

Planning Commission
Staff Report

February 11, 2015
Item 6.a.

- SUBJECT:** PUD-108
- APPLICANT:** Bradley Blake, BHV CenterStreet Properties, LLC
- PROPERTY OWNER:** Alameda County Surplus Property Authority
- PURPOSE:** Application for Planned Unit Development (PUD) development plan to construct an approximately 112,000 square-foot shopping center and related site improvements on approximately 11.5 acres of the Retail/Commercial site at Staples Ranch.
- GENERAL PLAN:** Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation
- SPECIFIC PLAN:** Stoneridge Drive Specific Plan Amendment/Staples Ranch
- ZONING:** Planned Unit Development – Commercial (PUD-C) District
- LOCATION:** Approximately 11.5 acres of the Retail/Commercial Site at Staples Ranch (the southwest quadrant of Stoneridge Drive and El Charro Road)
- EXHIBITS:**
- A. Draft Conditions of Approval
 - B. Proposed Plans, Leadership in Energy and Environmental Design (LEED) Checklist, Plan to Reduce Operational Air Emissions
 - C. Minutes of the October 22, 2014, Planning Commission Work Session
 - D. Location Map and Noticing Map

I. BACKGROUND

Bradley Blake, on behalf of BHV CenterStreet Properties, has submitted an application for a PUD development plan for the construction of an approximately 112,000 square-foot shopping center at the Retail/Commercial site at Staples Ranch.

The Stoneridge Drive Specific Plan Amendment/Staples Ranch (Specific Plan) was adopted by City Council on August 24, 2010, and is applicable to the subject site. The Specific Plan contains design standards for properties subject to the Specific Plan, and includes a Mitigation Monitoring and Reporting Program (MMRP) for minimization or avoidance of environmental impacts.

The proposed application is subject to review and approval by the City Council, following review and recommendation by the Planning Commission. The Planning Commission's recommendation on the proposed application will be forwarded to the City Council for review and final decision.

October 22, 2014 Planning Commission Work Session

The project was reviewed and discussed at a work session with the Planning Commission held on October 22, 2014. Listed below are the topics discussed at the workshop (the draft minutes from the workshop regarding this item are attached to this report as Exhibit C).

- A. *Are the on-site circulation, parking layout, and positioning of the buildings acceptable, and specifically, does the Planning Commission find the proposed 28 foot setback as measured from the face of curb along Stoneridge Drive adequate?*

The commissioners indicated that the general circulation for the site appears acceptable; however they requested modifications to lengthen the initial entry in order to provide additional vehicle stacking area and to add a designated left-turn pocket into the first drive aisle to alleviate congestion. In regard to the positioning of the buildings, several commissioners felt that the proposed setbacks and massing were generally acceptable as long as the applicant continued to work on incorporating more variation in the architectural elevations, creating varying setbacks along both street frontages.

- B. *Are the design, colors, materials, and heights of the proposed buildings acceptable?*

The commissioners had mixed feelings on the design, colors and materials of the center. Commissioners Allen and O'Connor felt that the project should incorporate a more traditional style to better reflect the architecture commonly found in Pleasanton, while Commissioners Piper and Balch indicated that they were receptive to new and different styles of architecture including the proposed red accent features. In general, all of the commissioners agreed that the overall project over used stucco and needed to provide more variation in materials. The commissioners indicated that the heights of the buildings were acceptable.

- C. *Does the Planning Commission find the two-story buildings acceptable, including the presence and design of the proposed exterior stairways? Would the Planning Commission prefer enclosing the staircase even if it required a minor deviation to the maximum permitted square footage?*

Commissioners indicated that the two-story buildings are acceptable, including the proposed exterior stairways; however, concerns were raised regarding adequate protection from the weather if all access points to the second floor were to be open to the elements.

- D. *Does the Planning Commission have any comments on the proposed landscaping plans, including the vineyard buffer along El Charro Road?*

The commissioners had mixed feelings on the use of vineyards within the El Charro street setback. Many felt it was hard to visualize the appearance of the landscape in the future and were neutral to its inclusion in the project. All commissioners agreed that the sidewalk along El Charro Road should be redesigned to meander and provide as much distance from the road as possible since El Charro Road is heavily utilized by large

trucks. The commissioners acknowledged that the redesign of the sidewalk may require elimination of the vineyard. Commissioner Allen stated that she felt the proposed courtyard area would provide an amenity as long as appropriate plants were planted in pots or in the ground to provide adequate shade. Commissioner Balch stated concerns with the south elevation of Building E facing the public park, indicating that carefully-positioned screening trees should be provided and that the rear trash enclosure should be relocated or if it was required in that location it should be reduced in size.

E. Does the Planning Commission have any comments on the proposed permitted and conditionally permitted uses?

All commissioners agreed that the uses were acceptable, but Commissioners Ritter and O'Connor indicated they were hesitant to limit the number of restaurants within the center. Commissioner Allen indicated she hoped the center would attract vibrant businesses and suggested limiting non-retail and services type businesses within the center in favor of more restaurant and traditional retail uses.

Work Session Public Comment

David Preiss, from the law firm Holland and Knight LLP, spoke on behalf of his client, Vulcan Materials Company. Mr. Preiss indicated he had no issues with the commercial/retail development, but wanted to inform the Planning Commission that the Pre-Development and Cooperation Agreement (Agreement) was executed in 2007 and details how to safely integrate truck and consumer traffic. Mr. Preiss further commented that access from El Charro Road as proposed cannot be approved without consent and agreement from the parties of the Agreement, and that his client has requested to move the proposed access further south and clarify that it be maintained for Emergency Vehicle Access only from El Charro Road.

SITE DESCRIPTION

The approximately 11.5-acre Retail/Commercial site is located south of Stoneridge Drive, east and north of the Community Park site and Arroyo Mocho, and west of El Charro Road. Figure 1 provides a vicinity map of the area.

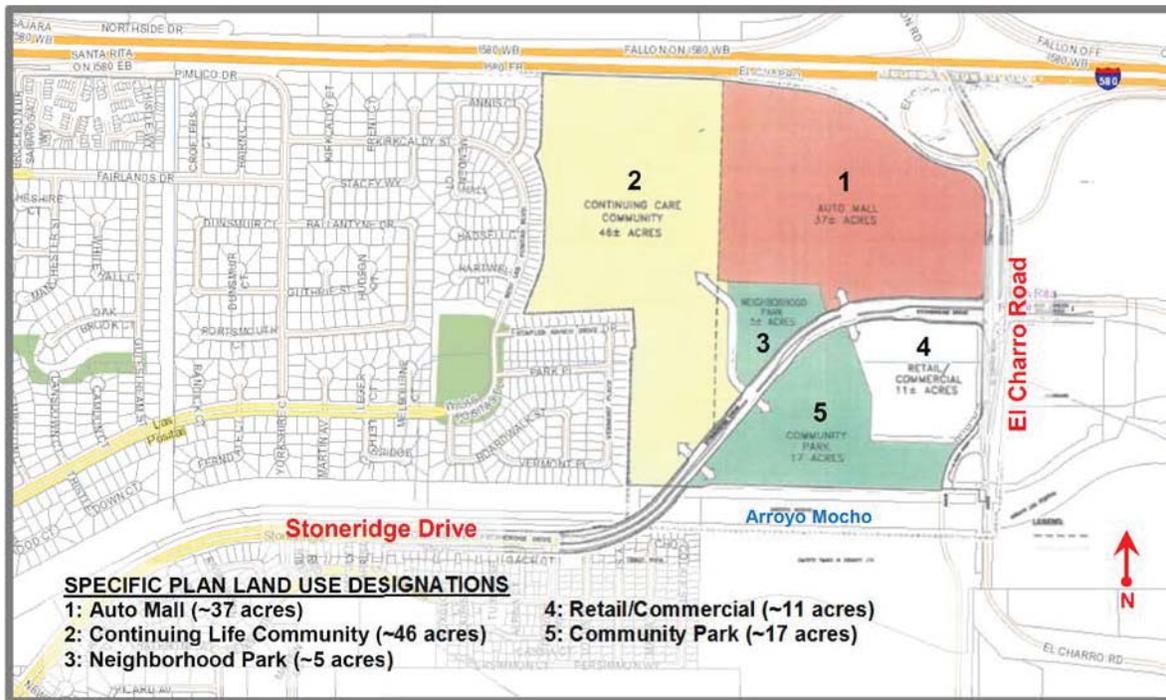


Figure 1: Vicinity Map

As shown in Figure 1, Retail/Commercial is one of five designations within the Staples Ranch area. Other land use designations within the Stoneridge Drive Specific Plan Amendment/Staples Ranch include Auto Mall, Continuing Life Community, Neighborhood Park, and Community Park.

The 11.5-acre site is vacant and relatively flat. A stockpile consisting of approximately 16,000 cubic yards of dirt is located on the southern half the site. No driveways or entry drives currently provide access to the site, and no mature trees are located on the site although street trees are present along Stoneridge Drive and El Charro Road. There is an existing bus turnout along Stoneridge Drive.

PROJECT DESCRIPTION

The applicant proposes to construct an approximately 112,000 square-foot shopping center anchored by a grocery store and related site improvements on the approximately 11.5 acre Retail/Commercial site. Figure 2 shows the proposed site plan for the shopping center.

Key changes made to the proposal after the October 22, 2014 work session includes the following:

- Replacing all two-story buildings with single story structures.
- Replacing the proposed vineyard along El Charro road with a meandering sidewalk and London Plane and Cape Myrtle trees.
- Extending the length of the entry lane and adding a dedicated left-turn lane into the first drive aisle.

- Incorporating additional brick material in the buildings and a variety of awning types and designs.

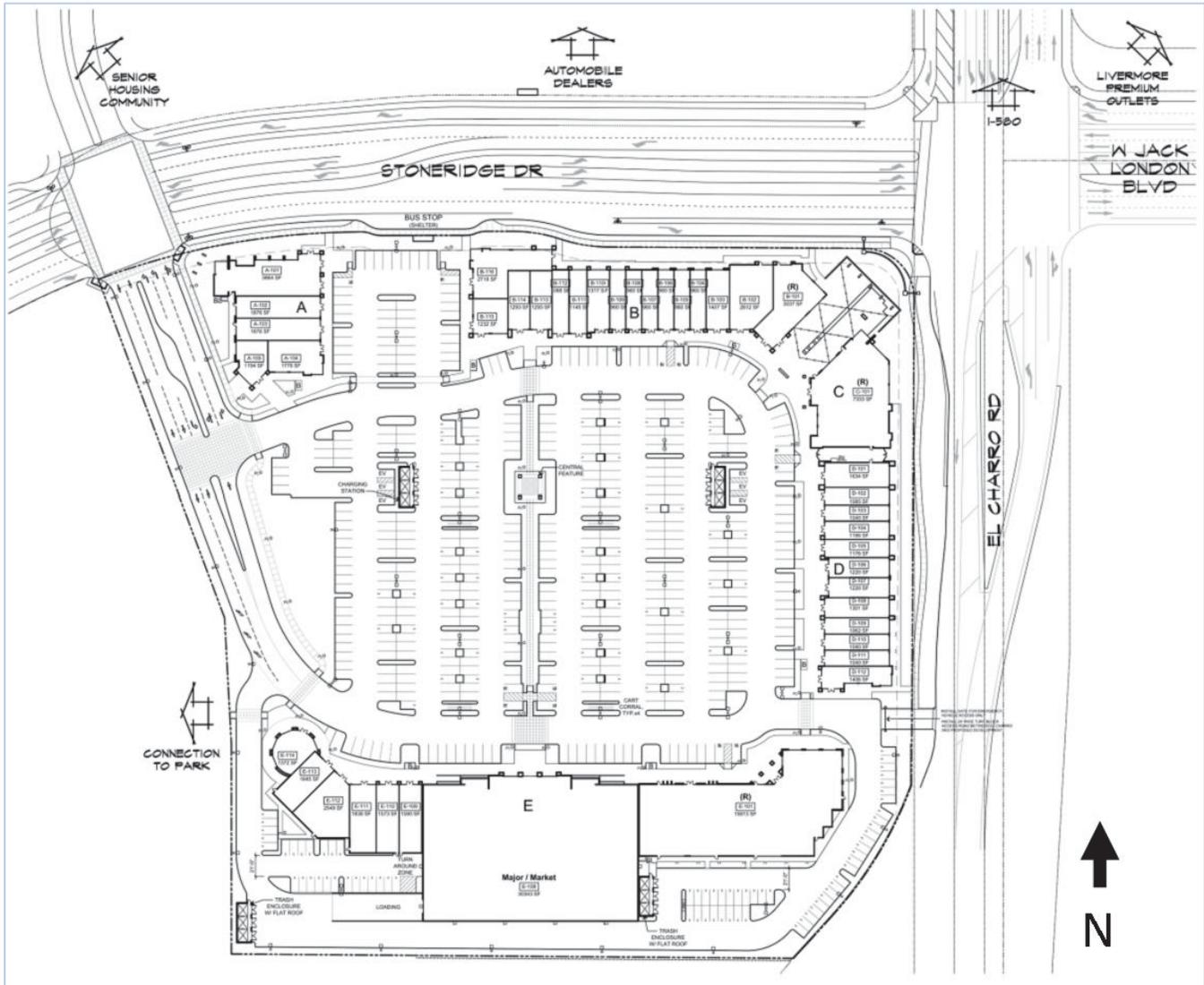


Figure 2: Proposed Site Plan

Site Layout, Access, and Parking: The buildings within the shopping center area are situated around the perimeter of the site, with the majority of the parking located in the center. A total of five buildings are proposed, with two buildings fronting on Stoneridge Drive (Buildings A and B), two buildings fronting on El Charro Road (Buildings C and D), and one building near the southern property line (Building E).

Access to the project would be provided from Stoneridge Drive at the western boundary of the site, and an emergency vehicle access (EVA) only driveway is proposed from El Charro Road (the location of the EVA is subject to review and approval by Vulcan Materials and would be subject to the terms and conditions of a mutually agreeable written license agreement between Vulcan Materials and the property owner). The access from Stoneridge Drive includes two

lanes to enter the shopping center with an additional left turn pocket once on-site and three lanes to exit (two exit lanes allow vehicles make a left turn onto westbound Stoneridge Drive and one lane is a shared through/right turn lane to proceed straight across Stroneridge Drive to Auto Mall Way or eastbound on Stoneridge Drive).

Pedestrian access is provided along the perimeter of the site, and a walkway in the parking lot provides pedestrian access from the buildings located at the northern boundary of the site to the buildings located at the southern end of the site. An additional connection to the future City park along the western property line has also been included. An outdoor dining area is proposed at the northeastern corner of the site, adjacent to the corner entryway located at the intersection of Stoneridge Drive and El Charro Road.

A total of 569 parking spaces are proposed, including: 420 standard parking stalls, 131 compact parking stalls, and 12 accessible parking stalls. Generally, the standard parking stalls are located in the areas most easily accessible by visitors of the shopping center (with compact parking stalls interspersed within the customer parking area), and the majority of the compact spaces are located at the rear of building E, and are anticipated to be utilized most frequently by employees. The overall parking ratio for the site would be 1 space per 197 square feet (compared to 1 space per 211 square feet at Pleasanton Gateway). Parking for the site is summarized in Table 1.

Table 1: Proposed Parking

Use	Proposed Square Footage	Parking Ratio	Parking Required
Major Tenant/Market	30,343	1/150	203
Restaurants	55,983	1/200	280
Other	25,631	1/300	86
Total	111,957	1/197	569

The dimensions of the standard parking stalls are 19-feet deep by 9-feet wide, and are shown as 17-feet deep in some areas (where the spaces overhang into landscaping). Compact parking spaces are 16-feet deep by 8-feet wide (and are shown as 8-feet wide by 15-feet deep in areas where the spaces overhang into landscaping). Drive aisles are proposed to be 25-foot wide. The loading area is located at the southern portion of the site, behind building E.

Proposed Buildings: Revised plans submitted after the workshop have eliminated all two-story buildings and include only single story structures. Pedestrian entries are primarily located on the facades that face the parking lot. As mentioned previously, proposed buildings are situated around the northern, eastern, and southern boundaries of the site; their development/use characteristics are summarized in Table 2.

Table 2: Proposed Buildings

Building	Building Height	Uses	Proposed Square Footage
Building A Height to Parapet: 22 feet Height to Tallest Feature: 31.5 feet		Retail and Restaurant	10,588
Building B Height to Parapet: 22 feet Height to Tallest Feature: 32.9 feet		Retail and Restaurant	22,903
Building C Height to Parapet: 22 feet Height to Tallest Feature: 31 feet		Restaurant	7,333
Building D Height to Parapet: 22 feet Height to Tallest Feature: 32.9 feet		Retail and Restaurant	14,140
Building E Height to Parapet: 22 feet Height to Tallest Feature: 33.25 feet		Grocery, Retail and Restaurant	56,723

*Based on Sheets A4

A perspective drawing showing the proposed shopping center is provided in Figure 3 (the project plans, included as Exhibit B, contain comprehensive elevation drawings, additional perspective drawings, and other illustrations of the project).



Figure 3: Perspective Drawing Showing Proposed Shopping Center

The exteriors of the buildings consist primarily of brick and stucco, and are accented by architectural elements including awnings, corncing, covered entries, wing-wall elements, and varying roof heights. The major grocery tenant within Building E includes a split-face façade with brick entry columns.

Landscaping: Conceptual landscaping plans inclusive of a plant palette are provided as part of the project plans. Generally, landscaping is proposed around the perimeter of the site (with a wider landscape buffer along El Charro Road), within parking areas, and within bioretention treatment areas. Figure 4a and 4b shows the proposed landscaping plan and also an enlargement of the landscape treatment at the northeastern corner of the site near the intersection of Stoneridge Drive and El Charro Road.

The project developer would be required to contribute to the design and construction of a roadway entry feature near the northeastern corner of the subject site, and thus the corner treatment may change from what is currently shown once plans are developed and finalized. The feature is intended to be similar (but not necessarily identical) to the feature seen on the City of Livermore side of the Stoneridge Drive/Jack London Boulevard and El Charro Road intersection, and is intended to demarcate the northeast entry into Pleasanton.



Figure 4a: Landscaping Plan

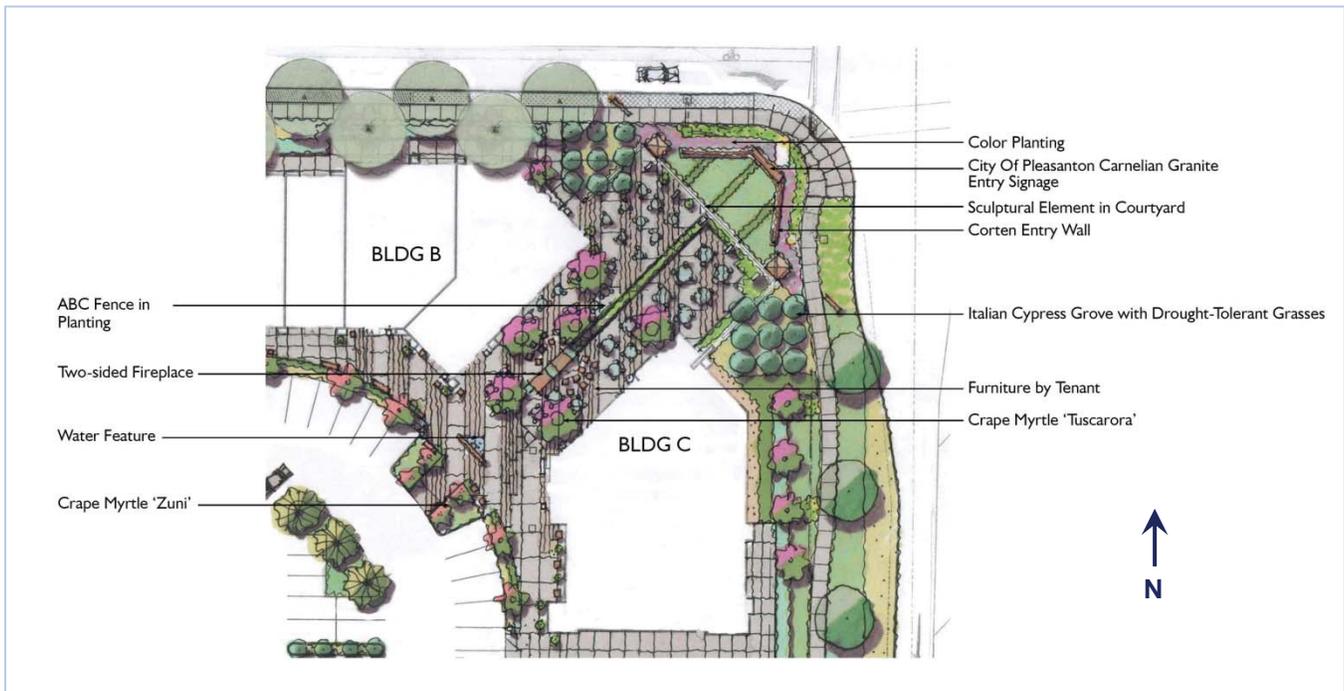


Figure 5b: Enlargement of Northeastern Corner of Site

A 10-foot wide landscaping area with a double row of Italian cypress is proposed along the western property line abutting the Community Park site, and a row of Live Oak trees is proposed along the southern property line. The proposed landscape treatment along Stoneridge Drive and El Charro Road consists of London Plane and Crape Myrtle trees.

Signage: Conceptual signage is shown on the plans, but a formal application would be required for the approval of a comprehensive sign program.

Parcel Map and Easements: The applicant has indicated that there are no plans to subdivide the property at this time. A 15-foot Public Utility Easement (PUE) exists along the northern and eastern boundary of the site and is expected to remain. A condition of approval has been included to require all buildings and architectural features to be placed outside of the easement.

Grading and Drainage: Sheet C3 shows the preliminary grading and drainage plan for the project site. The site would be graded such that finished grades would vary between 352 feet and 356 feet. The existing stockpiled dirt on the site will be off-hauled, and minimal grading is required to create proper drainage for the site.

Proposed Uses: The project would include a list of permitted and conditionally permitted uses for the shopping center, which are included within the Draft Conditions of Approval as part of Exhibit A, and discussed further in the “Analysis” section of this report. The uses are generally based on the uses approved for the Gateway shopping center PUD approval, and incorporate the comments of the Planning Commission at the previous work session.

V. ANALYSIS

Land Use

Conformance with General Plan

The General Plan land use designations of the subject property are “Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation.” The proposed commercial use is consistent with these land use designations. Below are some of the General Plan Goals, Programs, and Policies that the project is consistent with or would promote:

- Land Use Element Program 2.2: Encourage the reuse of vacant and underutilized parcels and buildings within existing urban areas.
- Land Use Element Policy 4: Allow development consistent with the General Plan Land Use Map.
- Land Use Element Policy 13: Ensure that neighborhood, community, and regional commercial centers provide goods and services needed by residents and businesses of Pleasanton and its market area.
- Economic and Fiscal Element Goal 2: Sustain the community’s quality of life with a vigorous and diverse economy.
- Economic and Fiscal Element Policy 5: Focus City efforts on supporting and assisting Pleasanton businesses success.

The project is consistent with these goals, policies, and programs and the retail/commercial uses on the site are consistent with the land use designation. The site is located within the Specific Plan as part of the Commercial site. It is currently vacant and the development of the retail/commercial center is consistent with the intended land use of the site, and would provide additional shopping options to residents in Pleasanton as well as surrounding communities. Due to the site’s location directly off Interstate-580, the center will have enhanced visibility, potentially increasing the customer base in the Tri-Valley region and the San Francisco Bay Area.

Stoneridge Drive Specific Plan Amendment/Staples Ranch Specific Plan

The subject site has a Specific Plan land use designation of Commercial and the proposed commercial use is consistent with the Land Use designation. The Specific Plan identifies design standards pertinent to overall site design, circulation, and landscaping, signage, and lighting. The proposal meets these design standards, either as shown on Exhibit B, or as part of a condition of approval.

Relationship of the Specific Plan to Zoning

The subject site is zoned Planned Unit Development – Commercial (PUD-C). The list of proposed uses is considered to be consistent with the stated intent of the Specific Plan and the City’s General Plan.

Site Plan

The site plan has been designed to provide primary access and circulation from Stoneridge Drive, and emergency vehicle only access from El Charro Road.

The proposed access from El Charro Road is for emergency vehicles only and as noted on the plans, would include turf-block and be gated. The Pre-Development and Cooperation Agreement (Agreement) comprises the cities of Pleasanton and Livermore, the Surplus Property Authority/Alameda County, and Vulcan Materials Company, and was executed in 2007 to, among other things, specify the improvements to El Charro Road to make it available for public use while maintaining safe access and maneuverability for truck traffic heading to and from the quarry use further to the south. In accordance with the Agreement, the location of the EVA is subject to review and approval by Vulcan Materials and would be subject to the terms and conditions of a mutually agreeable written license agreement between Vulcan Materials and the property owner. Vulcan Materials and their representatives have reviewed the subject location and design and are generally supportive. A condition of approval has been included to address the recordation of the license agreement prior to issuance of building permits for the project.

As previously discussed, the Pacific Pearl site plan implements the site design policies and guidelines specified for this site by the Specific Plan. The overall site design of the proposed development emphasizes pedestrian links and walkways between the development's individual buildings, and between the site and its surroundings. The integration of buildings and pedestrian amenities, and the provision of a landscaped plaza with seating and water feature, fire place, and shaded pedestrian connections would create a community gathering place. Staff considers the entire Pacific Pearl site plan to be consistent with the requirements of the Specific Plan.

Building Setbacks

The Specific Plan did not specify minimum development standards for this site. The Planning Commission was asked whether the proposed setbacks as measured from face of curb along Stoneridge Drive were adequate. The Planning Commission found the placement of the buildings in close proximity to the Stoneridge Drive and El Charro Road frontages a positive attribute, as long as a variation in architectural setbacks and landscaping provide a buffer between the streets and the buildings. In addition, as requested by the Planning Commission, the plans have been revised to modify the sidewalk along El Charro Road so that it would meander and provide additional distance between quarry vehicle traffic and pedestrians. As proposed, the building setbacks measured from the property line along Stoneridge Drive will vary between 12 feet and 22 feet creating a variety of architectural planes and details to break up the building frontage. Although the submitted plans have proposed a minimum 12-foot setback, staff has included a condition of approval requiring the building and all architectural features to be setback a minimum of 15-feet, so they do not encroach into the 15-foot Public Utility Easement (PUE). The building setbacks as measured from the property line along the El Charro Road frontage will vary between 22-feet and 25-feet.

The proposed building setbacks and design implement the Planning Commission's comments from the previous work session by incorporating a greater variation in architectural setback

along both Stoneridge Drive and El Charro Road such that individual tenant spaces are better articulated. The greater variations in architectural setbacks have created smaller setbacks in some areas, but have provided an overall aesthetic improvement along Stoneridge Drive and El Charro Road. Staff considers the entire Pacific Pearl development plan setbacks as conditioned, to be appropriate.

Sidewalk Sales and Outdoor Dining

Special sales, the display of seasonal items, and outdoor dining will be allowed on the plazas and sidewalks in front of businesses as part of the project. A condition has been included that requires the applicant or future tenant to submit for outdoor dining or temporary use permits prior to the commencement of any outdoor activities. This requirement enables staff and the applicant to coordinate the locations of the outdoor activities and to ensure that sidewalk clearances are maintained. As conditioned, no outdoor sales, shopping center events, and outdoor dining are allowed in the parking areas or the building setback areas facing Stoneridge Drive and El Charro Road.

Loading Areas, and Shopping Cart Storage

The grocery store will include one semi-depressed loading dock to the south of Building E that will be screened by a landscape planter adjacent to the southerly property line. The grocery store's shopping carts will be stored in four locations (two by the store entrance and two in the middle of the parking lot). Submitted plans do not include the design of the proposed cart storage so a condition of approval has been included that requires the shopping carts to be stored behind a brick screen to match the architecture of the center. Additionally, as conditioned, grocery employees will monitor the parking areas to ensure that the shopping carts are stored in the approved enclosures.

Floor-Area-Ratio

The proposed project has a floor-area-ratio (FAR) of approximately 22.4%. There is no maximum FAR for the subject site, and the project is well below the 35% FAR threshold identified by the Specific Plan. Commercial projects that exceed a 35% FAR are required to provide additional amenities, such as enhancements to a park or enhancement of trails within the project area.

Architecture and Design

The proposed buildings have been reduced to one-story and implement the Planning Commission's comments at the previous work session which were intended to achieve a high level and quality of building design. Staff supports the overall building designs for the proposed development for the following reasons:

- The architectural theme of the proposed development incorporates design elements found locally, such as brick, split-face and limestone masonry, various awning styles and materials, cornicing, covered entries, wing-wall elements, and varying roof heights with various metal roof areas.
- Common design elements of materials, design details, and forms visually link the individual buildings while each building has a unique design.

- The building designs provide significant articulation and variation of building heights, volumes, and massing.
- The buildings are designed with detailing on all sides, and with design details and elements that create pedestrian interest.

Colors and materials for the project are depicted on color renderings and materials sheets M1 and M2 provided by the applicant, and samples of the colors and materials will be provided at the hearing for the Planning Commission's review. Overall, staff finds the colors and materials to be acceptable. As conditioned, all heating, ventilation, and air conditioning (HVAC) equipment will be located within the buildings' roof-equipment wells.

Grading, Drainage and Urban Storm Water Runoff

As mentioned previously, other than the existing dirt stockpile on-site, the site is relatively flat, and the proposed project will not substantially change the existing topography. An "existing conditions" plan is included as part of Exhibit B as Sheet C1, and a preliminary grading and drainage plan are included on Sheet C3.

The preliminary stormwater management plan included as part of Exhibit B (Sheet C6) indicates that several best-management practices are proposed for purposes of storm water quality control. Bio-retention planters are proposed in the parking area and along the south and west boundaries of the property.

The City Engineering Division has reviewed the preliminary grading and drainage plan and finds it to be generally acceptable. A condition of approval requires the project to meet the requirements of the current Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit. Separate conditions of approval require that the proposed trash enclosure be covered as shown and that an area drain below the enclosure be connected to the City sanitary sewer system. Trash capture devices will also be required within the project's storm drain inlets or storm drain piping.

Landscape Design

Since there are no trees on the subject site, none will be removed. The landscaping plans provided as part of Exhibit B include a preliminary planting plan that incorporates both evergreen and deciduous tree species. Various types of shrubs and groundcover are located within bioretention areas and parking lot planter islands. As conditioned, the proposed plan would incorporate plant species with low watering requirements that would complement the streetscape and proposed buildings. The proposed project's landscape treatments would also be designed to require relatively low maintenance and comply with the State of California's Model Water Efficient Landscape Ordinance.

A 10-foot wide landscaping area with a double row of Italian cypress is proposed along the western property line abutting the Community Park site, and a row of Live Oak trees is proposed along the southern property line. The proposed landscaping treatment along Stoneridge Drive and El Charro Road consist of London Plane and Crape Myrtle trees.

The Specific Plan states that a double row of London Plane trees be incorporated into the landscaping plan along Stoneridge Drive, with one row located within the 6-foot planting strip separating the sidewalk from the street, and the other row planted offset from the first on the subject development site. A row of London Plane trees along Stoneridge Drive has already been installed and will be retained; the developer would be responsible for incorporating the second row of London Plane trees into the project scope as conditioned.

A condition has been included that requires that the landscaping along the entry drive, Stoneridge Drive, and El Charro Road to be clearly identified on permit plans, and that it be consistent in overall appearance and spacing with nearby areas. Further, a condition requires that the project developer contribute to the design and construction of a roadway entry feature near the northeast corner of the site. The feature is intended to be similar (but not necessarily identical) to the feature seen on the City of Livermore side of the Stoneridge Drive/Jack London Boulevard and El Charro Road intersection.

Overall, staff believes that the proposed plant species, quantities, and sizes are adequate.

Building and Site Signs

The applicant has provided conceptual sign locations with a variety of signage types on the frontages of the tenant spaces. In general, the proposed sign locations comply with the Specific Plan Guidelines. General sign design guidelines have been included within the conditions of approval, including limitations on one project identification sign to be located at the Stoneridge Drive entrance. A condition has been included that requires the applicant to submit a comprehensive sign program in accordance with the sign design guidelines for the entire site prior to installation of any signs.

Uses

The Specific Plan allows for up to 120,000 square feet of retail uses and allows for flexibility in the composition of uses to be determined through the PUD process. Staff presented a preliminary list of permitted and conditionally permitted uses for this development during the previous work session. After incorporating permitted and conditional uses of the Gateway shopping center PUD, and incorporating the comments of the Planning Commission at the previous work session, staff has provided a complete list of permitted and conditionally permitted uses for this development. A summary of the permitted and conditional uses for the Pacific Pearl property follow.

- Convenience markets, game arcades, and liquor stores are not allowed. However, wine (only) shops and tasting rooms for wineries are permitted.
- A variety of retail uses are allowed. Specific types of retail uses such as ice cream parlors, candy stores, and bakeries could include the on-premises manufacture of product for sale or consumption. Businesses such as a retail bicycle shop would permit the servicing/repair, but not painting, of bicycles as an incidental use.
- Tutoring centers excluding daycare/childcare, art schools, martial arts schools, music and dance schools, indoor recreation and sports facilities, and private recreation facilities for no more than 20 students at any one time are permitted; for facilities over

20 students a conditional use permit is required. These uses will be limited to a total of 5,000 square-feet for the entire center.

- Retail sales and personal services, such as laundries, clothing stores, hobby stores, jewelry stores, camera stores, and similar businesses are permitted.
- Restaurants including sit-down and take-out establishments are permitted with an emphasis on sit-down restaurants. Odor control devices are required on all future restaurants with fryers or grills as a means of controlling cooking odors.
- A variety of business and professional offices and medical offices are allowed but limited to 5,000 square-feet for the entire center.

Traffic, Parking, and Off-/On-Site Circulation

Program 1.1 and Program 2.7, respectively, of the Circulation Element of the 2005 – 2025 Pleasanton General Plan state:

Program 1.1: “Require new developments to pay their fair share of planned roadway improvement costs.”

Program 2.7: “Require feasible mitigation measures to keep intersections impacted by development to acceptable service levels, in the event that LOS D is exceeded. If there are no feasible mitigation measures and if the intersections are otherwise not exempt from the LOS D standard, withhold development approvals, including building permits, until the intersections exceeding LOS D are at an acceptable level of service.”

Traffic Level-Of-Service Impacts/Mitigation Measures

The traffic impacts and mitigation measures for the Pacific Pearl development were identified in the Supplemental Environmental Impact Report (SEIR) and adopted California Environmental Quality Act (CEQA) Findings and a Statement of Overriding Considerations for the Stoneridge Drive Specific Plan Amendment/Staples Ranch dated December 7, 2007.

Traffic improvements addressed within the analysis include the Stoneridge Drive extension to El Charro Road, which has been completed. The project on the Commercial site considered in the SEIR consisted of a commercial development with a maximum of 120,000 square feet of retail or 200,000 square-feet of non-retail development. The subject project entails development of 111,957 square feet on the site. The square footage of the subject commercial development falls within the development envelope assumed in the SEIR. Approximately 8,043 square feet of future retail development could occur without triggering supplemental environmental review or additional traffic mitigation.

Parking

The project provides a total of 569 parking spaces, which is based on the proposed uses shown in Table 1 within this report. The parking as shown in Table 1 is based on a limited square-footage for each use, however staff has not included a condition limiting each individual

land use category at the center. Staff has provided conditions of approval limiting the total square-footage for professional offices, medical offices, and non-retail type uses listed in Exhibit A. Staff feels that the general mix of anticipated uses with varying peak traffic times can be accommodated and that all of the remaining anticipated uses within the center including the Major/Market tenant and all anticipated restaurants can be justified without setting specific square-footage limitations. Requiring limitations on only professional offices, medical offices, and non-retail type uses is consistent with the requirements for Pleasanton Gateway. In addition, staff feels the project as designed provides improved vehicular access and circulation compared to the Pleasanton Gateway by creating a circular vehicular flow pattern that will not impede the entry and exiting of the center. The proposed entry and exit lanes have been lengthened and are separate from any cross vehicle traffic or crossing that may impede the flow of traffic. In addition to the improved circulation, the overall parking ratio for the site would be 1 space per 197 square feet, which is greater than the 1 space per 211 square feet at Pleasanton Gateway. Staff is satisfied that adequate parking and circulation is provided with the proposed project to accommodate the proposed uses.

Pedestrian/Bicycle Facilities

The project will provide pedestrian sidewalks and linkages with seating throughout the development and to off-site areas, including the City's park property to the west. Bicycle racks and lockers will be provided throughout the project and would be located near each building within the project.

In addition to the pedestrian/bicycle linkages, the applicant is also providing a new bus shelter and bench designed to match the project architecture. During the Stoneridge Extension project, the Livermore Amador Valley Transit Authority (LAVTA) requested a bus turnout along the property frontage, which was constructed. As the extension along Stoneridge Drive was only recently opened, service along this corridor has not yet been established, but LAVTA has requested that the applicant install the shelter in anticipation of the future need. As conditioned, the maintenance and upkeep of the shelter will be the property owner's responsibility, although LAVTA would maintain the signage.

Green Building Measures

As required by the City's Green Building Ordinance, commercial projects with 20,000 square feet or more of conditioned space must meet a minimum Leadership in Energy & Environmental Design (LEED™) "certified" rating, attaining at least 40 points on a project scorecard. The applicant has provided a preliminary project scorecard that outlines the green building measures proposed for the project, which has been included as part of Exhibit B to this staff report. Some of the green building measures and features proposed as part of the project include: water efficient landscaping and reduction of water use, use of recycled content materials, use of regional materials, use of low-emitting materials such as adhesives and sealants, paints and coatings, and floor systems. With these measures in place, the project qualifies for 43 points, therefore meeting the minimum required points.

Climate Action Plan

On February 7, 2012, the City of Pleasanton adopted a Climate Action Plan (CAP). The CAP was reviewed by the Bay Area Quality Management District and was deemed a "Qualified Greenhouse Gas Reduction Strategy" in accordance with the District's California

Environmental Quality Act (CEQA) guidelines. Implementation of the CAP will occur over several years, which will result in reductions in greenhouse gas emissions in compliance with the targets set by Assembly Bill (AB) 32, California's Global Warming Solutions Act. The project would implement required provisions of the CAP. All applicable measures (including those not indicated in Exhibit B plans or not) have been incorporated with a condition of approval.

V. PUD CONSIDERATIONS

The Zoning Ordinance of the Municipal Code sets forth purposes of the Planned Unit Development District and considerations to be addressed in reviewing a PUD development plan; these purposes and considerations are discussed in this section.

1. Whether the plan is in the best interests of the public health, safety, and general welfare:

The proposed project, as conditioned, meets all applicable City standards concerning public health, safety, and welfare. The subject development would include the installation of all required on-site utilities with connections to municipal systems in order to serve the new development. The structures would be designed to meet the requirements of the Uniform Building Code, Fire Code, and other applicable City codes. The proposed development is compatible with the General Plan, Specific Plan, and zoning designations for the site, and would be consistent with the existing scale and character of the area. In addition the project will include Green Building measures; will provide for the future addition of photovoltaic electrical panels and charging stations for electrical vehicles; will provide for pedestrian connections to surrounding commercial areas, and the future City park property; and will include the on-site pre-treatment of stormwater runoff in vegetative swales before discharge into the City's storm drain system.

Therefore, staff believes that the proposed PUD development plan is in the best interests of the public health, safety, and general welfare, and that this finding can be made.

2. Whether the plan is consistent with the City's General Plan and any applicable specific plan:

The site's General Plan Land Use Designations of "Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation" allow for a varied mix of uses within the Specific Plan area. Development of the proposed project will further the implementation of the Stoneridge Drive Specific Plan Amendment/Staples Ranch, as approved by the City Council on August 24, 2010. The Specific Plan anticipated up to 120,000 square-foot of retail/commercial uses on the subject property. As conditioned, the project would adhere to the design parameters of the Specific Plan.

Staff concludes that the proposed development plan is consistent with the City's General Plan and the Stoneridge Drive Specific Plan Amendment/Staples Ranch, and staff believes that this finding can be made.

3. Whether the plan is compatible with previously developed properties in the vicinity and the natural, topographic features of the site:

The project site is currently vacant. CarMax Auto Superstores and Chrysler-Jeep-Dodge have been approved on the site directly to the north, and the Stoneridge Creek Continuing Life Communities project has recently been completed farther to the northwest. The property directly to the south and west has been designated for a future City park. The park master plan will determine specific park uses and facilities/improvements, consistent with the Specific Plan. The Specific Plan allows the site to be developed with a variety of retail, commercial, and office uses. The proposed development will allow for the development of commercial/retail uses that would be compatible with adjacent properties and nearby commercial development in both Pleasanton and Livermore.

Therefore, staff believes that this finding can be made.

4. Whether grading takes into account environmental characteristics and is designed in keeping with the best engineering practices to avoid erosion, slides, or flooding to have as minimal an effect upon the environment as possible:

The site is relatively level with minimum changes in grades proposed. Erosion control and dust suppression measures will be documented in the improvement plans and will be administered by the City's Building and Public Works Divisions. City building code requirements would ensure that building foundations, on-site driveways, and parking areas are constructed on properly prepared surfaces. On-site stormwater will be treated and directed into the bio-retention planters before being released. The site is not located within an Alquist-Priolo Earthquake Fault Zone.

Therefore, staff believes that this finding can be made.

5. Whether streets and buildings have been designed and located to complement the natural terrain and landscape:

As mentioned previously, minimal changes to the natural terrain are proposed. Development of the site complements the natural terrain by making only minor changes as necessary to the site's existing relatively flat topography. The proposed buildings will be compatible in size and scale with surrounding structures.

Therefore, staff believes that this PUD finding can be made.

6. Whether adequate public safety measures have been incorporated into the design of the plan:

The public improvements associated with this project would be consistent with City design standards. The driveway entrance is located and configured to provide adequate line-of-sight viewing distance and to facilitate efficient ingress/egress to and from the project site. Adequate access would be provided to all structures for police, fire, and other emergency vehicles. Buildings would be required to meet the requirements of the Uniform Building Code, Fire Code, other applicable City codes, and

State of California energy and accessibility requirements. The buildings would be equipped with automatic fire suppression systems (sprinklers).

Therefore, staff believes that this finding can be made.

7. Whether the plan conforms to the purposes of the PUD District:

The proposed PUD development plan conforms to the purposes of the PUD district. The primary purpose of the PUD district is to allow flexibility in the development of projects that the City determines are in its best interest. Staff believes that the proposed project is designed to reflect its site and location and implements a key component of the Specific Plan approved by City Council on August 24, 2010. The project is also consistent with the General Plan. Moreover, input from the adjacent property owners and tenants has been sought and obtained through a Planning Commission work session; further opportunity for public comment will occur at the Planning Commission and City Council hearings.

Therefore, staff believes that this finding can be made.

V. PUBLIC NOTICE

Notice of this application was sent to all property owners in Pleasanton and Livermore within 1,000 feet of the project site. Staff has not received any comments as of the publication of this report, and will forward to the Commission any public comments received after publication of this report.

VI. ENVIRONMENTAL ASSESSMENT

On August 24, 2010, the City Council certified a Supplemental Environmental Impact Report (SEIR) and adopted the CEQA Findings and a Statement of Overriding Considerations for the Stoneridge Drive Specific Plan Amendment/Staples Ranch. This SEIR was a supplement to the EIR prepared for the Stoneridge Drive Specific Plan Amendment/Staples Ranch Project, which was certified on February 24, 2009. The square footage of the subject commercial development falls within the development amount assumed in the EIR and SEIR and is therefore within its scope of review. The SEIR included some mitigation measures that needed to be addressed prior to issuance of a building permit for a project. These mitigation measures have been addressed in the draft conditions of approval for this project.

VIII. CONCLUSION

The subject project would allow the development of a commercial center on the Commercial site within the Staples Ranch development. Staff finds the use consistent with the General Plan, the Stoneridge Drive Specific Plan Amendment/Staples Ranch, and the Planned Unit Development – Commercial zoning designation for the site. The center would provide additional shopping options for residents within Pleasanton, the Tri-Valley region, and the San Francisco Bay Area.

IX. STAFF RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

1. Find that the previously prepared EIR and SEIR, including the adopted CEQA Findings and Statement of Overriding Considerations, are adequate to serve as the environmental documentation for this project and satisfy all the requirements of CEQA;
2. Find that the proposed PUD development plan is consistent with the General Plan and the Stoneridge Drive Specific Plan Amendment/Staples Ranch;
3. Make the PUD findings for the proposed development plan as listed in the staff report; and
4. Adopt a resolution recommending approval of Case PUD-108, PUD Development Plan, subject to the conditions of approval listed in Exhibit A, and forward the application to the City Council for public hearing and review.

Staff Planner: *Jennifer Wallis, (925) 931-5607, jwallis@ci.pleasanton.ca.us*

**P14-1155, Pacific Pearl, Brad Blake on behalf of BHV CenterStreet Properties, LLC
Work Session to review and receive comments on a Preliminary Review application to construct an approximately 120,000-square-foot shopping center with emergency vehicle access from El Charro Road and related site improvements on the Retail/Commercial Site at Staples Ranch. Zoning for the property is PUD-C (Planned Unit Development – Commercial) District.**

Jennifer Wallis presented the staff report and described the scope, layout, and key elements of the application.

Chair O'Connor stated that the Commission received a letter from Vulcan Materials Company (VMC) regarding using the emergency vehicle access (EVA) road for garbage hauling access purposes, but the staff report indicated that it is only an EVA road and will have a gate across it. He noted that there is a Pre-Development and Cooperation Agreement which provides that the City has to work with VMC and others entities to ensure that everything is done according to the Memorandum of Understanding (MOU). He inquired if there was any reason to be concerned about a garbage pickup lane through the EVA or if that is a misconception by somebody.

Ms. Wallis replied that there was one plan that showed the garbage route and indicated that the applicant can provide details. She added that the intention is for it to be just an EVA and not a garbage route, but the specific details about the use and who is permitted to use the road would actually be specifically between VMC and the property owner.

Commissioner Allen referred to the Medical and Dental Offices and Clinics use on page 14 of the staff report, which states that it includes massage services according to Section 18.44.090 of the Pleasanton Municipal Code (PMC). She inquired if that meant a stand-alone massage service business or a medical and dental office that has something like a physical therapy massage.

Mr. Weinstein explained that Section 18.44.090 of the PMC is referenced here because it establishes specific categorizations for different types of massage uses.

THE PUBLIC HEARING WAS OPENED.

Brad Blake, Applicant, BHV CenterStreet Properties, LLC, stated that they have worked well with staff over the last few months and appreciate their input and comments. He then introduced his company, indicating that they have a long track record in developing shopping centers all over the Bay Area in Walnut Creek, Danville, San Ramon, Fremont, Hayward, San Jose, San Mateo, and Marina by the Bay. He indicated that their consultancy team is present tonight; their primary consultant is FCGA Architects, represented by Galen Grant; David Gates of Gates & Associates; and McKay and Soms, their civil engineer.

Mr. Blake stated that the proposed shopping center is focused on the Asian consumer but will have services and uses that will benefit the entire community. He indicated that they think the Pleasanton community and the whole Tri-Valley will find this a very interesting, dynamic shopping center that does not exist in this area now. He noted that about 23 percent of the population in Pleasanton is Asian and between 25 percent and 27 percent in Dublin, San Ramon, Livermore. He added that this population is growing substantially, primarily because people want to move to good communities that are safe and have good schools, parks, and nice environments. He stated that they would like to capture that consumer who is not currently really being served adequately in this area, noting that there are a few Asian grocery stores but no shopping centers that have really been designed from a master planning standpoint specifically for that consumer. He added that they can also capture a lot of sales that are now leaving the Pleasanton market and going to Fremont, Milpitas, and San Jose, and Pleasanton will have some of that tax revenue back. He indicated that there will be significant economic benefit for Pleasanton.

Mr. Blake stated that this will be a landmark project for Pleasanton and will bring a kind of new mix of tenants and uses and an environment to Pleasanton that does not exist at this time. He added that this will be a very high quality project that will add a gateway to Pleasanton that the City can be proud of. He then introduced Galen Grant, who will present some highlights of how they came up with this design and some of the design philosophy and thinking behind it.

Galen Grant, Partner at FCGA Architects, stated that their company does a lot of retail projects and that they have the good fortune of doing literally all of the retail projects surrounding this site, such as the Paragon Outlet Mall, the Shoppes at Livermore right across Jack London, and the Fallon Gateway Shopping Center for Charter Properties. He stated that one of the difficulties sometimes in developing retail projects is how to bring the architecture out to the street, how to conceal parking in the middle without creating this huge parking field, and how to create good architecture on both sides. He indicated that he is really pleased with this project and this development plan.

Mr. Grant then presented a PowerPoint show, displaying the project's site plan, the view corridor, the network of pedestrian walkways around the site, and the parking in-between the two buildings which make the ground level retail served by this parking area really something that realistically would work. He then pointed to the large bio-filter treatment area and to the location of the EVA as recommended by Vulcan Materials Company and clarified that there will be no trash going in and out of this location. He indicated that they have two ingress and two egress lanes with a possible addition of another exit lane. He noted that parking is well distributed and laid out in the most efficient way off of the driveway.

Mr. Grant then presented the architecture of the buildings, designed to be very animated and very street-friendly, with a wealth of glass on all the elevations and doors off of the parking lot side. He pointed to the pedestrian-friendly landscape area with a meandering pathway that will carry all the way around and swing back to the center. He

showed Office Buildings A and B with ground-level retail and second-level office, animated elevations with vertical and horizontal articulation on all four sides, open exterior corridors and stairs, a lot of brick work and stone from the window line down and turning the corner, awning covers and sign elements that will call out the ground-floor areas as retail. He then displayed Building C, a one-story retail building that fronts on the courtyards; Building D, facing the parking lot and El Charro Road, is all glass with a trellis feature and an entire brick wall; and the last building on the south, the drum feature with brick on the lower element, a tall volume, large glass face, split-faced masonry that creates the basic box and wraps around the building and integrates with panels of brick and cement plaster.

Mr. Grant concluded that this will be a great project from the standpoint of materials, colors, and landscaping, all integrated together to the point where the City and the developer will be very proud of it.

Commissioner Piper inquired what the purpose of the exterior staircases is and if they are a matter of cost, functionality, or architecture.

Mr. Grant replied that an open exterior balcony serves all the office spaces on the second level, and there is as much glass as possible in order to get a wealth of natural light into all those tenant spaces. He pointed out that the exterior balcony cannot be enclosed, and that openness is carried into the stairwells. He noted that the renderings had some of the stairs extending out away 90 degrees from the face of the building, and those have been dropped in in most cases so that they tuck in tighter. He added that they are also beautifully designed architectural features and are supported by a slab of stone or brick.

Commissioner Piper inquired if the exterior staircase is the only way for the people occupying the second level to get to their office space. She further inquired what the primary way to get to the office space is.

Mr. Grant replied that both of the office buildings have elevators. He added that the primary way will be the way the people choose because they will have the opportunity in close proximity to parking to take the stairs or to take the elevator, whichever they prefer.

Commissioner Piper stated that she liked the look but wondered about safety when it is raining and the stairs are slippery because they do not appear to be covered much at all.

Mr. Grant replied that there is one covered staircase in both buildings.

Mr. Blake explained that the two-story buildings is not really office space like professional office space where a worker goes there and sits all day and works and no one comes and sees them. He indicated that this is really a public consumer,

accessible office space, and they are trying to make it inviting so people see the stairs and not have to go inside a dark stairwell.

David Preiss, Holland & Knight, representing Vulcan Materials Company, stated that their concern is limited to the EVA proposed along El Charro Road. He noted that on the last page of his letter, they did a little markup of the site plan to show that their preferred location would be farther south, essentially coming in along the back of Building E instead of being farther up on El Charro Road. He indicated that this would basically take the EVA away from where the largest mix of quarry truck and other traffic might occur both now and in the future, particularly with East Pleasanton coming on line in the future. He added that the applicants have indicated they will work with Vulcan, and they will work with the City to try and work this out so when it comes back to the Commission for actual approval, Vulcan need not be present. He noted that Vulcan has striven for many years to open this area up so they are not here to object to the project.

Finally, Mr. Preiss stated that there was a reference on the plan to two bike trails right alongside El Charro Road near where the EVA was, and he indicated that they would like to have subsequent discussions on that as they have some safety concerns about the bike route along the road and would like that to be addressed.

THE PUBLIC HEARING WAS CLOSED.

Chair O'Connor stated that he is assuming that staff will be working with the Fire Department on the EVA to ensure that it is located where needed for fire access.

Ms. Wallis said yes.

Commissioner Ritter inquired what the demographics of the senior housing is. He noted that it is the closest walking distance to this shopping center and it would be good exercise if they can walk to it.

Chair O'Connor inquired what percent occupancy CLC has at this point.

Steve Bocian replied that he was not sure but that he knows they were very successful when they started the project, so he is certain they are getting close to being full.

Commissioner Piper noted that staff has recommended a lot of enrichment to the architectural enhancements and inquired if the plan presented by the applicant tonight already incorporates some of those recommendations or if staff's recommendations are above and beyond what the applicants talked about.

Ms. Wallis replied that staff still recommended quite a bit and that staff has been working with the applicant to get to this point. She noted that staff does not feel that they are there yet but felt comfortable enough to bring the plan before the Commission tonight.

Commissioner Balch noted that the landscape plan shows that there will be a vineyard buffer on the El Charro Road side, but the architectural plan shows that it would actually be a sidewalk. He inquired which it would be.

Ms. Wallis replied that there will be both a sidewalk and a vineyard, and the vineyard will be between the sidewalk and the building.

Mr. Weinstein indicated that the sidewalk would be along the periphery on El Charro Road, and the vineyard strip is along the east side of the site; so someone walking north along the sidewalk would see the vineyard to the left.

Chair O'Connor noted that the applicant talked about a meandering sidewalk.

Mr. Dolan stated that it has not been completely resolved and that staff would like to hear any thoughts or comments on that that the Commission has. He indicated that the main thing is if the Commission likes the idea of the vineyard.

Commissioner Balch inquired if the site is going to use recycled water for landscape and if all the plants on the landscape plan recycled water-compatible. He noted that willow trees have high water usage.

Ms. Wallis replied that recycled water will be used for landscaping. She indicated that the landscape plan will be reviewed by the City Landscape Architect so that the plant species will be in accordance and compatible with the City's drought efficient landscape ordinance and with recycled water.

Chair O'Connor stated that it is his understanding that recycled water is good for non-edible vegetation and inquired if the grapes will not be edible if the vineyards will be using recycled water.

Commissioner Balch replied that the fruit is edible if the recycled water, when applied, does not touch the fruit. He indicated that if the watering is at the roots, the fruit will be edible, but if an overhead spray is used, the fruit will not be edible. He noted that this information is actually on the Dublin San Ramon Services District recycled water website.

The Commission then proceeded to the Discussion Points:

- A. *Are the on-site circulation, parking layout, and positioning of the buildings acceptable, and specifically, does the Planning Commission find the proposed 28-foot setback as measured from face of curb along Stoneridge Drive adequate?*

Commissioner Balch stated that it is difficult for him to judge, based on what he sees on the plans and given that he does not believe it will be a high-use area at that location,

so he does not really consider setbacks as a significant issue. He indicated that he does not think this is where a lot of people will gather and that he is indifferent about it.

Mr. Dolan stated, to assist the Commission a bit, that this is roughly the same distance as how the buildings are set back at Pleasanton Gateway on Bernal Avenue. He noted that if the Commissioners have walked on the Pleasanton Gateway sidewalk or at least have driven by and seen the relationship of the curb to the buildings, and if they feel comfortable with those, then what is being proposed here will be fine, with the understanding that two of the buildings will be a little bit taller.

Commissioner Allen stated that she feels Pleasanton Gateway is a little tight but that she would support staff's recommendation for this proposal "to incorporate more variation in architectural setback along both Stoneridge Drive and El Charro Road such that individual tenant spaces are better articulated." She indicated that it would just create a more pleasant view versus the feeling that it is stacked and in a row.

Chair O'Connor agreed. He stated that he knows the size of this parcel and the square footage the applicant is trying to put in, but he is not a big fan of the two-story buildings in this development along with all the single stories, especially on the outside periphery. He indicated that the biggest thing is the massing that is visible that close to the sidewalk, and he would rather have a little more room to be able to articulate tenant space and have other options for the landscaping. He noted that Pleasanton Gateway is fine with him, although he wished it had a little more setback; however, it is all single-story. He reiterated that he would rather have a little more room so there would be more options with both landscaping and articulation for tenant space.

Addressing on-site circulation, Commissioner Ritter stated that he is in Pleasanton Gateway all the time and that he does not like the parking lot layout. He noted that for the proposed project, there is a right turn where Shop A is located, and he would like to see the roundabout at that location more in the center so there is more parking next to the buildings and more flow-through traffic through the center of the parking lot. He pointed out that at the Wells Fargo Bank in Pleasanton Gateway, one has to back up while making a turn to get out, but he likes that they all flow down on one side. He added that with respect to the traffic flow, he would like to make sure that the shop that gets the most traffic is possibly near the entrance versus at the back of the parking lot to keep the flow from clogging up the rest of the parking lot and not have people cut through the parking lot to get out if they're in a busy area. He indicated that he would support whatever the traffic engineers figure out for the parking lot as they are the experts. He added that he does not have a problem with the 20-foot setbacks.

Commissioner Piper stated that everything is acceptable to her and that she also like staff's recommendations.

Regarding Commissioner Ritter's comment about the Pleasanton Gateway circulation being a mess, Commissioner Balch stated that it is absolutely horrific. He indicated that the on-site circulation at the proposed site needs to be well thought out.

Commissioner Piper agreed.

Chair O'Connor commented that Pleasanton Gateway seems to have a main drive-through that goes right down the middle of all of the aisles where vehicles coming from both directions have to get into. He recommended that staff look at this one closely.

Commissioner Balch stated that a vehicle at that drive aisle by Building A that is trying to make a right turn to exit will not be able to get out for a while if there is a line of vehicles coming from the main Building E down that path. He added that Building A is two stories with people trying to get to it at a higher density than to the one story Building C. He commented that Building A's parking, no doubt, will really be horrific.

Chair O'Connor inquired if the roundabout will have yield signs so the first vehicle coming to the intersection gets to go first.

Ms. Wallis replied that it is not actually a roundabout or a raised curb but an intersection, and staff is having the decorative paving in a circle form removed so as not to confuse motorists.

Commissioner Balch noted that it is not signaled and so another issue that may occur is that there will be back up onto Stoneridge Drive by vehicles trying to make a left turn into that first neighbor driveway. He inquired if that concern will be sufficiently addressed.

Mr. Weinstein replied that the Traffic Engineer's recommendation is to add another left-turn lane onto Stoneridge Drive to prevent backups at that location.

Chair O'Connor inquired if that is for exiting the project site and not entering.

Mr. Weinstein replied that it is for exiting the project only.

Commissioner Balch commented that the exiting would block a vehicle from being able to enter to get in that first lane, Entrance A.

Chair O'Connor inquired if the third exit lane would be a right turn, in addition to the one straight and one left-turn, or if there would be two left-turn lanes.

Mr. Tassano replied that there would be one left, one straight, and one right.

Chair O'Connor stated that it is not a lighted intersection and expressed safety concerns if there were a double left-turn lane and vehicles are going to try and get out there at the same time.

Mr. Tassano replied that there will be a signal there at Stoneridge Drive; it will not be a full stop because if there were a stop, traffic will back up on Stoneridge Drive as vehicles come in, and this is a main concern. He indicated that in Pleasanton Gateway, the left turn is at Wells Fargo, and there is not much of a backup occurring there. He added that this is actually another four lengths longer, but it is a concern that that first left is the main turn.

As far as the exit design, Mr. Tassano stated that staff will come up with something that works. He indicated that there is not a lot of traffic that go straight across; it is more of an operational thing, and whether it is two left's or two right's, some of it comes down to where traffic wants to go. He indicated that three lanes will likely be necessary because there could be a whole bunch of right-turn traffic going out on Stoneridge Drive, and he does not want to have that one through-vehicle blocking it. He added that it could be a double right turn with one being a shared through/right; or maybe most of the traffic is going to Pleasanton and it will need to be a double left. He indicated that staff has not yet made a final determination on this.

Commissioner Balch presented a scenario: Coming in, there are two lanes and presumably both are intended to go straight, and the left lane is now backing up because the vehicles are trying to make this first left into the main area by Building A. He inquired if that should be a dedicated turn-lane in.

Mr. Tassano replied that a short pocket would be helpful there.

Commissioner Balch commented that that would force the people who miss it to get in.

Mr. Tassano said that was right, and added that then they would battle with whether you like trees more than a little bit of congestion on that left turn, so it is something staff is still working on. He indicated that he would be fully in favor of having a left-turn pocket there, but there is just a little tiny island; so the Commissioners would have to balance whether or not they like to create hurdles or trees.

Chair O'Connor commented that he would take trees out of Pleasanton Gateway to fix the parking lot there.

Commissioner Balch stated that he personally likes Mr. Tassano's comments and would personally support that left-turn lane in the entry to the entire complex because this is the only entry for 475 parking spaces.

Commissioner Allen inquired if staff considered another entrance into this shopping center and if that would be feasible.

Mr. Tassano replied that he recommended El Charro Road in the future because there are some conditions that prevent that. He continued that as a vehicle gets closer to the traffic signal at Stoneridge Drive, and if it is just a right turn in and out, most of the traffic will not take that second right, except maybe those going to Building C or D. He

indicated that his concern is that if the majority of the traffic is going back to the freeway, and a driveway is added closer and closer to the signal, people can just drive sideways across six lanes where there will be a right-turn pocket, a bike lane, two through-lanes and then three left-turn lanes, and that can be problematic especially if they then want to do a U-Turn and then they actually go across all six lanes. He noted that staff tries to prevent driveways in general from being on arterial roadways, especially in close proximity to intersections.

B. Are the design, colors, materials, and heights of the proposed buildings acceptable?

Commissioner Allen stated that she is generally supportive of everything staff put here. She indicated that she strongly agrees that a traditional style architecture would better reflect the architectural style commonly found in Pleasanton. She added that this did not feel like Pleasanton to her but more a little bit like the Hacienda Crossings in Dublin. She noted that she thinks Pleasanton can do better.

Regarding materials, Commissioner Allen stated that the exterior materials still felt heavily stucco-oriented even though there are bricks as the bricks felt like they were the same color as the stucco so it was difficult to differentiate. She indicated that she would prefer the applicant to continue to work on more materials to be integrated into the exterior of the shopping buildings, as was stated in the staff report.

With respect to colors, Commissioner Allen stated that she thinks more earth tones are needed. She indicated that she does not like the bright red architectural feature and that the corner reminds her of the movie theater in Dublin. She added that even if it is desired by the community because of the demographics, she felt that the applicant should look at some other color because red does not age well. She stated that she agrees with the building orientation, the street side pedestrian entrances, and staff's points on the awnings. She commented that the buildings feel monotonous, especially the two-story buildings and the longer buildings, and need some other architectural styles and work on that part of the design so it really feels strong. She pointed out that this is the last piece of vacant property for a retail shopping center and it is somewhat of a gateway to Pleasanton coming in from the Livermore side, so her ideal hope is that it be something that does not look like Dublin but really looks like Pleasanton, really top quality all the way. She added that she liked the idea of potted plants and outdoor dining furniture and things like that would create a plaza which would look really top-notch with any furniture that is put out there.

Chair O'Connor agreed with Commissioner Allen and to quote former Commissioner Phil Blank, "The project does not have that Pleasanton look." He indicated that it looks a little like the transit-oriented development (TOD) housing at the BART station that did not have the Pleasanton look. He stated that he thinks the quality is good and that there is a lot of variation on the plan; however, there are some elements that are quite repetitive such as the many awnings which are of the same kind and color.

Commissioner Ritter stated that the developer has done a very good job and that his one concern is that it caters to the 21-percent Asian community while there is the 79 percent of the rest of the population. He noted that this is 11 acres of a premier shopping center, so he wants to make sure it supports all the residents of Pleasanton. He indicated that he totally agrees with getting some niche of businesses in there. He stated that he likes the idea of offices above the shops and the integration of work and eating, and the activities that prevent less traffic so people can stop there on their way home from work. He pointed out that red is the Asian color, which he did not mind, except that it is 11 acres right next to the City's premier, newest park, Staples Park and the Neighborhood Park, where a lot of residents will be coming to with their children, and he would like them to be able to go to the shopping center and not feel that it is just for a certain group.

Commissioner Piper stated that she really liked the red accent wall and thinks it pops and is different. She noted that everyone keeps commenting on the "Pleasanton look" but that she likes the idea that it is different and transitional. She indicated that there needs to be more variation as the other Commissioners mentioned, but that she thinks the developers are onto something good.

Commissioner Balch stated that he does not really care about the color because it can always be repainted, although he is fine with the red because it can draw attention to the eye. In terms of the awnings, he noted that one of the things happening with modern day retail is that awnings are put in and but forget to put them in places where people can walk from store to store when it is raining. He added that he has awnings on some of the buildings he owns, and they obviously degrade quite rapidly with the sun and start to fade and become issues. He suggested that while he is not against the awning material, they should be hard awning, maybe metal with a corrugated look or something so it does look monotonous. With respect to the rest of the materials, he stated that he thinks the applicant has done fairly well picking out a pretty good scheme. He did take issue with the "Pleasanton look" like his fellow Commissioner said because it looks different than other parts of town and he does not think it has to have the "Pleasanton look."

C. Does the Planning Commission find the two-story buildings acceptable, including the presence and design of the proposed exterior stairways? Would the Planning Commission prefer the enclosing of the staircase even if it required a minor deviation to the maximum permitted square footage?

Chair O'Connor stated that he made a comment on the "Pleasanton look" and that it would really matter to him what the structure would look like if they were to change the look. He indicated that in a more modern look like what was proposed here, he does not have a problem with an exterior stairway, but he assumed it would have to be an interior stairway if it was to have the "Pleasanton look." He added, though, that this is not a game stopper for him.

Commissioner Ritter stated that he likes the two-story as well as the open look of the staircase.

Commissioner Piper agreed. She indicated that she is very much in favor of two stories and finds the exterior staircase to be a pretty neat look as well, but expressed concern about when it rains. She stated that the majority of people will probably use this staircase since it is only a two-story building and cannot imagine that many people using the elevator.

Commissioner Balch stated that he generally does not have a problem with two stories, noting that the earlier conversation about setbacks factors into it. He indicated that he has a slight issue with Building A being a two-story and the parking directly adjacent to Building A and would prefer more of a building, such as Building D, that has better ample parking, and some particular section that has the same floor plan as Building A, and then make Building A a single-story. He stated that he understands that Buildings A and B may be together probably for symmetry.

Commissioner Balch stated that the applicant's statement that they are doing this quasi-office changed his view of the staircases. He indicated that he was initially fine with the staircases, thinking it was pure office, because the number of trips up and down the staircase would probably be used by the same people and minimized to twice a day; however, as a quasi-office retail, it will have a traffic load, and people will probably be taking the staircase. He noted that the architect mentioned the tightness of the site and the parking ratio, but with 11.5 acres and a parking ratio of 4.8 per thousand, the applicant should be able to tuck in the staircases.

Commissioner Allen stated that she was fine with a two-story building and liked the look of the outdoor staircase, given this design. She agreed that if it is a traditional design, the staircase should probably be indoor and people may prefer indoor given that they are going to be using it during the winter season.

D. Does the Planning Commission have any comments on the proposed landscaping plans, including the vineyard buffer along El Charro Road?

Commissioner Ritter stated that he likes the vineyard idea as long as it has a bike path and a walkway so people can get there by walking or biking. He added that although it was not discussed, he assumes that there will be a connection to the park on both sides of the layout. He indicated that he wants to make sure the buildings are looking nice and that there are trees there so it integrates with the park nicely on the west and south sides, and maybe have the vineyards go all the way around.

Commissioner Piper stated that she thinks the vineyard is a little bit strange and she finds it hard to visualize it even if it is drawn on the plans. She added that other than that, she does not have any comments on the landscaping and thinks it all looks pretty good.

Commissioner Balch stated that his comment on the landscaping is similar to his comment on the Jeep dealership project. He noted that Building E from the south elevation is a pretty significant-sized building because it is obviously a very lengthy building along the entire southern front, and this is where the park will be looking. He indicated that he really does not like the trash enclosure being tucked up against the park on the southwest corner and suggested that it be a small one if it has to be there. He stated that the building looks massive from the park, and he would like to see a softening-up, and the Willow tree line chosen by Mr. Gates can definitely do that. He added, however, that he would prefer a lower water user, but if the Willow can tolerate recycled water, then he is indifferent because that would be a good solution.

In terms of the meandering path or the vineyard area, Commissioner Balch stated that he would personally like to see the sidewalk move off of El Charro Road primarily because of Vulcan Material Company's use of El Charro Road with the heavy trucks. He indicated that he would like the sidewalk to be as far away from El Charro Road as possible and to remove a little bit of the vineyard as well as there would be an 18-wheeler going down the road about four feet from the curb. He stated that he prefers not to walk along a sidewalk that would have this much traffic, and obviously not straight up against the building either. He agreed with Commissioner Piper regarding visualizing the vineyard at that location but conceded that it might work well.

Commissioner Allen stated that she is neutral on the vineyard and that it fits the design. He agreed with Commissioner Balch about moving the sidewalk in because of the gravel and the dust and using more landscaping to soften Building E. She commented that she assumes there would probably be potted plants or plants in the ground in the patio area with the tables and that it would be a really nice area to have a lot of shade.

Chair O'Connor stated that he thinks there is no room for the vineyards and that he wants to get the sidewalk off of El Charro Road. He noted that the applicant mentioned a meandering sidewalk, and he does not know if there is room to get the sidewalk off of El Charro Road and have it meandering, although there will be more room for other landscaping and smaller trees such as Crepe Myrtle on both sides between where the sidewalk meanders. He added that he wanted the selection of trees on Stoneridge Drive to be consistent with the General Plan.

E. Does the Planning Commission have any comments on the proposed permitted and conditionally permitted uses?

Commissioner Piper stated that she has no comments and that they all seem pretty good to her.

Commissioner Balch stated that, going back to the topic on trees, he has family members that have allergies so he would like to minimize trees or plants that produce pollen or to choose varieties with a lower pollen. In terms of the uses, he pointed out the list of Permitted Uses/Retail on page 3 of Exhibit B, Item 49 states that food will be served until 11:00 p.m., and Item 5 under Conditional Uses/Retail on the same page

stated that food will be served until midnight. He added that there is also the question about food and alcohol or alcoholic beverages served with food service. He indicated that he is obviously not in opposition of that with the proper permits but wants to make sure that the “how” and “when” of times are discussed, if the times are being set here or if the focus here is the use and the times will be figured out later.

Ms. Wallis stated that the intent here is that restaurants are automatically permitted to be open to 11:00 p.m. if they do not sell alcohol, but if they sell alcohol past 11:00 p.m., they would require a Conditional Use Permit. She noted that in this case, a Conditional Use Permit would be required if restaurants sell alcohol after 11:00 p.m.

Commissioner Balch questioned just for follow-up purposes if he can apply for a permit for 11:00 p.m. to 1:00 a.m. He then referred to Item 2 under Conditional Uses/Retail, restaurants with brew pubs, and assumed that the element here is the brew pub versus just standard alcohol service with restaurant.

Ms. Wallis replied that is correct, adding that there is a specific brew pub definition in the PMC.

Chair O'Connor inquired what the distinction is between a restaurant and brew pub that serves beer versus a restaurant that serves beer and wine but is not a brew pub.

Mr. Dolan replied that it is in the PMC and asked Chair O'Connor why he made that distinction.

Chair O'Connor stated that he understands a restaurant can serve beer and wine and be open until 11:00 p.m. at night without having a Conditional Use Permit, but a restaurant with a brew pub will need a Conditional Use Permit.

Mr. Dolan stated that there is an opportunity within this PUD to make all things equal, and if that is what the Commission would like to do, that is what staff will pursue.

Commissioner Balch stated that “brew pub” is defined as having a true bar that can have more than a few people, more than just something that is a standard restaurant that maybe has a small bar area. He added that he is indifferent either way and is generally fine with the uses.

Commissioner Allen stated that she is generally fine with the uses, but is concerned that, for example, in the Downtown, there is a situation where there are a lot of hair salons and service businesses and less and less traditional retail stores, and everything is single-level for the most part. She noted that in a worst-case scenario in a shopping center like this, there would be a whole bunch of music and dance studios and gymnasiums that end up taking the ground floor because those are businesses where people come in and out and they are not necessarily shopping, and it would detract from restaurants and traditional retail, and the shopping center might not be as healthy as it could be. She suggested that the first level be for these vibrant businesses that

have a lot of retail and energy, and for the buildings that have two floors, orient those service-oriented businesses to the second floor.

Mr. Dolan stated that this is something that they can definitely take a look at. He noted that there are some things to balance, and people have taken their shots at Pleasanton Gateway tonight. He pointed out that one of the reasons for Pleasanton Gateway's parking problem has to do with the design and all the vibrant establishments there at the smaller parking lot. He explained that the real problems happen when the restaurants are full, and when this vibrancy creates a parking problem, then it becomes necessary to have some spaces that are not quite as demanding mixed in and consider some limitations on the percentage that could be allotted to certain uses there.

Commissioner Allen commented that it would be good to know that certain types of businesses would be no more than, say, 10 percent; to the degree that it could potentially be 30 percent creates a feel that it is out of balance and relates to the health of the center.

Mr. Dolan agreed.

Chair O'Connor stated that he understands the reasoning behind a discussion in the staff report regarding limiting the percentage of restaurants because of the problem at Pleasanton Gateway, but he is not certain he would want to tell the project owners how to run their business. He pointed out that no one wants to run out of parking or get it so congested that people will stop coming, because then the tenants will leave. He noted that he thinks it is best to let the owners decide how they are going to do their mix; beyond that, staff would have to determine what is allowed and what is not: for example, pre-owned clothing or a second-hand store are either allowed or conditionally allowed in some parts of Pleasanton, but he would not want to see a Goodwill store on the first floor.

Chair O'Connor stated that he does not like the look of having signage on the upper floor at the top of the gutter line. He noted that the way some of these signs are all over the place looks so busy, particularly where there is signage in the middle and then signage at the top. He suggested that a better way might be to tuck the signage underneath the overhang for the walkway. He added that he would not want to put a gas station in here; other than that, the other mixes are fine.

Commissioner Ritter agreed with Chair O'Connor that the Commission is responsible for zoning but not for picking the type of businesses, and with Mr. Dolan that the Commission can determine the percentages and/or types of permits allowed to manage parking issues. He pointed out that this location is right next to a park and he could envision people parking here, go get a sandwich, and eat at the park. He suggested that putting a parking lot near this side of the park so people could park there instead of at this parking lot. He agreed that self-service gas stations would make traffic even worse.

Commissioner Balch inquired if Item 19 under Permitted Use/Office, Emergency standby electricity generator, fuel cell, and battery facilities, is a common allowed use or if it should be a conditionally allowed use.

Mr. Dolan replied that it is a common allowed use in the zones off of which this list is based.

Mr. Wallis clarified that this is actually just an ancillary electric generator and not a use in a tenant space. She added that it would typically be electric generators for medical uses or wireless cell towers.

Commissioner Balch commented that he can tell it will go on the southwest corner in that little cinderblock area right next to the park and recommended that it be allowed as a conditional rather than a permitted use.

Chair O'Connor asked staff if they got what they needed from the Commission.

Mr. Dolan said yes.

No action was taken.

