

## **ATTACHMENT 6**

### **CORRESPONDENCE RECEIVED**

May 10, 2012 – CarrAmerica

May 18, 2012 – Sares Regis

June 5, 2012 – Sares Regis

June 22, 2012 – CarrAmerica

July 2, 2012 – Barbara Cloak Bellopatrick

July 9, 2012 – Doug Giffin

July 10, 2012 – BART

July 11, 2012 – St. Anton Partners

May 10, 2012

Ms. Janice Stern  
City of Pleasanton  
Planning Department  
200 Old Bernal Avenue  
Pleasanton, CA 94566

**Re: Comments to the City of Pleasanton's, Housing Site Development Standards and Design Guidelines, Discussion Draft, April 2, 2012**

Dear Janice,

We are the owners of Site 8, CarrAmerica, as shown within the Housing Site Development Standards and Design Guidelines, Discussion Draft, dated, April 2, 2012 ("Residential Guidelines"). On behalf of the entire RREEF team, I would like to thank you, the City of Pleasanton and all parties who have been involved with preparing the Residential Guidelines. We appreciate the opportunity to comment on these Residential Guidelines. Our team, including RREEF, Sares Regis Group of Northern California, Dahlin Group Architects, BKF Engineers, and Gates and Associates, has tremendous experience with multifamily housing and retail development at the 30 DUA range and above. Based on our many years of experience working with these building types and our knowledge of mixed-use development, our comments to the Residential Guidelines are as follows:

1) Page 4 and 5, Part 1, Introduction, B. Vision Statement

**Comment: The Vision Statement applies generally to all nine rezoned sites. The sites are all very different in their configuration, size, surrounding geography, neighborhood context, available community amenities and resultant opportunities and constraints. This Vision Statement is filled with many specifics that are intended to provide examples that individually, or in concert with others, add up to a "quality" neighborhood. In theory, the menu of amenities should be re-characterized in a way so as not to appear uniformly mandatory for all sites (all sites are not appropriate for a pool or water feature for example). We request that the Vision Statement be reduced to just the first paragraph and first two sentences of the second paragraph, followed by a new statement that acknowledges the varying character of the nine sites in order to set an appropriate tone for success without prescribing a specific formula that must apply to all of these disparate properties.**

**"The livability of these development sites is paramount. These future developments address housing needs for families of all incomes and ages, and also provide a supply of workforce housing in the City to accommodate mandated regional Housing Need Allocations by the State of California.**

**We desire to build quality neighborhoods with amenities for future residents and the existing community to enjoy. Simply put, it must be a very nice place to live."**

**We then recommend adding the following language to the Vision Statement:**

**"Each of the nine rezoned sites to which these standards and guidelines apply are very different in their configuration, size, surrounding geography, neighborhood context, available community amenities and, therefore, present very unique opportunities and constraints for residential redevelopment. We encourage imagination in the development of each site. With that in mind, we provide the conceptual standards and guidelines in this document for direction and guidance in evaluating proposals as they come forward."**

- 2) **Page 4, Part 1, Introduction, A. Purpose, Review Process and Page 43, Process, PUD Comments:**
  - a. **Page 4: Due to the fact that each site is different and flexibility is paramount in allowing the most advantageous design and development, we request that the last sentence be changed from, "...would make application of the guideline infeasible and/or undesirable, and where an alternative proposal fits with the Vision and intent expressed in this document" to "would make application of the guideline infeasible and/or undesirable, or where an alternative proposal fits with the Vision and intent expressed in this document"**
  - b. **Page 4: We request the following statement be added, "City's review and approval shall be limited to compliance with these Housing Standards and Design Guidelines and shall not reconsider the PUD zoning designations accomplished with the Housing Element update."**
  - c. **Page 43: "Core" and "Non Core" Development Standards are not defined, therefore, we request the following edit to the second sentence: "Core Development Standards, Non Core Development Standards" be removed from this document.**
  
- 3) **Page 10, "Permitted Uses for Designated mixed-use sites \*\* 1, 2, 3 and 8"**  
**Comment: Per Zoning Ordinance 2034, CarrAmerica (Site 10) is zoned as PUD-HDR. Please add "HDR" to the Title.**
  
- 4) **Page 16, Design Guidelines, Diagram E, Medium and Large Sites, 3<sup>rd</sup> Bullet Point, "Internal Sites Provide Through Access" (also see 16.a below)**  
**Comment: We have designed an optimal multi-use, highly dynamic site concept that will creatively link residential, retail and office uses on this corporate campus property, creating a cohesive "community" to be enjoyed by all individuals who work, live, visit and shop there. We understand the primary purpose of the statement is to guide optimal site design for emergency vehicle and general circulation. Our site is located within an existing parking lot used by office tenants and, therefore, we have designed for optimal and efficient vehicular and pedestrian circulation for the three prescribed uses (existing office, residential, and retail). Our site design allows for both visual and physical vehicle and pedestrian connections – resulting in a walkable, bikeable and vehicular friendly community. Our concept accommodates through access for vehicles into the adjacent office, providing for multiple access routes to adjacent public streets. Our site cannot accommodate through access from one Public Street to a perpendicular Public Street without causing adverse impacts to the pedestrian linkages and associated green spaces between the various uses on the property. The pedestrian and green linkages on site are the true connective tissue for the larger**

property, bringing purpose and fostering interaction between office, residential and convenience retail. Strong, attractive pedestrian linkages will help encourage office workers, residents and shoppers to walk instead of drive. Opportunities for positive interaction result. Visual pedestrian linkages, especially between the office and residential components will encourage the office workers to consider living on the property – eliminating commuting in a vehicle. Opportunities for office workers to stroll along an attractive, landscaped route through the property to convenience retail will also reduce future vehicle trips in the area. This guideline would disrupt the important linkages; we, therefore, request this 3<sup>rd</sup> bullet point be removed in its entirety.

- 5) Page 18, Development Standards, A3.2: “Front setbacks should be a minimum 10 feet from back of sidewalk providing enough room for planting and privacy while still allowing a strong relationship between the units and the street”.  
Comment: We have planned for a rich, highly visible, accessible retail plaza at the Owens Drive and Rosewood Drive intersection, for use by all retail patrons including on and offsite residential and office tenants, and the general public. To create a generous, visible, vibrant, pedestrian-friendly and accessible retail plaza, that effectively relates to our planned retail buildings, including storefronts, openings, and outside seating, we need some flexibility with retail building setbacks. We, therefore, request the existing setback from back of sidewalk be reduced from 10 feet to 5 feet for retail uses.
- 6) Page 18, Development Standards, A3.4: “Street trees shall be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet”.  
Comment: For multiple reasons, including those mentioned within item 5) above, it is very important that the retail buildings, signage, and outdoor seating areas be highly visible to ensure a vibrant and successful mix of retailers/tenants. We, therefore, request adding “with exception of retail adjacent to a Public Street” to the beginning of the sentence.
- 7) Pg. 19, Development Standards, A4-3: “Parallel parking is required on at least one side of internal streets.”  
Comment: Some segments of internal streets may be appropriate for parallel parking. Parallel parking is not as efficient as head-in parking. Meeting desired parking ratios (per City requirements and market demands) for the 35 du residential product that the City requested for this site becomes very difficult with only parallel parking along internal streets. Further, inefficient parking along an existing internal street means that more parking and attendant drive aisle will need to be added elsewhere on the site, taking away from the amount of landscaped area on the property. We request that the phrase “where appropriate” be added to the start of the sentence. We also request that the word “preferred” replace the word “required” and that this Standard become a Guideline.
- 8) Page 19, Development Standards, A4.4: “Street trees shall be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet”.  
Comment: We request this become a Development Guideline.
- 9) Page 20, Design Guidelines, A4.h: “Parallel parking is encouraged on both sides of internal streets.”

**Comment: Please see commentary under Item 7) above. We request that this Guideline be eliminated, or request adding the words "at the primary entrance driveway to the site" at the end of the sentence.**

**10) Page 22, Design Standards, A6.1:**

**Comment: We request low entry landscape walls be allowed to encroach more than 5 feet onto the front yard setback. This will create more residential tenant/pedestrian social interaction, allows residential tenants to maximize their entry patios, increases private open space, helps create an architectural base and reduces the building to a pedestrian scale.**

**11) Page 24, Design Guidelines, A8.b: "Public parks are encouraged for all sites greater than 5 acres."**

**We are not able to accommodate a public park on our property and accommodate 35 du on this site, and successfully meet the overall Vision of these Residential Guidelines. Generally, high density residential sites such as ours cannot support a public park without: 1) creating unfavorable residential building heights; 2) losing the pedestrian scale and character, or "feel", of a quality residential community; and, 3) adversely impacting other supporting amenities critical to the success of the residential community in the marketplace.**

**We have planned for a richly landscaped pedestrian plaza at the retail component of the site (Owens and Rosewood intersection), providing an opportunity for congregating and outdoor dining. Our multifamily development will have an extensive amenity package including recreational and other opportunities for residents, office tenants, and our retail patrons to enjoy without having to use their automobile. We plan to include: 1) a pool with expansive deck area and cabanas; 2) a generous spa; 3) full fitness center; 4) yoga studio; 5) resident bike repair shop; 6) outdoor kitchens and entertainment areas; 7) lushly landscaped gardens; 8) pet areas, including a dog wash facility; 9) a children's playground; and, 10) the retail plaza. These amenity areas are maintained by the property owner and are not an expense to the City. These amenities encourage residents to use facilities onsite, without the need for a vehicle trip or any impact to the public park facilities in Pleasanton.**

**Lastly, we are located directly across Owens Drive from an existing public park (Owens Plaza Park and Creekside Park) that our residents, workers, and patrons can visit by walking. We are also immediately adjacent to a future portion of the Iron Horse Trail.**

**Due to our increased density, extensive onsite recreation amenities, and adjacency to a public park and future recreational trail, we request this Design Guideline be eliminated for our site.**

**12) Page 39, Development Standards, C4.1: "Retail and service uses shall have a minimum interior 14 feet clear measured from floor to ceiling structure."**

**Comment: Request adding "joist/framing" in front of the word "structure".**

**13) Page 39, Development Standards, C4.3: "Storefronts shall have a minimum depth of 40 feet, and 60 feet at corners is preferred"**

**Comment: We request adding "if storefronts are parallel to a Public Street" to the beginning of this Standard. We also request that this Development Standard become a Design Guideline.**

14) Page 41, C6 Building Signage, Design Guidelines, C6.b: "Backlit box signs are not permitted, except when required by the Fire Department".

**Comment: Many custom backlit boxes are form-shaped signs containing decorative borders and are very common in new, upscale retail developments. We request adding "with the exception of retail signage" at the beginning of the sentence.**

15) CarrAmerica Site Specific Page 53

a. Special Design Standards and Guidelines: "It is preferred that the internal streets connect Rosewood Drive to the internal that connects to Owens Drive"

**Comment: We respectfully request that this item be eliminated for all of the reasons outlined under our discussion relative to Item 4), above.**

b. Special Design Standards and Guidelines: "Buildings should front Owens Drive and be set back a minimum 15' from back of sidewalk".

**Comment: Due to the increased residential density we request a minimum setback of 10' (as shown on Pg. 18, A.3, street cross section) vs. 15'. This helps us accommodate all of the features at the increased density range, as discussed under Item 4), above.**

c. EIR Mitigations: "A.J-7 Acoustical Assessment (Livermore Municipal Airport"

**Comment: This mitigation measure was erroneously listed within the DSEIR and was correctly removed from the FSEIR; therefore, we request the removal of this inapplicable item.**

We believe the above comments and requested modifications to the Residential Guidelines will provide our team with the flexibility needed to provide the most livable and exciting mixed-use residential development possible for this corporate campus property. We will provide high quality residential apartment homes within a larger mixed-use setting, walkable to jobs, retail services, recreation, and transit. Thank you for your consideration of these comments. If you have any questions I can be reached at 415.262.7748 or [catherine.minor@rreef.com](mailto:catherine.minor@rreef.com).

Sincerely,



Catherine Minor

Vice President

Site 8 – CarrAmerica Corporate Center

# SARES | REGIS

May 18, 2012

Ms. Janice Stern  
Planning Manager  
Community Development Department  
200 Old Bernal Ave  
Pleasanton, CA 94566-0802

RE: Comments on Housing Site Development Standards and Design Guidelines, Discussion Draft, April 2, 2012

Dear Janice:

As the contract purchaser of the Auf Der Maur site (Site #6), E&S Ring reviewed the proposed Design Standards and Guidelines ("Guidelines") with its design team and attended the public meeting on April 30, 2012. Many design elements such as circulation, parking, setbacks, and open space, must respond to unique site conditions and needs of future residents. It is important the final Guidelines be flexible enough to allow creative, high-quality residential communities that meet the City's defined density goal of 30 DUA for this site.

Our project team for this site, consisting of E&S Ring, Sares Regis Group of Northern California (Sares Regis), Steinberg Architects, The Guzzardo Partnership and BKF Engineers has extensive experience with the design, development, construction, and property management of high quality apartment homes at 30 DUA and greater. In fact, E&S Ring and Sares Regis collectively manage over 20,000 high quality apartment homes in the western United States. Our team members have won numerous awards from professional organizations for design excellence for residential communities at this density level. We are confident that this team will address the unique opportunities and constraints of the Auf Der Maur site (Site 6) in a creative and artful manner, resulting in a superlative community design.

We ask the City of Pleasanton, to consider the following refinements to the April 2, 2012 draft Guidelines. We believe these refinements will provide a measure of flexibility to ensure highly creative design solutions for each of the unique rezoned sites.

1. Housing Standards and Design Guidelines, P 8 Minimum Height – 25 feet

***Proposal - Minimum Height – 20 feet***

If proposed grade is reduced below the existing grade some typical 2 story buildings may not meet the minimum height of 25 feet. This requirement also may impact the ability to develop creative innovative product (i.e. homes above garages) that would otherwise be a

great addition to a community. Our requested refinement is to reduce the minimum height requirement from 25 to 20 feet.

### **Section A of Guidelines - Site Design and Planning**

We believe the design and hierarchy of streets, internal alleys, and parking areas are critical to the quality and density of a community. Lower density communities typically rely on more surface parking than higher density communities. This disparity often impacts the amount of site area of a community dedicated to landscaping. Additionally, due to differing edge conditions, including adjacent uses and grades, ground level patios, porches and stoops are not always appropriate. We believe the conditions at the site should come into play when evaluating the quantity and character of such pedestrian-friendly features.

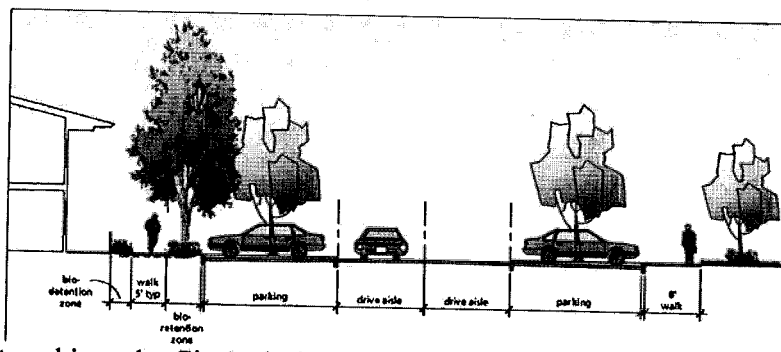
2. *Design Guideline A1.b - Alleys and parking areas should not be used for primary circulation to the building entries and through the site. Primary entries should not orient to alleys or parking areas.*
- Design Guideline A2.b - Building fronts should include porches and door entries facing streets and open spaces.*

***Our requested refined language is below:***

***Design Guideline A1.b - Alleys without sidewalks should not be used for primary circulation to the building entries and through the site. No more than 15% of primary unit entries should orient to alleys without sidewalks or parking areas.***

***Design Guideline A2.b - When appropriate due to grade and adjacent use considerations, a minimum of 75% of building fronts should include porches or patio door entries facing streets and open spaces.***

The distance between buildings along an alley creates the feel of the alley for pedestrians and vehicles. When a sidewalk is incorporated into the design of an alley it creates the opportunity for high quality pedestrian spaces along an alley. Although the Guidelines allow an alley to be a minimum of 30 feet they may be greater than 30 feet which allows the creation of a pleasing primary entry area for homes and a strong pedestrian environment, as noted in the section below.



In order to achieve the City's desired density goals on these rezoned infill sites, there will be instances when home entries need to be aligned along alleys and or parking zones.



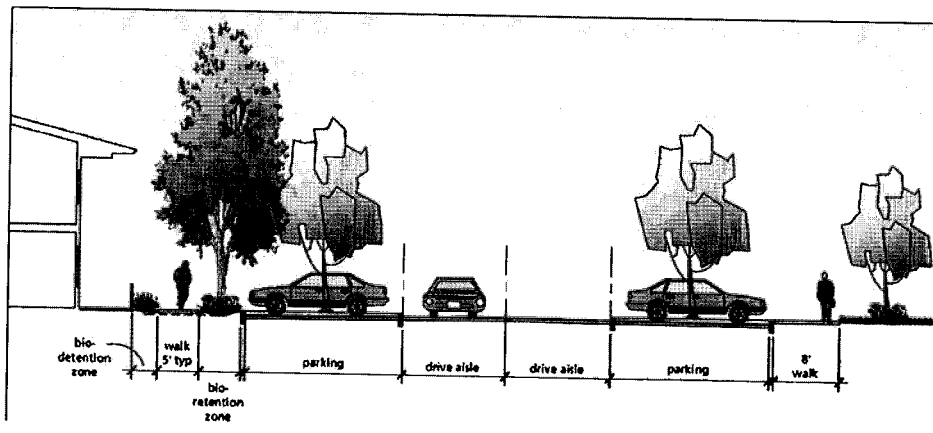
Carriage homes above ground floor garages are a building type that can be used to achieve desired densities while offering a variety of residential unit configurations and types that are desirable to the market place.

3. *Development Standard A4.3 - Parallel parking is required on at least one side of internal streets.*  
*Design Guideline A4.h - Parallel parking is encouraged on both sides of internal streets.*

***We request Section A4.3 become a Design Guideline A4.h - Parallel parking is required on at least one side of internal streets or adequate setbacks (min 10 feet) be provided between the curb and building face.***  
***Design Guideline A4.h - We request this draft Design Guideline be eliminated***

There should be an adequate setback of a minimum of 10 feet from the curb line (see below) to the building face when perpendicular parking is provided. This provides appropriate separation between the parked cars and the buildings. This setback also creates a quality pedestrian zone of planting/trees, sidewalk, and landscaping.

Perpendicular parking along both sides of an internal street may be required to meet the density goals of 30 DUA proposed by the HE and the parking requirements of the city. Elimination of the alternative of providing perpendicular parking along portions of internal streets make it very difficult to achieve the garden style housing described in exhibit B2 on page 29 of the Guidelines and meet city parking requirements.

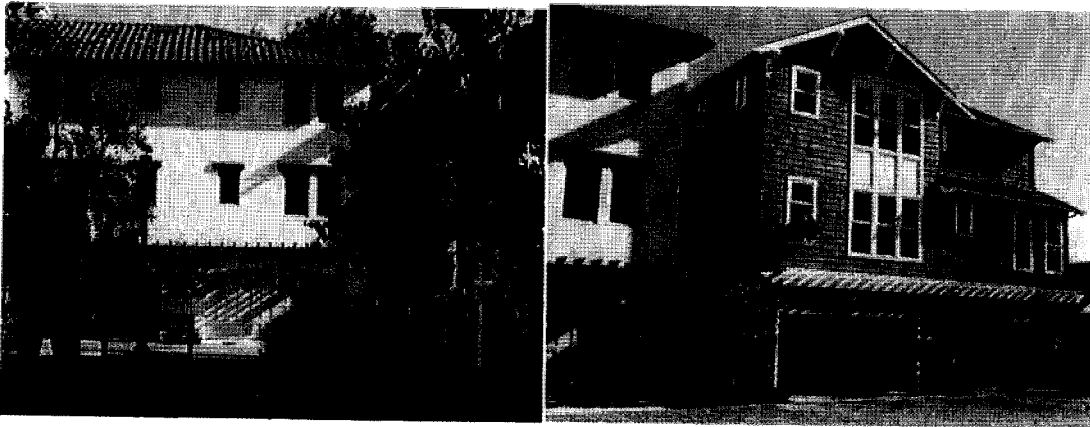


4. *Design Guideline A5.a - Garage doors should be recessed at least 2 feet from building façade.*

***Our requested refined language is below:***

***Design Guideline A5 - Garage doors should be recessed from building façades or architectural elements should be incorporated into the elevation.***

Specifying a 2 foot minimum recessed depth for garage doors creates the condition where the garage must be effectively 2 feet deeper to accommodate the recess, which may impact the ability to meet the 30 DUA density. A strong architectural presence can be achieved by recessing garage doors from the building façade less than 2 feet, providing architectural elements that protrude from the building façade, or additional architectural detailing. The building height also impacts the elevation. Examples of how an interesting elevation can be achieved without recessing the garage door a full two feet are shown below.



5. ***Design Guideline A6.g - Buildings lining paseos should be designed so that sunlight can reach a paseo during midday.***

***Our requested refined language is below:***

***Design Guideline A6g - Buildings lining paseos should be designed to take advantage of midday sunlight.***

The language in the draft Guidelines may too narrowly limit the design of paseos since it would require north/south orientation if a minimum 25-30 foot separation is maintained.

6. *Design Guideline A6.h - Paseos should be named as streets are, with buildings lining the paseos taking their respective addresses from the paseo.*

***Our requested refined language is below:***

***Design Guideline A6h - Paseos should be named, with buildings lining the paseos taking their respective addresses from the paseo. Street names will be established during the building permit process.***

Street naming and addressing is an increasingly complex process involving coordination with the US Post Office, the Planning Department, Public Works, the Building Department, Public Safety/Police, and the Fire Department. For this reason, street names and addressing are not usually defined per a set of design guidelines or during the schematic design and entitlement process.

7. *Design Guideline A8.b - Public Parks are encouraged for all sites greater than 5 Acres.*

***Design Guideline A8.b - We request Design Guideline A8.b be eliminated.***

The rezoned sites identified in the Housing Element were chosen based on a number of criteria, including the proximity to public parks. Many of the sites are within ½ of a mile of a public park. In addition, Pleasanton has a "Usable Open Space" requirement which residential communities must meet. Our planned community contains high quality amenities in response to the Usable Open Space requirements and to provide residents with quality recreational opportunities on the property. Our renters love the convenience of high quality exterior and interior amenities, such as a swimming pool, spa, club room, fitness center, outdoor kitchens, fountains, and picnic areas.

Locating a public park on a rezoned property greater than 5 Acres effectively squeezes the achievable density on the site, jeopardizing the ability to achieve the City target of 30 DUA, for instance, on the Auf Der Maur site.

### **Section C of Guidelines Architectural Features**

8. Development Standard C1.1 *All ground floor units (within 5 feet of grade) shall have entries onto street, internal street, paseo (walk), or open space (including corridor buildings).*

***We request this Development Standard C1.1 become and Design Guideline and be***

*revised to - Where appropriate, a minimum of 75% of all ground floor units (within 5 feet of grade) shall have entries onto street, internal street, paseo (walk), or open space. (including corridor buildings).*

There are instances when separation between a street or open space is preferred. This may occur when a building is adjacent to a busy street, faces an alley or a separation between the unit and open space. It is possible to create a vibrant interactive elevation without all of the ground floor units having entries to the street.

9. Development Standard C7.1 *Weather protected and secure bike parking spaces shall be provided for a minimum of 30% of the maximum occupants per dwelling unit. Bike parking can be grouped into one structure, parking garage or located in private garages.*

*Our requested refined language is below:*

***Development Standard C7.1 - Weather protected and secure bike parking spaces shall be provided based on unit type: Studio - 0.3 bike spaces per unit; 1 Bedroom - 0.3 bike spaces per unit; 2 Bedroom - 0.5 bike spaces per unit; 3 Bedroom - 0.75 bike spaces per unit. Bike parking can be grouped into one structure, parking garage, or located in private garages.***

We request this be based on the size of the units rather than number of occupants so the number of bike storage spaces is easily determined and does not change based on occupancy over time.

10. Development Guideline C9.1 *Residential Storage: Each unit should have at least 40 cubic feet of enclosed storage area. Storage space should be outside of unit but does not need to be adjacent to unit.*

*Our requested refined language is below:*

***Development Guideline C9.1 - Residential Storage: Each unit should have at least 30 cubic feet of enclosed storage area. Storage space should be outside of unit but does not need to be adjacent to unit.***

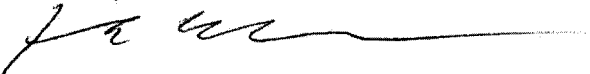
The higher storage space located outside of the unit discourages the construction of larger units with interior storage in the form of interior closets. There are creative locations to locate storage areas within units (i.e. under stairs). If a requirement is proposed we believe a 30 cubic foot area is more consistent with industry standards.

On behalf of the E&S Ring team, I wish to thank you for the opportunity to comment on these draft Guidelines. The unique elements of each rezoned site and the minimum density requirement of the Housing Element deserve unique site and architectural design, community

Ms. Janice Stern  
May 18, 2012  
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amenities, and public and private landscaped zones to best meet the needs of the residents, the neighborhood, and the City of Pleasanton. Our project team has the experience to meet and surpass these needs and goals provided the Guidelines afford some flexibility to address the unique site circumstances and the City's defined density goals. The above requested refinements will allow for development of high quality communities on the sites identified in the Housing Element. Please do not hesitate to contact me if you have any questions on our comments on the recommended refinement to these draft Guidelines. I can be reached at [kbusch@srgnc.com](mailto:kbusch@srgnc.com) or 650-377-5805. Thank you.

Sincerely,



Ken Busch  
Vice President

CC: Mr. Brian Dolan                      Community Development Director - City of Pleasanton  
Mr. John Pringle                      E&S Ring  
Mr. Rob Steinberg                      Steinberg Architects  
Ms. Seema Mhaskar                      Steinberg Architects  
Mr. Paul Lettieri                      The Guzzardo Partnership  
Mr. Brock Roby                      BKF Engineers

# SARES | REGIS

June 5, 2012

Ms. Janice Stern  
Planning Manager  
Community Development Department  
200 Old Bernal Ave  
Pleasanton, CA 94566-0802

RE: Comments on Housing Site Development Standards and Design Guidelines, Discussion Draft, June 5, 2012

Dear Janice:

As you know, E&S Ring is planning to develop the Auf Der Maur site (Site #6). Our entire development team is committed to creating a high quality, mixed-use community on this property that meets the Housing Element density target of 30 DUA. We and our design team have and continue to create high quality communities at this density range throughout California. There are many important design considerations when designing a livable new community at this density range, including: housing and building types, massing, site circulation, parking, open space and landscaping pedestrian-scale, recreational amenities, and, communal features. Our previous correspondence of May 18, 2012 addresses some proposed refinements to your Draft Housing Site Development Standards and Design Guidelines -Discussion Draft, April 12, 2012 ("Guidelines") that we feel are necessary to artfully achieve the 30 DUA density targeted in the Housing Element. A number of these suggested refinements were actually incorporated in this most recent draft of the Guidelines. We respectfully request that you carefully consider the balance of the comments included in our May 18, 2012 letter. Our development team feels that more creative and higher quality new communities will be achievable by incorporating all of the suggested refinements to the Guidelines.

We would be very happy to make our design team available to you and your Guidelines consultant to review suggested refinements in further detail. Our team would also be happy to point out various graphic imagery in the draft Guidelines that seem inconsistent with a functional and livable 30 DUA residential community.

Ms. Janice Stern  
June 5, 2012  
Page 3

We believe the Guidelines are critical for the City to achieve its housing goals and would like to make a positive contribution your effort. Please contact me at [kbusch@srgnc.com](mailto:kbusch@srgnc.com) or 650-377-5805 with any questions on our proposed refinements and to schedule a meeting with our design team.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ken Busch', followed by a long horizontal line extending to the right.

Ken Busch  
Development Manager  
Auf Der Maur Property

cc: John Pringle, E and S Ring

June 22, 2012

Ms. Janice Stern  
City of Pleasanton  
Planning Department  
200 Old Bernal Avenue  
Pleasanton, CA 94566

**Re: Comments to the City of Pleasanton's, Housing Site Development Standards and Design Guidelines, Discussion Draft, June 5, 2012**

Dear Janice,

This is a follow-up letter to our previous correspondence on this matter (dated May 10, 2012). We thank you, your consultant, Van Meter Williams Pollack, and others who may have been involved with reviewing our previous comment letter. We have reviewed the latest Housing Site Development Standards and Design Guidelines, dated June 5, 2012 and there are a few refinements that we request you consider:

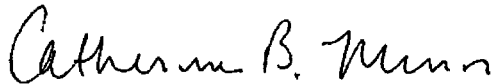
- 1) Page 22, Design Standards, A6 (Paseos), A6.1  
**Comment: We request that low entry landscape walls enclosing patios be allowed to encroach up to 8 feet onto the front yard setback within a Paseo. This will create more residential tenant/pedestrian social interaction, allows residential tenants to maximize their entry patio usable space, increases private open space, helps create an architectural base and reduces the building to a pedestrian scale. It also allows for varying patio depths along the Paseos, creating a more interesting pedestrian experience.**
  
- 2) Page 19, Development Standard, A4.3  
**Comment: The paragraph states, "Head-in parking is not allowed on both sides of internal streets." Due to the density on our site, an efficient parking layout allows for more desirable amenities such as open space, plazas, large patios and stoops. We request editing this section to allow for more favorable project traits, as follows: "Head in parking is allowed on both sides of Internal Streets except along primary driveway entrances off of Public Streets" OR "if head in parking is located on both sides of an internal street, no more than five contiguous head-in parking stalls are allowed directly across from cross-street head-in parking."**

**Parking for stand-alone retail (vs. vertically integrated) has not been addressed within the draft Residential Guidelines. Efficient parking close to retail is necessary for success of retail in a location such as ours. We therefore request that head-in parking is allowed on both sides of a drive Isle within retail areas. Head-in parking at standalone retail centers is very common and is essentially the industry standard.**



We believe the above comments and requested modifications to the June 5, 2012 draft Residential Guidelines will provide the flexibility needed to provide the most livable and exciting mixed-use residential development possible. A flexible set of Residential Guidelines is an appropriate tool that will assist us with providing high quality residential apartment homes within a larger mixed-use setting that is in walking distance to jobs, retail services, recreation, and transit. Once again, thank you for your consideration of these comments. If you have any questions I can be reached at 415.262.7748 or [catherine.minor@rreef.com](mailto:catherine.minor@rreef.com).

Sincerely,

A handwritten signature in black ink that reads "Catherine B. Minor". The signature is written in a cursive, flowing style.

Catherine Minor  
Vice President  
Site 8 – CarrAmerica Corporate Center

CC: Brian Dolan, City of Pleasanton Community Development Director

## Janice Stern

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**From:** Barbara [REDACTED]  
**Sent:** Monday, July 02, 2012 6:51 AM  
**To:** Janice Stern  
**Subject:** 3150 Bernal Avenue

Good morning Ms. Stern,

Thank you for taking the time to read my e-mail. I would like to comment on the Planning Commission Notice of Hearing that we received in the mail on Saturday..

When the property was first slated for a large retailer, it was much to my surprise that it was not approved, although I understand the traffic concerns...and would not have wanted to see that kind of business go on that parcel....but a business of some sort in a business park is very appropriate. My concern is High Density residential???? I live in Danbury park....the traffic that is fed onto Valley is unbearable. The morning and evening commute is terrible. It is July, School in the iron triangle is out and it is still difficult to leave my development and get out on to Valley in the morning. Adding more traffic to the corridor is unthinkable. I am sure they are not going to use vineyard...that road is difficult enough and Stanley....only if they are commuting east bound...unlikely...and filtering to first street....????? already too much traffic. Pleasanton had open space that is closer to the freeway system and would provide a better alternative to High density housing. I would recommend that space along the 580 or 680 freeways be looked at as a better location.

I am hopeful that you can support some kind of development for that property that will not further burden the already congested Valley Santa Rita roads.

Thank you for your consideration

Barbara Cloak Bellopatrick  
[REDACTED]

Pleasanton  
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## Janice Stern

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**From:** Doug Giffin [Doug@chamb.com];  
**Sent:** Monday, July 09, 2012 4:56 PM  
**To:** Janice Stern  
**Cc:** 'James Paxson'  
**Subject:** FW: New Draft Housing Site Standards and Design Guidelines

Janice,

Chamberlin Associates owns the 2 building single-story flex office project to the west of the CM Capital property. As we have previously discussed, we have serious concerns regarding the adjacencies of our existing office and industrial space and the proposed residential development. It is very important to provide a transition between the existing office/flex use at our property and the potential high density residential to the east. Several mitigations have been discussed and will be needed to help these two relatively incompatible uses function together. Reducing the adjacency issues can be partially mitigated through the use of landscaping, pedestrian impediments, a buffer area with no structures, and stepping of the building height for the new structures. These mitigations need to be **codified** and included as **requirements of development** to assure that they are included in the project when developed.

### **Setbacks and Stepping**

We are asking for a 50 foot wide area at the western edge of the property line without any structures. This should not impact the potential development as this distance would be required for landscape setbacks, site access drives, and parking. We would like to see this as a requirement of development. In addition, throughout the process, there has been discussion about stepping of the building height to:

- 1) Provide a transition in massing between existing single story and the adjacent high density residential development, and
- 2) Minimize the reduction in natural light and quality of view that our tenant's currently experience and our associated ability to re-lease vacant space.

We propose that stepping of the building height be included as a requirement of development. We are requesting that structures between 51 and 70 feet from the western property line be limited to a maximum of 20 feet in height and structures between 71 and 90 feet from the western property line be limited to 40 feet in height. As previously discussed, the current single story building at 5850 W. Las Positas is 70 feet from the western property line. The following language would accomplish this goal:

### **Page 58, Site #9, CM Capital Properties, Special Design Standards & Guidelines :**

Please change the first bullet to read as follows: "No structure (not including light fixtures) shall be located within 50 feet of the western property line. No structure above 20 feet shall be located between 51 and 70 feet of the western property line. No structure above 40 feet shall be located within 71 and 90 feet of the western property line."

### **Landscaping and Pedestrian Impediments**

In order to further mitigate the residential adjacencies and to direct foot traffic along the public sidewalks rather than through our property, we propose that pedestrian impediments such as a wrought iron fencing be combined with the existing and additional vegetation. The following language would accomplish this goal:

### **Page 58, Site #9, CM Capital Properties, Key Considerations for Site Development:**

In the second bullet, please change the word "Consider" to the word "Provide" and add reference to pedestrian impediments as follows: "Provide landscape screening and pedestrian impediments such as wrought iron fencing by the Arroyo Mocho and adjacent 1 story commercial developments."

Without these basic mitigations, our tenant's use of their space and the value of our property will be greatly impacted. I am available to discuss these requests at your convenience.

Thank you again for all of your hard work and help through this process.

Regards,

Doug Giffin  
Chamberlin Associates

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**From:** Doug Giffin  
**Sent:** Tuesday, May 15, 2012 9:44 AM  
**To:** 'Janice Stern'  
**Subject:** RE: New Draft Housing Site Standards and Design Guidelines

Hello Janice,

Chamberlin Associates owns the 2 building single-story flex office project to the west of the Cannae property on West Las Positas Boulevard (formerly CM Capital property). As we have previously discussed, we have serious concerns regarding the adjacencies of our existing office and industrial space and the proposed residential development. We request that adjacency issues be minimized through landscaped setbacks combined with parking adjacent to existing commercial buildings as opposed to housing. In addition, stepping the buildings from one to two story to allow for a transition in mass between our single story buildings and the adjacent residential is critical.

Currently, at the transition from 5860 to 5850 W. Las Positas Blvd, there is a 135 foot setback from the single story building at 5850 West Las Positas Boulevard. This is equivalent to a 70 foot setback from the property line to 5850 West Las Positas. Our tenants look out on grass, shrubs, and trees and enjoy direct morning sun over the top of the existing single story building at 5850 W. Las Positas. If the view is changed to looking at the side of a new multi-story residential building at the minimum setbacks, our tenants will be looking out at a wall and it will significantly impact our tenant's enjoyment of their space and our ability to lease and keep leased the tenant spaces in the building.

We request that the following design criteria be incorporated into the design guidelines as strict requirements of development.

- Maintain or increase the existing setback with a minimum 70 foot setback from the property line to any structures at 5850 W. Las Positas Blvd.
  - Utilize this buffer/ setback area for landscaping and parking only.
  - This buffer would provide a separation between two relatively incompatible uses – industrial and residential.
- Step all new residential structures from one to two story to allow for a transition in mass between our single story buildings and the adjacent residential. Design the depth of the steps to avoid blocking the sun that the current tenants of the building enjoy. Steps should be at least three times as deep as they are tall.
- Maintain the current maximum height limits for West Las Positas Blvd (45 feet)
- Maintain the current 2-story building limit for West Las Positas Blvd.
- Design site circulation and modify West Las Positas Boulevard circulation to account for the addition of the traffic from the residents of the new high density residential being added to the existing heavy congestion present during school drop off and pick up hours.

In order for these measures to be implemented, we feel that they should be included as detailed requirements of development, specific to 5850 W. Las Positas Blvd. Feel free to call with any questions and thank you for all of your efforts throughout this process.

Regards,

Doug Giffin  
Chamberlin Associates

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**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**  
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2012

July 10, 2012

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**Re: PUD-85-08-22M, City of Pleasanton (Site 1, BART)**

Dear Janice:

This letter provides comments from the San Francisco Bay Area Rapid Transit District ("BART") on the City of Pleasanton's July 11, 2012 Draft Housing Site Development Standards and Design Guidelines. BART has been participating with the City on plans to improve access to, and land use at, the Dublin / Pleasanton BART Station since 2005, and appreciates the opportunity to comment on the draft document.

As indicated in communications with City staff, it is BART's desire for land use flexibility on the BART site, and we appreciate the current Mixed-Use/Business Park General Plan designation. Our understanding is that this designation allows, but does not require, high-density residential, as well as other defined uses. We look forward to working with the City to clarify City Ordinance #2026 (January 4, 2012) through drafting of the *Pleasanton TOD Standards and Guidelines: BART Property* later this year.

If you have any questions, please contact me at 510.287.4794 or at [VMenott@bart.gov](mailto:VMenott@bart.gov).

Thank you again for the opportunity to provide input on this project

Sincerely,

Val Joseph Menotti  
Planning Department Manager

July 11, 2012

Ms. Janice Stern, Planning Manager, *via electronic mail*  
City of Pleasanton, Planning Department  
200 Old Bernal Avenue  
Pleasanton, CA 94566

Re: Planning Commission Hearing, Item 6a. – Comments to Site Development Standards and Design Guidelines

Dear Ms. Stern:

St. Anton Partners is the proposed developer of Housing Site #7, 5725 West Las Positas Boulevard ("Site"), which is identified in Pleasanton's Adopted Housing Element as a Housing Opportunity Site zoned for 168 dwelling units. Our company has developed and owns 6,000 apartment units throughout California. We are excited about this project and the opportunity to develop a high quality rental residential community in Pleasanton.

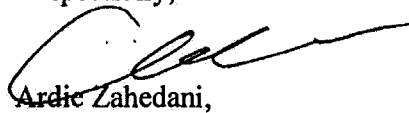
We find the majority of the design standards and guidelines in the July 11, 2012 draft to be generally workable. However, proposed guideline A4, Internal Streets and Drives, would serve as a strong barrier that would prevent development at the minimum density of 30 units per acre. Therefore, we respectfully request the City's revision of Guideline A4 to allow double loaded head-in parking on internal streets and drives, at least on triangular shaped sites.

Internal streets are more suitable for rectangular parcels that can accommodate a grid network as shown in the "Site Circulation and Building Orientation Diagrams." Specifically for Site 7, requiring "internal streets" would render a 30 DU/Acre development and its associated parking infeasible, especially given the triangular shape of the Site.

Furthermore, the proposed guideline A4 would run afoul of California Government Code Section 65589.5(d), which provides that a local agency shall not "condition approval [of a project] in a manner that renders the project infeasible for development for the use of very low, low-, or moderate-income households." Our project would come under the protection of Section 65589.5(d). Guideline A4 as now written would render our project infeasible, so we ask that it be removed, modified as requested above, or made not applicable to Site 7.

We believe that the City has done a great job with the design guideline draft, but we ask that you remove this barrier to development. Please call me at (916) 444-9897 if you have any questions about our comments or plans.

Respectfully,

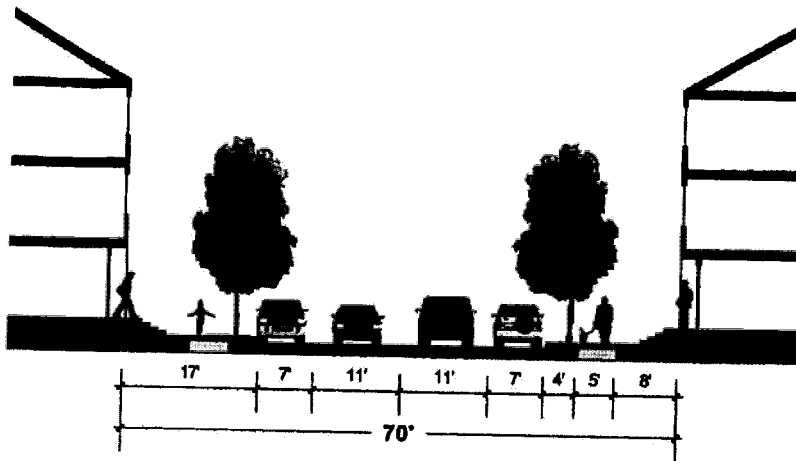


Ardic Zahedani,  
Project Manager

ATTACHMENTS

## Housing Standards and Design Guidelines

### A4. Internal Streets and Drives



#### **Development Standards:**

- A4.1. Internal streets shall have at minimum 4 feet plantings strip and 5 feet sidewalk on each side of the street.
- A4.2. Front setbacks shall be a minimum 8 feet from the back of sidewalk providing enough room for planting and privacy while still allowing a strong relationship between the units and the street.
- A4.3. Parallel or head-in parking is required on at least one side of internal streets. Head-in parking is not allowed on both sides of internal streets except for stand-alone retail areas. Parallel parking is allowed on both sides of street.
- A4.4. Street trees shall be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet.
- A4.5. Where head-in parking occurs, a landscaped finger with street tree is required every 4 to 6 spaces.
- A4.6. Pedestrian-scaled lighting, 12-14 feet in height, shall be provided on all public streets.

#### **Design Guidelines**

- A4.a. Internal streets should conform to the high quality standards and be designed to resemble public streets, with sidewalks, parking and street trees.
- A4.b. Internal streets should include sidewalks, street trees, pedestrian scaled lighting, landscaping and provide a setting for social interaction and neighborhood activities.
- A4.c. Internal streets should provide through or loop circulation wherever possible rather than dead end cul-de-sacs.
- A4.d. Internal streets should connect to landmarks or amenity features such as