retail space are from the podium buildings' central courtyard. Vehicle parking and a pedestrian pathway is available from the closest roadway (D Street), (Supplementary Exhibit – Pedestrian Path of Travel page14). Given the distance from San Pablo Avenue, the limited roadway parking, and storefront visibility the retail space will have to draw primarily from the residential uses in this subdivision. The space could be subdivided into smaller units if needed. Further, the Development Agreement (Section 4.2.5) states “in the event the Owner demonstrates a good faith effort to lease the ground floor retail facility to an end user, but is unable to do so at a commercial reasonable rate within a commercially reasonable time, Owner shall be permitted to convert said facility to residential use, provided any such change in use is approved by the Agency and the City Council.” The PC-R zone district allows permitted uses besides retail including business services, offices, banks, personal services, and art galleries for which a business license is possible.

Height Exception: Subsequent to the Planning Commission meeting, and incorporated here into the Facts and Findings, and included in the public hearing notice for the City Council is a Height Limit Exception to be made as part of the Conditional Use Permit, as explicitly stated in the Hercules Municipal Code Zoning Section 13-30.520. This code section called “Height Limitation Exceptions” can apply to towers, spires, cupolas, chimneys to exceed the maximum the 65' height limitation in the PC-R District by up to 25' taller than the underlying zoning if they do not exceed 10% of the ground area covered by all structures. The developer confirmed that none of the building exceed the 65' “height” as defined in the Zoning Section, however should final grades be slightly modified this may affect special architectural features which we do not want to unduly be shortened to meet the strict underlying zoning requirements. Therefore, this optional height exception has been added to ensure that what is visually seen can actually be built and language is included in condition #36 to insure the heights

will meet this provision of the City's building code and is being made part of the Conditional Use Permit.

Planning Commission Action

1. The Planning Commission passed and adopted the following resolutions which are contained in Attachments 4, 5 and 6 below:
 - a. Resolution #20-01 recommending City Council approved CEQA Addendum #IS 19-01 with Mitigation and Monitoring Report.
 - b. Resolution #20-02 determine that the proposed partial abandonment of San Pablo Avenue is in conformance with the General Plan.
 - c. Resolution 20-03 recommending City Council approve Final Planned Development Plan #FPDP 19-01, Design Review Permit #DRP 19-02, Conditional Use Permit #CUP 19-01, Vesting Tentative Map #VTM 9533, with Exhibits A.1, A.2, & A.3, and Exhibit B - Conditions of Approval and Exhibit C- Findings with Facts.

Since a number of the entitlements would require approval by the City Council, all actions taken by the Planning Commission were adopted as recommendations to the City Council.

STAFF RECOMMENDATION:

In subsequent discussions between the applicant and staff the applicant has requested changes, and consideration of the following issues which the Commission and staff stated did not agree to modify further which the applicant may want to further discuss with Council.

- Current Condition #18 regarding having the 5% Affordable Residential units be provided by project Phase.
- Current Condition #59 regarding Days of week / hours operation which are generally imposed due to Noise for adjacent residents
- Current Condition #84 requiring "a meandering sidewalk along the San Pablo Avenue frontage to the satisfaction of the City Engineer.

CEQA INITIAL STUDY AND DETERMINATION:

An Initial Study was conducted to compare the currently proposed Final Planned Development Plan (FPDP) to the Hercules Updated 2009 Redevelopment Plan Final Environmental Impact Report (SCH#20018112049), certified in April 2009 (2009 EIR), and subsequently an Addendum was prepared by the City's consultant team LSA. The Addendum to the 2009 EIR evaluated whether changes associated with the 2019 Project would result in new or substantially more severe adverse significant effects or require new mitigation measures not identified in the 2009 EIR. A Hyperlink is provided through Attachment 10 below to the March 2nd Planning Commission to all the environmental work done for the 2019 Project that was evaluated, the Environmental Checklist, and Addendum prepared for the project (In Attachments 1A, 1B, 1C, 1D within the item). A hard copy of the Initial Study / Addendum and Traffic Analysis was distributed to the Planning Commission and the City Council at the same time back on February 21, 2020 with a courtesy copy made available on the City's website to the public in advance of the meeting agenda posting. The Addendum provides substantial evidence to document the City's determination that the 2019

Project will not require major revisions to the 2009 EIR due to new or substantially increased significant environmental effects. Therefore, no subsequent or supplemental EIR or further CEQA review is required prior to approval of the proposed project, as described in the Addendum and its updated special studies: air quality, greenhouse gas emissions data; noise modeling data; and traffic report. The Mitigation and Monitoring Reporting Program table is an Exhibit attached to the draft resolution for Council's consideration on the CEQA Addendum #IS 19-01.

As required by AB52, under CEQA if an agency prepares an EIR for a project that may cause significant impact on a tribal cultural resource, the agency must, within 14 days of determining the project application is complete, seek consultation with certain Native American Tribes. The City of Hercules sent a letter to all Native American Tribes on the Native American Heritage Commission list seeking consultation regarding the Project. No tribes on the September 20, 2019 list requested consultation. In addition, all tribes were sent the legal notice for this public hearing.

ATTACHMENTS / DRAFT RESOLUTIONS & ORDINANCES

- Attachment 1. Draft Resolution approving the CEQA Addendum #IS 19-01 with Mitigation and Monitoring Report
 - A. Mitigation and Monitoring Reporting Program (MMRP)
- Attachment 2. Draft Resolution approving the proposed partial abandonment of San Pablo Avenue with Exhibits A & B with Legal Descriptions and Plats embedded
- Attachment 3. Draft Resolution approving approve Final Planned Development Plan #FPDP 19-01, Design Review Permit #DRP 19-02, Conditional Use Permit #CUP 19-01, Vesting Tentative Map #VTM 9533, with Conditions of Approval and Findings with Facts, with Exhibits listed below, including Findings with Facts and subject to approved conditions and drawings contained therein.
 - Exhibit A1. Revised Replacement Pages for HillTown consisting of 15 Architectural pages, 1 Landscape page, and 14 Updated Civil pages affecting the Vesting Tentative Map #VTM 9533
 - Exhibit A2. Hill Town Development Plans (#FPDP 19-01 / #DRP 19-01), consisting of Site Plan, Architectural, Landscaping, Civil Plans previously distributed in Hard Copy before March 2, 2020 Planning Commission Meeting (Unmodified).
 - Exhibit A3. Four (4) Color – Material Boards
 - Exhibit B. Hilltown Conditions of Approval
 - Exhibit C. Hilltown Findings with Facts.
- Attachment 4. Planning Commission Resolution #20-01 for CEQA Addendum #IS 19-01
- Attachment 5. Planning Commission Resolution #20-02 for General Plan Conformity of Abandonment
- Attachment 6. Planning Commission Resolution #20-03 for FPDP 19-01 / VTM 9533 / CUP 19-01 / DRP 19-02
- Attachment 7. March 5, 2020 Statement of Findings and Recommendations from City Engineer
- Attachment 8. March 4, 2020 SCVHG Proposed Traffic Enforcement Plan for Hilltown
- Attachment 9: [Hyperlink to 3/11/2020 Planning Commission Hilltown Item](#)
- Attachment 10: [Hyperlink to 3/2/2020 Planning Commission Hilltown Project that has access to all staff reports, environmental documents and the full Project record](#)

