

CITY COUNCIL AGENDA REPORT

January 19, 2016
Community Development
Planning Division

TITLE: PUD-109, 273 SPRING STREET – CONSIDER A PLANNED UNIT DEVELOPMENT (PUD) REZONING AND DEVELOPMENT PLAN TO REZONE THE SITE FROM THE C-C (CENTRAL COMMERCIAL), DOWNTOWN REVITALIZATION, CORE AREA OVERLAY DISTRICT TO PUD-C-C (PLANNED UNIT DEVELOPMENT-CENTRAL COMMERCIAL), DOWNTOWN REVITALIZATION, CORE AREA OVERLAY DISTRICT TO CONSTRUCT AN APPROXIMATELY 4,074-SQUARE-FOOT, TWO-STORY COMMERCIAL/OFFICE BUILDING WITH AN ATTACHED APPROXIMATELY 1,225-SQUARE-FOOT SECOND-FLOOR APARTMENT UNIT, AND FOUR, APPROXIMATELY 2,015-SQUARE-FOOT, THREE-STORY MULTI-FAMILY RESIDENTIAL UNITS

APPLICANT: H. James Knuppe

SUMMARY

The application is for a mixed-use project that would result in the construction of a two-story commercial/office building (4,074 square feet) with an attached second-floor apartment unit (1,225 square feet), and four three-story multi-family residential units (each 2,015 square feet) at 273 Spring Street.

PLANNING COMMISSION RECOMMENDATION

On December 9, 2015, the Planning Commission, on a 3-2 vote, recommended to the City Council approval of PUD Rezoning and Development Plan applications, based on the PUD findings of approval (included in Attachment 2) and subject to the conditions listed in Exhibit A (Attachment 1).

For a an overview of the Planning Commission's discussion, please see the *Planning Commission Action* section included in this report; for a detailed description of the discussion at the meeting, please see the attached draft minutes in Attachment 3.

RECOMMENDATION

1. Find that the project would not have a significant effect on the environment pursuant to Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines;
2. Find that the proposed PUD Rezoning and Development Plan are consistent with the General Plan;

3. Make the PUD findings for the proposed development plan as stated in the December 9, 2015, Planning Commission staff report (pages 20 through 23 in Attachment 2); and
4. Introduce a draft ordinance approving Case PUD-109, PUD Rezoning and PUD Development Plan, based on the PUD findings of approval (included in Attachment 2) and subject to the Conditions of Approval, Exhibit A (Attachment 1).

FINANCIAL STATEMENT

The project would be expected to generate revenue (taxes and fees) to cover costs for service. Increases in property tax would be used to provide services, such as police and fire services, to the occupants of the dwelling units and commercial space. The applicant will be required to pay development impact fees (e.g., in-lieu park dedication fee, public facilities fee, traffic fees, and water/sewer connection fees) that will be used to offset the cost of additional demand for City facilities and infrastructure.

BACKGROUND

Initial Submittal & Planning Commission Work Session

On April 6, 2015, the applicant submitted a Planned Unit Development Rezoning and Development Plan application to construct an approximately 2,204-square-foot, two-story commercial/office building and five approximately 2,104-square-foot, three-story attached townhouses. The Planning Commission held a work session on August 26, 2015 and encouraged the applicant to increase the amount of commercial/retail square footage, increase the amount of commercial parking, and reduce the amount of residential development on the site, among other changes.

Project Revisions

The revised plans were submitted on November 3, 2015 and were presented to the Planning Commission at a public hearing on December 9, 2015. The primary changes to the project from the Planning Commission work session plans include:

- (1) Reducing the size of four multi-family residential units from approximately 2,104 square feet to approximately 2,015 square feet in area;
- (2) Allocating four parking spaces to the commercial/office building, while reducing the overall number of parking spaces provided on the site from 20 to 13 parking spaces; and
- (3) Expanding the size of the commercial/office space from approximately 2,200 square feet to approximately 4,074 square feet in area.

PUD Required

The PUD application is proposed to allow for tandem parking for the proposed multi-family residential units, as the Municipal Code does not permit tandem parking. Please see the Planning Commission staff report (Attachment 2) for detailed background information.

SITE DESCRIPTION AND SURROUNDING AREA

The site is generally rectangular in shape and gradually slopes up from Spring Street toward the rear of the property. The surrounding parcels are at different grades (higher and lower), so there are existing retaining walls ranging in height from approximately one to five feet around the perimeter of the parcel. At the rear of the property there is a 910-square-foot single-story vacant building and approximately 20 informal paved parking spaces closer to Spring Street. There are nine trees, all of which are Heritage Trees, of various species, sizes and health conditions.

The properties adjacent to and in the immediate vicinity of the subject parcel on Spring Street and Main Street are mainly commercial buildings occupied by a home inspection business to the east, meat/seafood market to the west, and a mix of small retail/restaurant and office uses. In addition, there are residential uses in the vicinity of the site, including a multi-family residential building to the north. Figure 1 below is an aerial view of the subject parcel, showing the existing building and surrounding uses.

Figure 1: Aerial Photograph



PROJECT DESCRIPTION

The proposal includes an application for a PUD Rezoning and Development Plan to rezone the site from the C-C (Central Commercial), Downtown Revitalization, Core Area Overlay District to PUD-C-C (Planned Unit Development-Central Commercial), Downtown Revitalization, Core Area Overlay District, and to construct a 4,074-square-foot, two-story commercial/office building with an attached 1,225-square-foot second-floor apartment unit, and four, 2,015-square-foot, three-story multi-family residential units (Figure 2).

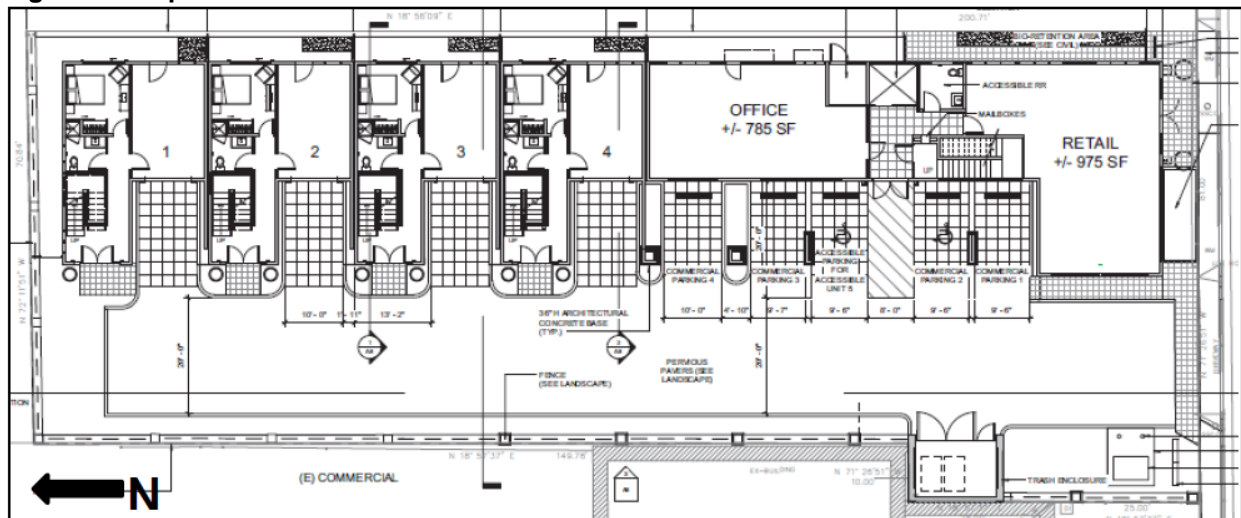
Commercial/Office Building

The proposed two-story commercial/office building would be designed for a maximum of three tenants and would include:

- Ground floor retail space fronting Spring Street (975 sq. ft.);
- Ground floor office space (785 sq. ft.);
- Ground floor lobby, restrooms, and an elevator common area (514 sq. ft.); and
- A second-floor office space (1,800 sq. ft.) as well as two decks facing west toward Main Street.

Ground floor entrances to the building would be available from Spring Street (retail space entrance) and from the parking area at the side of the building (common area entrance). Four on-site parking spaces are proposed for the commercial portion of the building; in-lieu fees would be required for the remainder of the required parking spaces for the commercial use.

Figure 2: Proposed Site Plan



The proposed commercial/office building is designed to include several architectural features found on other buildings along Spring Street (Figures 3a and 3b). Mission Revival architectural styling is proposed, including a mix of flat and gabled parapet lines, round tile gable vents, and smooth cement plaster wall finishes. The project is enhanced by more contemporary architectural elements, including striped canvas

awnings, a mix of rectangular and curved window shapes, storefront mullions, and goose-neck light fixtures.

Figure 3a: Proposed Commercial/Office Building Perspective Looking East Down Spring Street



Figure 3b: Proposed Commercial/Office Building Perspective Looking West Down Spring Street



Residential Units

Each of the four proposed three-story multi-family residential units would be approximately 2,015 square feet, and would include three bedrooms and four bathrooms. A two car “tandem” parking configuration is proposed for each unit, whereby each unit would have a one-car garage with a 10-foot by 20-foot parking space/driveway in front of the one-car garage. Each unit would have two second-story decks/balconies and one third-story deck/balcony totaling approximately 120 square feet and approximately 125 square feet of private outdoor space at grade at the rear.

A fifth residential unit, measuring approximately 1,225 square feet and containing one bedroom and two bathrooms, is proposed on the second-story above commercial/office space. This unit would be accessed using the common area elevator or stairs. A small deck/balcony is proposed for this unit facing west toward Main Street. A standard-sized,

ground-level parking space would be designated within the commercial/office building parking lot solely for use by the occupant(s) of this unit (the parking space would be designed to be accessible in the event occupants of the units have a disabled person placard or license plate). All five of the residential units would be rental units and would be priced at market rates.

The proposed three-story, multi-family residential units are designed to replicate many of the same architectural features proposed for the commercial/office building, including both flat and gabled roof parapet lines and smooth cement plaster walls painted off-white. The design of the residential units is articulated with a significant amount of windows, and metal deck/balcony railings (Figure 4). The units also include wood and glass front and garage doors, and solid-colored awnings. Please see the attached project plans (Exhibit B, Attachment 2) for additional information.

Figure 4: Perspective of Project Looking East



PLANNING COMMISSION ACTION

The Planning Commission held a public hearing on December 9, 2015, to review the project and provide a recommendation to the Council. Nine members of the public (including the applicant) spoke. There was a mix of supportive and non-supportive comments. Objections were raised regarding the proposed multi-family residential units on the ground-floor; the overall building massing, three-story building height, and setbacks; and the lack of on-site parking for the commercial building. The adjacent property owner to the north (multi-family residential building) also requested that a taller fence be provided along the northern property line.

The Commission focused its debate on several items while considering the project, including but not limited to:

- massing and scale,
- tandem parking for the multi-family residential units,
- the lack of on-site parking for the commercial building,
- whether some of the residential units should be removed to eliminate the tandem parking to create two-car garages for the multi-family units and/or create more parking for the commercial building,
- the appropriate amount of in-lieu parking fees the applicant should pay, and
- whether or not the ground-floor of the commercial building should be restricted to retail uses only.

For further discussion on these topics, please see the Planning Commission meeting minutes (Attachment 3). After listening to public testimony and discussing the project, the Commission, on a 3-2 vote (Chair Allen and Commissioner O'Connor dissented), voted to recommend approval of the project subject to staff's recommended conditions (Exhibit A, Attachment 1) as revised to require the applicant to pay for the cost of 10 in-lieu spaces instead of seven spaces and to increase the height of the solid-wood fence along the northern property line from six feet to eight feet. The Planning Commission did not support granting the applicant a parking credit for three spaces for the floor area of the demolished structure as may be allowed per the Municipal Code because the amount of in-lieu parking requested was deemed excessive for a Downtown location.

Please see Attachment 3 for more details related to public testimony and the Planning Commission discussion.

DISCUSSION

The Planning Commission staff report (Attachment 2) dated December 9, 2015 provides additional background information and a detailed discussion of the proposed application, including project compliance with the General Plan, Downtown Specific Plan, underlying zoning regulations, and other issues. As discussed in more detail in the Planning Commission staff report, the Downtown Specific Plan land use designation for the subject parcel is "Downtown Commercial," which allows pedestrian-oriented commercial and upper floor office and residential uses (i.e., ground floor residential uses are generally not desired). Staff believes that the project includes a substantial pedestrian-oriented commercial presence in the street-facing portion of the site that meets the intent of the Downtown Commercial designation, even though ground floor residential uses are located behind the commercial use, away from Spring Street.

This report includes supplemental discussion specific to building height, architectural design quality, and parking pursuant to the Planning Commission recommendation.

Building Height and Design

The proposed commercial/office/residential building and four, three-story, multi-family residential units are attractive, well designed and would be a significant architectural improvement compared to the existing building on the subject parcel. The proposed buildings have an appropriate scale and mass for Downtown Pleasanton; the proposed windows and gabled roof parapet elements add interest to the design and reduce perceived mass. The buildings' colors and materials will be compatible and complementary with other buildings in the Downtown.

During the review process, the applicant reduced the height of the proposed multi-family units to 30 feet, which is considered acceptable in most residential zones within the City. These revisions make the plan consistent with *Downtown Specific Plan Land Use Policy No. 1* that states: "In order to preserve the historic character of the Downtown, new or remodeled buildings within the Downtown Commercial area should be limited to two stories, except three-story buildings may be allowed on a case-by-case basis provided:

(1) The buildings are pedestrian in scale, and include features such as first-story storefront windows, recessed entries, building details, and awnings;

(2) Buildings are designed to minimize their three-story appearances through use of techniques such as dormer windows, stepping back upper floors, and using design features between building levels to assist in maintaining an overall horizontal design character to the building; and

(3) Buildings must conform to the City Municipal Code height limits.”

In addition, the applicant revised the plans multiple times to improve the finish material quality (smooth cement plaster, awnings, etc.) and to add architectural interest (storefront windows at the street level, decorative and varying roofline parapets, etc.), wall plane articulation (variable second floor wall planes, dormer elements, etc.), and movement on the front and rear elevations.

Parking

The existing building totals approximately 910 square feet in area. The applicant is proposing to demolish the existing 910-square-foot building on-site and construct a new 4,074-square-foot two-story commercial/office building, resulting in a net increase of approximately 3,164 square feet of commercial/office uses on the subject parcel.

The Municipal Code requires that the applicant provide 14 parking spaces for the proposed commercial building area (based on a 1 space/300 sq. ft. ratio). However, pursuant to Municipal Code Section 18.88.020 (D2) the subject project could receive a parking credit for the existing, demolished building area if one of the following conditions is met: a) the approving body determines that the replacement structure would have the same architectural style as the original structure in terms of design, materials, massing and detailing, or b) the approving body determines that the replacement structure will be an architectural improvement compared to the existing structure and will preserve or enhance the overall character of the area. While Staff believes that the proposed building meets the criteria in “b” above, and recommended that the applicant receive a parking credit for the 910 square feet of demolished area (equal to three spaces), the Planning Commission did not concur with this recommendation because it believed the in-lieu parking being requested by the applicant was excessive. Instead, the Planning Commission modified the recommended conditions of approval, did not grant the parking credit for the three spaces despite voicing support for the architectural design of the new building, and required the applicant to pay the in-lieu fee for the three subject spaces (a total of 10 spaces).

The applicant is proposing four dedicated on-site parking spaces for the proposed commercial building. Taking into account the three-space parking credit described above and the four dedicated on-site parking spaces, City Council approval would be required for an in-lieu parking agreement for seven spaces (the in-lieu parking fee is currently \$19,117.69 per space).

Table 1 summarizes the commercial and residential parking requirements for the project and demonstrates how the project conforms to these requirements as recommended by staff. Please refer to the Planning Commission staff report (Attachment 2) for a more detailed analysis.

Table 1: Project Parking Summary

Commercial Uses	Total Spaces Required	Total Spaces Provided	Parking Credit Per Municipal Code	Total In-lieu Spaces Requested per Staff Recommendation
Commercial/Office Building	14	4	3	7*
Residential Uses				
Four Multi-family Units	8**	8***	NA	N/A
One Bedroom Second-story Apartment	1	1	NA	N/A
Total Project Parking	23	13	3	7*

* Assumes three space parking credit for demolition of existing building

**Two spaces per unit

***Tandem parking proposed (one-car garage space and one driveway space).

The Work Session proposal included a total of four parking spaces for each of the four, three-story, multi-family residential units: two within a garage and two within a driveway. Based on general direction provided by the Planning Commission (which encompassed comments on parking, but also other project elements such as building setbacks and size of the commercial space), the applicant elected to reduce the parking dedicated to the four multi-family residential units, in order to expand the size of the commercial/office building and provide four on-site spaces dedicated to that component of the project.

The result is that four dedicated parking spaces have been created for the commercial/office building, and each of the four, three-story, multi-family residential units has lost two parking spaces from the Work Session proposal and would rely on tandem parking to meet the minimum Municipal Code requirement of two spaces for each unit.

The Municipal Code does not allow tandem parking to be used for meeting prescribed parking requirements. However, PUD zoning allows for flexibility in the prescribed development standards of the Municipal Code. Therefore, if the City Council accepts the tandem parking proposal for the four, three-story, multi-family residential units, the proposed project would meet the minimum Municipal Code requirements prescribed for parking for the residential component of the project.

PUD FINDINGS

Please refer to the attached Planning Commission staff report (Attachment 2), pages 20 through 23, for a discussion of the considerations needed to approve the proposed PUD Development Plan.

PUBLIC NOTICE

Notice of these applications and the City Council public hearing was sent to surrounding property owners and tenants within a 1,000-foot radius of the site. Staff has provided the location and noticing maps within the attached Planning Commission staff report (Exhibit H, Attachment 2) for reference. At the time this Council report was published, staff had not received any public comments regarding the Council notice. However, public correspondence was received during the noticing period for the Planning Commission hearing on December 9, 2015. That correspondence is attached as Attachment 4.

ENVIRONMENTAL ASSESSMENT

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3), Review for Exemption, the proposed project is exempt from CEQA because it has been determined with certainty that the project would not have the potential for causing a significant effect on the environment. Therefore, no environmental document accompanies this report.

CONCLUSION

The proposed project would establish a pedestrian-oriented retail use on the ground-floor along Spring Street, ground-floor and upper floor offices, as well as five new residential units, which would generally introduce activity along this segment of Spring Street. The proposed building architecture and site landscaping are attractive, compatible with the surrounding development and buildings, and meet all applicable requirements of the Pleasanton Municipal Code, Downtown Specific Plan, and Downtown Design Guidelines, as conditioned. A new storefront along Spring Street will add interest to the streetscape and encourage pedestrian activity in and around Main Street. Additionally, the new multi-family residential units will attract additional residents into the area who will frequent Downtown amenities and businesses, enhancing the vitality of Downtown, while also increasing the City’s supply of above-moderate level rental housing stock.

Submitted by:

Fiscal Review:

Approved by:

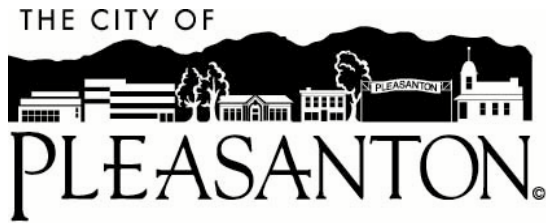
Gerry Beaudin
Director of Community
Development

Tina Olson
Director of Finance

Nelson Fialho
City Manager

Attachments:

1. Draft City Council Ordinance for PUD-107, PUD Rezoning and Development Plan with Exhibit A, Recommended Conditions of Approval and Exhibit B, Zoning Unit Map
2. December 9, 2015, Planning Commission Staff Report with the following exhibits:
 - B. Project plans, color and materials palette dated "Received November 3, 2015"
 - C. Preliminary Comment Letters dated June 4, 2014 and August 1, 2014
 - D. Planning Commission Work Session plans (selected sheets)
 - E. Arborist report prepared by HortScience dated "Received November 3, 2015"
 - F. GreenPoint Rated new multi-family checklist
 - G. Letter from Pleasanton Downtown Association dated November 18, 2015
 - H. Location and Noticing Map
3. Draft Planning Commission meeting minutes from December 9, 2015
4. Public comment correspondence received during Planning Commission hearing noticing period
5. Staff Memorandum to the Planning Commission dated December 9, 2015



Planning Commission Staff Report

December 9, 2015
Item 6. a.

- SUBJECT:** PUD-109
- APPLICANT/
PROPERTY OWNER:** H. James Knuppe
- PURPOSE:** Applications at 273 Spring Street for: (1) a certificate of appropriateness to demolish the existing 910-square-foot single-story commercial building; and (2) a Planned Unit Development (PUD) Rezoning and Development Plan to rezone the site from the C-C (Central Commercial), Downtown Revitalization, Core Area Overlay District to PUD-C-C (Planned Unit Development-Central Commercial), Downtown Revitalization, Core Area Overlay District, and to construct an approximately 4,074-square-foot, two-story commercial/office building with an attached approximately 1,225-square-foot second-floor apartment unit, and four, approximately 2,015-square-foot, three-story multi-family residential units
- LOCATION:** 273 Spring Street
- GENERAL PLAN:** Retail, Highway, and Service Commercial; Business and Professional Offices
- SPECIFIC PLAN:** Downtown Specific Plan – Downtown Commercial
- ZONING:** Central Commercial (C-C), Downtown Revitalization, Core Area Overlay District
- EXHIBITS:**
- A. Draft Conditions of Approval
 - B. Project plans, color and materials palette dated “Received November 3, 2015”
 - C. Preliminary Comment Letters dated June 4, 2014 and August 1, 2014
 - D. Planning Commission Work Session plans (selected sheets)
 - E. Arborist report prepared by HortScience dated “Received November 3, 2015”
 - F. GreenPoint Rated new multi-family checklist
 - G. Letter from Pleasanton Downtown Association dated November 18, 2015
 - H. Location and Noticing Maps

BACKGROUND

On May 5, 2014, the applicant submitted a Preliminary Review application to solicit staff comments on a proposal to construct a two-story commercial building and five detached townhomes on the subject parcel. This initial submittal included a smaller commercial building than currently proposed (approximately 1,200 square feet) and four detached homes along the eastern property line with one detached home along the northern property line, facing south toward Spring Street. After reviewing the application, staff provided the applicant with two letters discussing concerns related to land use compatibility, aesthetics, architectural styling and consistency with the Downtown Specific Plan. Specifically, staff was concerned that the relatively small size of the commercial/office building would be contrary to the intent of the Downtown Specific Plan, which requires “pedestrian-oriented commercial” uses in this district. Additionally, staff believed the proposed townhomes were out of character in terms of height and scale with the surrounding area. Please see staff’s preliminary comment letters in Exhibit C for additional information.

Over the next several months, staff and the applicant met several times to discuss alternative design concepts for the subject parcel that addressed staff’s concerns from the preliminary review process. After these meetings, on April 6, 2015, the applicant submitted a Planned Unit Development Rezoning and Development Plan application to construct an approximately 2,204-square-foot, two-story commercial/office building and five approximately 2,104-square-foot, three-story attached townhouses. Staff made additional design suggestions to the applicant over the next two months, and the applicant submitted revised plans on July 2, 2015.

A Planning Commission work session was held for the project on August 26, 2015. The Commission provided staff and the applicant with direction on the project design as detailed in the Work Session section below. In response to that direction, the applicant revised the project plans to include an approximately 4,074-square-foot, two-story commercial/office building with an attached, approximately 1,225-square-foot second-floor apartment unit, and four, approximately 2,015-square-foot, three-story multi-family residential units. The primary changes included: (1) reducing the size of one residential unit; (2) a reduction in parking, but parking was allocated to the commercial/office building; and (3) a larger commercial space and second office space was created. The current proposal is now before the Planning Commission for review and recommendation to the City Council, which will review and take final action on the applications.

WORK SESSION

The Commission was asked 12 questions regarding the proposed project at the August 26, 2015, Planning Commission Work Session. A summary of that discussion broken down into primary discussion topics is below. The applicant’s responses to the Planning Commission’s comments are discussed in the appropriate analysis sections of this report. Additionally, staff has attached several sheets from the Work Session plans (site plan, elevations, and landscape plan) as Exhibit D for comparison purposes with the current proposal.

Commercial Versus Residential Uses

Generally speaking, the Commission was not opposed to the residential units on the site; however, the Commission expressed concerns that the commercial space was not large enough to support a viable retail use and was also concerned with the building massing and its effect on the surrounding properties, and recommended setting the commercial building back from Spring Street. The majority of Commissioners believed that some level of residential development was appropriate for the site, but not at the expense of the size of the commercial space or providing adequate on-site parking for all proposed uses.

Building Design

The majority of the Commissioners expressed support for developing the site with a project that would introduce interest and vitality to the area. However, concerns were expressed about massing and the three-story concept. The Commission was split on whether the project as a whole was too large for the site, especially with a three-story component, while some Commissioners also recognized the majority of the ground floor was garage and not living area and felt the project was in keeping with the Specific Plan. Some Commissioners also expressed concerns as to whether the project would be visible from Main Street. The Commission was also split on the white building color, with some supportive of it, while others were not. All of the Commissioners supported setting the building back farther from Spring Street. Commissioner Allen also opined that the proposed architecture was out of character with the surrounding area.

Parking

The Commission was not supportive of granting a parking credit for the existing building to be demolished or the in-lieu proposal and wanted adequate on-site parking provided for all proposed uses per the Pleasanton Municipal Code (PMC). The Commission agreed that adequate parking was not provided for the commercial use. The use of the residential driveways for parking was supported.

Landscaping and Tree Removal

The Commission was supportive of the landscape, tree removal and replacement plan. The Commission also indicated support for the applicant to contribute to the City's Urban Forestry Fund to mitigate for the loss of nine Heritage Trees.

Additional Information Requests

The Commission requested story poles be constructed on the site prior to the next meeting. The story poles will be installed by the applicant and available for viewing by December 4, 2015. The Commission also requested that formal written feedback from the Pleasanton Downtown Association be provided. That feedback is attached as Exhibit G.

SITE AND AREA DESCRIPTION

The 0.39-acre subject parcel is generally rectangular in shape and gradually up-slopes from Spring Street in a northerly direction. Due to the grade differential with the surrounding parcels, there are existing retaining walls ranging in height from approximately one to five feet along the entire perimeter of the subject parcel. There is also an approximately six-foot-tall wood fence along the northern half of the eastern property line and the entire northern property line, as well

as an approximately six-foot-tall chain link fence along the northern half of the western property line. There is an approximately 910-square-foot single-story vacant building constructed at the far northern end of the subject parcel, as well as approximately 20 paved parking spaces throughout the remainder of the subject parcel. There are nine trees, all of which are Heritage Trees, of various species, sizes and health conditions. The subject parcel is accessible from a single driveway off Spring Street.

The properties adjacent to and within the immediate vicinity of the subject parcel on Spring Street and Main Street include several small commercial buildings occupied by a home inspection business to the east, meat/seafood market to the west, and a mix of small retail/restaurant and office uses, as well as single-family residences. Residential uses are located to the north. Figure 1a below shows an aerial view of the subject parcel, existing building and surrounding uses. Figure 1b below shows a pedestrian-level view of the subject parcel looking north from Spring Street. Figures 1c through 1d show various adjacent and/or nearby structures and uses along Spring Street.

Figure 1a: Aerial Photograph



PROJECT DESCRIPTION

The applicant proposes to demolish and remove all existing site improvements, including the 910-square-foot single-story commercial building, all paved parking spaces, fences along the northern and western property lines, landscaping and trees. The site would be developed with an approximately 4,074-square-foot, two-story commercial/office building with an attached approximately 1,225-square-foot second-floor apartment unit, and four, approximately 2,015-square-foot, three-story multi-family residential rental units (Figure 2).

Figure 1b: View North Into Subject Site



Figures 1c and 1d: Buildings to East and West of the Subject Site

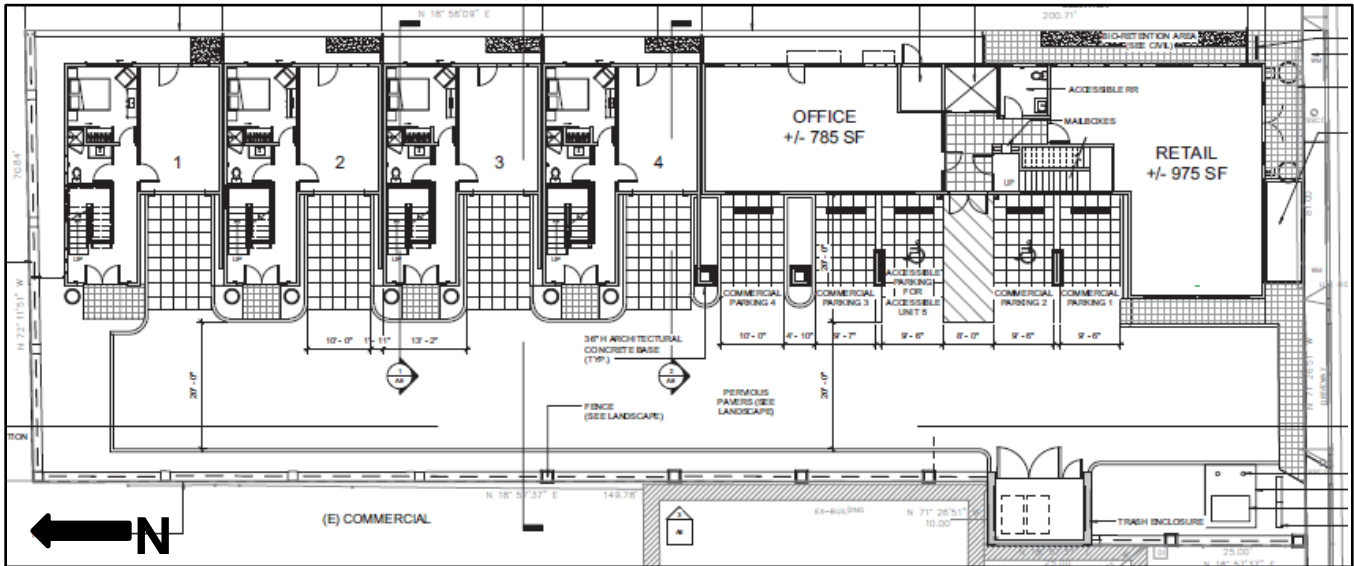


Commercial/Office Building

The proposed two-story commercial/office building would be designed for a maximum of three occupants including one retail space on the ground floor and fronting onto Spring Street, a ground floor office, and a second-floor office space. The ground floor would be approximately 2,274 square feet in area including an approximately 975-square-foot retail space, 785-square-foot office space, and a 514-square-foot lobby, restroom, and elevator common area. The second floor office space would be approximately 1,800 square feet in area and includes two decks/balconies facing west toward Main Street totaling approximately 102 square feet in area. Ground floor entrances to the building would be available from both Spring Street (retail space entrance) and on the parking lot side of the building (common area entrance). With the exception of a restroom on each floor, and elevator, and stairs, no other interior tenant improvements are proposed at this time. Four on-site parking spaces are proposed for the

commercial portion of the building; the applicant intends to pay an in-lieu fee for the remaining required on-site parking spaces (see the parking analysis section below for more details).

Figure 2: Proposed Site Plan



The proposed commercial/office building is designed to include some architectural features found in other existing buildings along Spring Street (Figures 3 and 3a). Most noticeably, along the parapet and roofline, architectural elements prominent in the Mission Revival architectural styling are proposed and include a mix of flat and gabled parapet lines, round tile gable vents, and smooth cement plaster wall finishes. More contemporary architectural elements are also proposed and include striped canvas awnings, a mix of rectangular and curved window shapes and mullion stylings, and modern light fixtures.

Figure 3: Proposed Commercial/office Building Perspective Looking East Down Spring Street



Figure 3a: Proposed Commercial/office Building Perspective Looking West Down Spring Street



Residential Units

Each of the four proposed three-story multi-family residential units would be approximately 2,015 square feet in living area and include three bedrooms. The first floor of each unit would be approximately 415 square feet in area, the second floor would be approximately 762 square feet in area, and the third floor would be approximately 838 square feet in area. The first floor of each unit also includes an approximately 10-foot wide by 20-foot deep one-car garage, as well as a 10-foot-wide by 20-foot-deep driveway, which is intended to serve as a second tandem (in front of the one-car garage) parking space for each unit. Additionally, each unit would have two second-story decks/balconies and one third-story deck/balcony totaling approximately 120 square feet in area. Each unit would also have approximately 125 square feet of private outdoor space at the rear.

A fifth residential unit is proposed on the second-story level of the proposed commercial/office building, above the ground-floor retail and office space, that would be approximately 1,225 square feet in living area, and would be a one bedroom unit. This unit would be accessed using the common area elevator or stairs. A small deck/balcony is proposed for this unit facing west toward Main Street and is approximately 37 square feet in area. A standard-sized, ground-level parking space would be designated within the commercial/office building parking lot solely for this unit (shown as an accessible space to demonstrate only that adequate area is present should this be required in the future; the space could be used by vehicles without a disabled person placard or license plate).

It should be noted that all five of the residential units would be rental units and would be priced at market rates.

The proposed three-story, multi-family residential units are designed to replicate many of the same architectural features proposed for the commercial/office building, including both flat and gabled roof parapet lines, smooth cement plaster walls painted off-white, a significant amount of glazing, and metal deck/balcony railings (Figures 4 and 4a). However, the units also include wood and glass front and garage roll-up doors, and solid colored awnings.

Figure 4: Perspective of Project Looking East



Figure 4a: Perspective of Project Looking Southeast



The landscape plan (Figure 5) includes a tree/plant palette of native and non-native species that are primarily drought tolerant, as well as some hardscape features, including a pervious concrete paver driveway and patios.

An ornamental decorative wall with metal panels and stucco columns is proposed along the western property line (Figure 6), while a six-foot tall wood fence is proposed along the northern and eastern property lines.

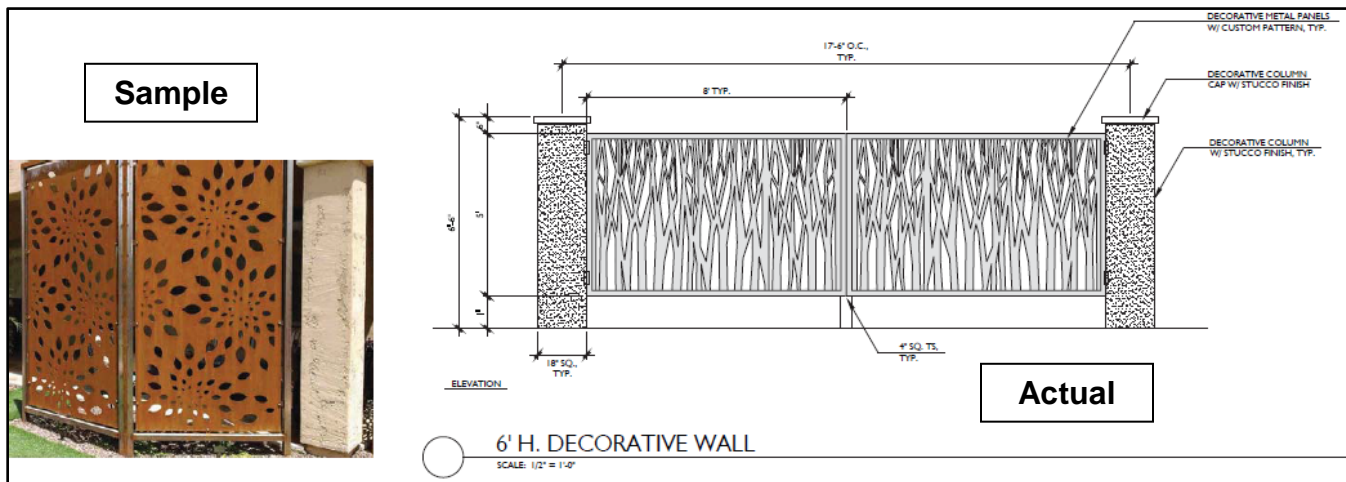
A joint-use (commercial/office and residential units) trash enclosure is also proposed along the western property line, generally at the southwest corner of the subject site, set back approximately 33 feet from Spring Street. The enclosure would be designed in an architectural style similar to the proposed commercial/office building.

As proposed, a single 25-foot-wide standard commercial driveway off Spring Street that tapers down into a 20-foot wide driveway on-site would continue to serve as the sole vehicular access point for the proposed project. This driveway is approximately five feet wider than the existing driveway; however, it is located generally in the same area. As a result, one on-street parking space would need to be removed to accommodate the new driveway width.

Figure 5: Proposed Landscape Plan



Figure 6: Proposed Ornamental Decorative Wall with Metal Panels



Please see the attached project plans (Exhibit B) for additional information on the subject proposal, including proposed signage criteria for the proposed commercial/office building and an entrance monument sign for the residential units.

Additionally, at the August 26, 2015 Work Session, the Commission requested photo simulations of the proposed project as it would be viewed from Main Street and the surrounding areas. Those requested simulations are below as Figures 7 and 8.

Figure 7: Simulated View of Proposed Project from West Side of Main Street Across from 728 Main Street

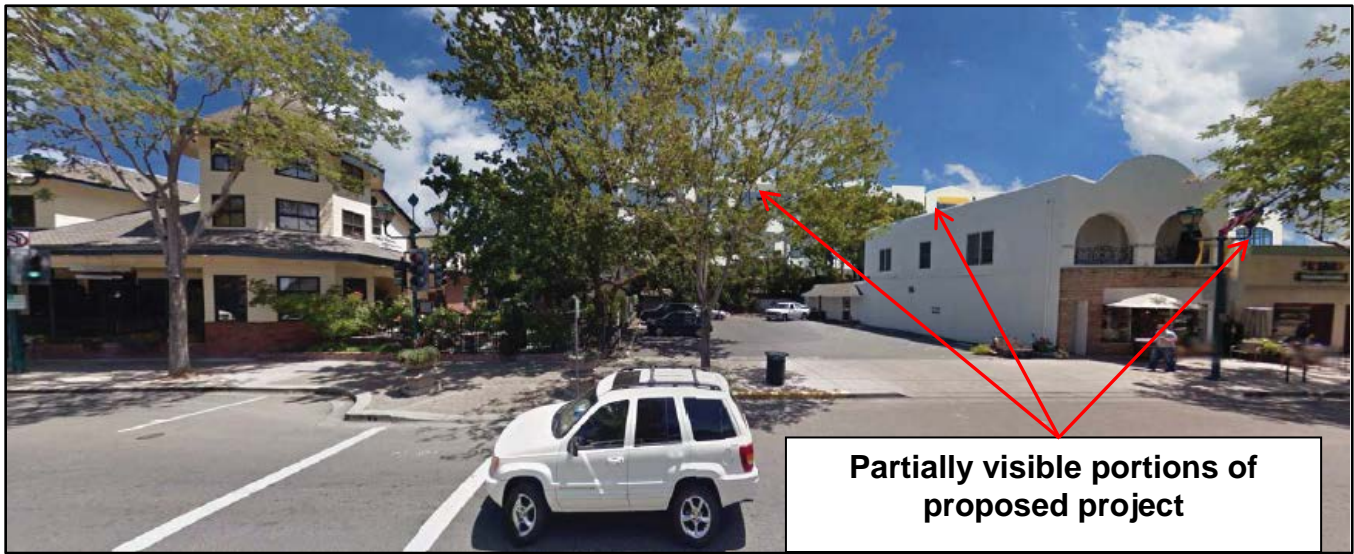


Figure 8: Birds-eye Simulated View of Proposed Project Looking Northeast



COMPARISON OF WORK SESSION PROPOSAL VERSUS CURRENT PROPOSAL

At the August 26, 2015 Work Session, some members of the Planning Commission suggested re-designing the project to allow for more commercial space and more parking, and fewer residential units. Other members supported a proposal that works financially and facilitates the development of the subject parcel with a quality mixed-use project for the Downtown that is

substantially compliant with the intent of the PMC, Downtown Specific Plan, and Downtown Design Guidelines.

The applicant modified the Work Session plans as follows:

- The total gross commercial/office building square footage fronting on Spring Street has increased from approximately 2,200 square feet to 4,074 square feet in area.
- The four, three-story, multi-family residential units have decreased in area from approximately 2,104 square feet to approximately 2,015 square feet in area, while the fifth apartment unit will be approximately 1,225 square feet in area and has been moved to the second floor of the commercial/office building.
- There are now four dedicated on-site parking spaces for the commercial/office uses (before there were no dedicated on-site parking spaces for the commercial/office building), although this has come at the expense of the proposed residential parking supply as each of the four, three-story, multi-family residential units has only two parking spaces (one garage space and one tandem driveway space) and the apartment unit above the commercial/office space has only one surface parking space. The prior plan had provided four spaces for each of the five units (two garage spaces and two tandem driveway spaces). The prior plan had a total of 20 parking spaces (none for the commercial plus 20 residential) and the current proposal would provide a total of 13 parking spaces (nine residential plus four commercial/office).
- The mixed-use commercial/office building has been set back approximately six feet from the property line along Spring Street (it was two feet, 11 inches in the Work Session plans), allowing for planters and landscaping to be proposed.
- The architecture for the mixed-use commercial/office building and the four, three-story, multi-family residential units has been refined to improve the connectivity of the two project components, while still including subtle architectural elements to provide each of the four, three-story, multi-family residential units unit with distinct identifying characteristics (different awning colors and decorative pots adjacent to the front doors).
- The landscape plan has been revised to replace the proposed Italian Cypress trees with Crape Myrtle and European Hornbeam trees.
- The green screen concept intended to soften the visual appearance of the rear of the adjacent building to the west has been replaced with a decorative metal panel fence and stucco columns as described above. Bamboo will be planted in the areas immediately in front of the wall to further obscure the visibility of the rear of the adjacent building.
- The building color has been revised from bright white to off-white. Vertical striped black and tan awnings would continue to be used on the commercial/office building, while the multi-family residential units would each have their own solid-colored awnings to provide each unit with some differentiation from one another. The proposed awning colors are shown in Exhibit B, Sheets A6 and M1.

ANALYSIS

General Plan Land Use Consistency

The project site is designated by the Land Use Element of the Pleasanton General Plan for "Retail/Highway/Service Commercial; Business and Professional Offices" land uses, which allow commercial and office uses. The proposed project, which is anticipated to contain commercial and office uses, is consistent with this land use designation as it would provide approximately 4,074 additional square feet of new commercial/office space to serve residents and businesses of Pleasanton and its market area.

Staff believes the proposed project is also consistent with the General Plan Land Use Policies and Programs listed below, as the proposal will: (1) introduce more activity to the subject parcel with new commercial/office uses; and (2) introduce a mixed-use project in the Downtown that would create a transition between the commercial and residential parts of Downtown; and activate the Spring Street corridor.

Sustainability

Program 2.2: Encourage the reuse of vacant and underutilized parcels and buildings within existing urban areas.

Residential

Policy 8: Preserve and enhance the character of existing residential neighborhoods.

Industrial, Commercial and Office

Policy 12: Preserve the character of Downtown while improving its retail and residential viability and preserving the traditions of its small-town character.

Program 12.3: In the Downtown, implement mixed-use development which incorporates higher density residential units consistent with the Downtown Specific Plan.

Program 12.4: Encourage second-floor apartments above first-floor commercial uses and live-work units in the Downtown. Also allow mixed-use development in the Downtown where residences are located behind commercial uses.

The Floor Area Ratio (FAR) is 91 percent with the proposed project, which complies with the General Plan's 300 percent FAR limit for properties within the Downtown Specific Plan Area.

Downtown Specific Plan Consistency and Land Uses

The Downtown Specific Plan land use designation for the subject parcel is "Downtown Commercial," which allows pedestrian-oriented commercial and upperfloor office and residential uses consistent with the permitted and conditional uses allowed in the Central

Commercial Zoning District. Ground floor residential uses are generally not permitted. However, staff believes the proposed four ground floor, three-story, multi-family residential units are permissible provided the Planning Commission finds that the proposed commercial/office building space is large enough to accommodate viable commercial/office uses and generates the level of street activity that is desired in the Downtown Commercial designation. With the decrease in the overall amount of residential square footage within the proposed project and the increase of commercial/office square footage from approximately 2,200 square feet to approximately 4,074 square feet in area, staff believes adequate commercial/office space is proposed to justify the four ground floor, three-story, multi-family residential units and that the proposed project is consistent with the intent of the Downtown Specific Plan. The proposed apartment unit on the upperfloor of the proposed commercial/office building would also be compliant with the current land use designation.

Zoning and Uses

The subject parcel is zoned C-C (Central Commercial), Downtown Revitalization, Core Area Overlay District. The proposal seeks to rezone the property to PUD-C-C, Downtown Revitalization, Core Area Overlay District. While no changes are proposed in the allowed uses for the site, the rezoning is proposed to allow flexibility in the application of the City’s site development standards. Specifically, the PMC does not allow for tandem parking for residential uses as proposed. As such, the applicant seeks to rezone the subject site to PUD, which would allow for flexibility in this standard; thus, if supported, allowing the project to meet the required parking standards for the proposed multi-family residential units. Please see the parking analysis section below for more detail.

Staff believes the rezoning is appropriate and the retention of the permitted and conditionally permitted uses of the C-C District would continue to encourage the extension of commercial/office uses typically found on Main Street onto the side streets within the Downtown, a goal of both the City and the Pleasanton Downtown Association. Additionally, pursuant to the parking analysis below, staff believes the rezoning is appropriate to allow tandem parking for the proposed multi-family residential units.

Site Plan

As noted in the table below, the proposed project would meet the site development standards of the C-C District with respect to building setbacks, FAR, and height limits, etc.

Site Development Standard:	Required:	Proposed:
Floor Area Ratio	300 percent maximum	91 percent
Building Height	40 feet maximum	30 feet
Setbacks		
Front (Spring Street)	None Required	6 feet
Rear (north side)	None Required	5 feet
East Side	None Required	2.5 to 3 feet
West Side	None Required	30 feet
Site Area per Dwelling Unit	1,000 sq. ft. minimum per unit	3,397 sq. ft. per unit
Parking		
Commercial/Office Building	11 spaces with parking credit (see discussion below)	4 on-site spaces and in-lieu agreement for 7 spaces
Apartment Units	9 spaces	9 spaces

Overall, staff believes that the proposed site plan, positioning of the new commercial/office building and four, three-story, multi-family residential units, height, and FAR are appropriate for the subject property.

Traffic and Circulation

The Traffic Engineering Division has reviewed the project plan. Based on this review, a Traffic Impact Analysis (TIA) report was not required for the proposed project as the level of development was not determined to generate a significant amount of peak hour trips and would not have a significant impact to existing traffic levels. Accordingly, the Traffic Engineering Division concludes all streets and intersections would continue to operate at their current and acceptable level of service and, therefore, no mitigation is required. Staff is recommending a condition of approval requiring the applicant to revise the project plans to reduce the width of the site entrance driveway from 25 feet wide to 20 feet wide, matching the on-site drive aisle width and allowing the driveway apron to be removed from the pedestrian path of travel from Spring Street onto the subject site. Additionally, this will preserve the on-street parking space that would need to be removed to accommodate the 25-foot wide driveway.

Parking

The existing building totals approximately 910 square feet in area. The applicant is proposing to demolish the existing 910 square-foot building on-site and construct a new 4,074-square-foot two-story commercial/office building, resulting in a net increase of approximately 3,164 square feet of commercial/office uses on the subject parcel.

The PMC requires that the applicant provide 14 parking spaces for the proposed commercial/office building area (based on a 1 space/300 sq. ft. ratio). However, pursuant to PMC Section 18.88.020 (D2) the subject project could receive a parking credit for the existing, demolished building area if one of the following is met: a) the Planning Commission determines that the replacement structure would have the same architectural style as the original structure in terms of design, materials, massing and detailing, or b) the Planning Commission determines that the replacement structure will be an architectural improvement compared to the existing structure and will preserve or enhance the overall character of the area. Staff believes that the proposed building meets the criteria in “b” above, and recommends that the applicant receive a parking credit for the 910 square feet of demolished area (equal to three spaces). Therefore, if the Planning Commission grants the parking credit, the applicant would only be required to provide 11 on-site parking spaces for the proposed commercial/office building.

The applicant is proposing four dedicated on-site parking spaces for the proposed commercial/office building. As a result, including the parking credit described above and the four dedicated on-site parking spaces, the applicant would be requesting an in-lieu parking agreement, as permitted by the PMC, for seven spaces for the proposed commercial/office building. PMC Section 18.88.120.A.1.b. states that new construction which provides less than 85 percent of its required on-site parking may satisfy its deficit parking through in lieu parking agreements. Such agreements shall be subject to the approval of the City Council. In this case, the proposal is providing 56.5 percent of its required on-site parking; therefore, the City Council must approve the requested in-lieu agreement. Moreover, PMC Section

18.88.120.A.4. states that any development for which an in-lieu parking agreement is approved where the number of in-lieu spaces is less than or equal to 30 percent of its on-site parking requirement shall pay the standard surface parking lot in-lieu fee for each deficient parking space. In this case, the applicant is requesting 30 percent of its parking requirement be satisfied with in-lieu spaces; therefore, if approved, the proposal would be subject to the surface rate per space in effect at the time a building permit is granted (currently \$19,117.69 per space).

Although the applicant is proposing to rezone the subject site to a PUD District, the Core Area Overlay District is proposed to be retained. The Core Overlay District was established in 1981 for the purpose of facilitating the development of smaller (10 units or less) multi-family rental housing or mixed-use multi-family rental housing/commercial and office projects in the Downtown area. The Core Area Overlay District has modified standards which relax the standard parking requirements for multi-family or mixed multi-family/commercial and office projects containing 10 or less multi-family rental dwelling units. Therefore, as long as the proposed multi-family residential units are rentals, the residential component of the proposal would be subject to the reduced parking standards allowed by the Overlay District.

Accordingly, for the proposed multi-family residential rental units, the following would apply: (1) PMC Section 18.80.070.E. would require one on-site parking space for the one bedroom second-story apartment unit above the commercial space; and (2) PMC Section 18.80.070.C. would require two on-site parking spaces for each of the four, three-story multi-family apartment units. Additionally, PMC Section 18.80.070.D. does not require that visitor parking be provided. In addition, PMC Section 18.80.070.F. permits all parking to be uncovered. Pursuant to these requirements, the second-story apartment unit would require one dedicated space and the four, three-story, multi-family residential rental units would require eight dedicated spaces, for a total of nine spaces for the residential component. The applicant is providing one dedicated and covered space within the commercial/office building parking lot for the second-story apartment unit and two dedicated spaces for each of the four, three-story, multi-family residential units.

The Work Session proposal included a total of four parking spaces for each of the four, three-story, multi-family residential units; two within a garage and two within a driveway. Based on the direction provided by the Commission, the applicant elected to reduce the square footage of the four, three-story, multi-family residential units, which includes providing only a one-car garage and a tandem space in the driveway, in order to expand the size of the commercial/office building and provide four on-site spaces dedicated to this component of the project. Staff notes that the square footage reduction did not reduce the bedroom count for each of the four, three-story, multi-family residential units, as they would all still include three bedrooms. Thus, while four dedicated parking spaces have been created for the commercial/office building, each of the four, three-story, multi-family residential units have lost two parking spaces from the Work Session proposal and would rely on tandem parking to meet the minimum code requirement of two spaces for each of the four, three-story, multi-family residential units.

The Municipal Code does not allow tandem parking to be used for meeting the prescribed parking requirements of the PMC. However, PUD zoning allows for flexibility in the prescribed development standards of the PMC. Therefore, if the Planning Commission accepts the tandem parking proposal for the four, three-story, multi-family residential units, the proposed project would meet the minimum code requirements prescribed for parking for the residential component of the project.

Although not allowed by Code, tandem parking is not unusual Downtown since many of the older homes have tandem parking (typically with a detached, one-car garage towards the rear of the lot with a long driveway). In addition, the City has approved tandem parking in some newer residential projects. The Kimberly Commons project, owned by the applicant since 2007 and located at the north end of Peters Avenue, was approved with tandem parking for the four single-family detached homes. These houses all have three tandem spaces (a one-car carport at the rear of the site and two uncovered parking spaces within the driveway). Staff is unaware of any reported issues related to this design. Similar to Kimberly Commons, the subject proposal is located on a constrained site given its long and narrow configuration. Staff feels that this constraint, coupled with the fact that a number of Downtown homes currently have tandem parking, make the tandem parking acceptable for this site.

Lastly, staff notes that the proposal includes only 20 feet of backup for all parking spaces, where 25 feet is normally required for a standard-sized parking space. Again, PUD zoning allows for flexibility in the prescribed development standards of the PMC. Staff has reviewed this proposal and has determined it to be acceptable based on the fact this is a narrow in-fill site within the Downtown.

Architecture and Design

Staff initially had concerns that the building massing of the proposed four, three-story, multi-family residential units was incompatible with the neighborhood, which primarily comprises one-story commercial and single-family detached homes. The applicant revised the plans multiple times to improve the finish material quality (smooth cement plaster, awnings, etc.) of the overall proposal and to also add architectural interest (storefront windows at the street level, decorative and varying roofline parapets, etc.), wall plane articulation (variable second floor wall planes, dormer elements, etc.) and movement on the front and rear elevations of the proposed commercial/office building, as well as the proposed four, three-story, multi-family residential units, increasing the proposal's consistency with the Downtown Design Guidelines. Additionally, the applicant reduced the height of the proposed multi-family units to 30 feet, which is considered acceptable in most residential zones within the City. Staff believes these revisions make the plan more consistent with the Downtown Specific Plan Land Use Policy No. 1 that states: "In order to preserve the historic character of the Downtown, new or remodeled buildings within the Downtown Commercial area should be limited to two stories, except three-story buildings may be allowed on a case-by-case basis provided: (1) the buildings are pedestrian in scale, and include features such as first-story storefront windows, recessed entries, building details, and awnings; (2) buildings are designed to minimize their three-story appearances through use of techniques such as dormer windows, stepping back upper floors, and using design features between building levels to assist in maintaining an overall horizontal design character to the building; and (3) buildings must conform with the City Municipal Code height limits."

Staff believes that the proposed commercial/office building and four, three-story, multi-family residential units are attractive and well designed. Staff also believes that the proposed buildings have an appropriate scale and mass for Downtown Pleasanton. The proposed windows and gabled roof parapet elements add interest and reduce perceived mass. The buildings' colors and materials will be compatible and complementary with other buildings in the Downtown.

Downtown Regulation Consistency

New construction in the Downtown must be sensitive to the character of the historic downtown, and to accomplish this goal, must conform to the design policies contained in the Downtown Specific Plan and Downtown Pleasanton Design Guidelines. The proposed project conforms to the applicable Downtown policies and regulations as follows:

Building Design

Some of the Downtown Specific Plan Policies and Downtown Design Guidelines applicable to building design for both commercial/office and residential uses include:

- Protect and enhance the pedestrian-friendly scale of the Downtown by continuing its mixture of one-to-two-story facades at the sidewalk and at-grade entrances (secondary entrances are encouraged). Three-story buildings may be allowed on a case-by-case basis subject to special design criteria.
- Special consideration will be given to conditions where existing adjacent buildings are set back from the sidewalk
- The design of all buildings and storefronts shall be unique, not corporate, chain or franchise.
- A variety of traditional architectural styles and shapes is encouraged.
- Provide detailing of the roofline, upper façade, and storefront areas of the building consistent with the building's architectural style.
- Use the highest quality materials for the façade wall consistent with the architectural style of the building, such as natural brick, stucco, and smooth finished horizontal wood siding.
- Select colors appropriate to the architectural style of the building. Mission Revival style buildings should have an earth-tone wall color with complementing trim colors and roof tiles.

The proposed commercial/office building and four, three-story, multi-family residential units would reference some of the architectural elements found in the Mission Revival style, utilizing a mix of flat and gabled parapet lines, round tile gable vents, and smooth cement plaster wall finishes. More contemporary architectural elements are also proposed and include striped canvas awnings, a mix of rectangular and curved window shapes and mullion stylings, and modern light fixtures. The proposed commercial/office building would be setback six feet from

the property line along Spring Street, would provide two at-grade entrances (one on Spring Street and a secondary entrance from the parking lot), and provide a significant bank of fixed display windows. While the building is proposed to be off-white in color and not an earthtone as prescribed by the Guidelines, staff believes the color is complementary to the architectural style and the surrounding uses. Therefore, staff finds that the Downtown Specific Plan's and Design Guidelines' design goals and policies have been met, as proposed and conditioned.

Storefronts and Windows

Some of the applicable Design Guidelines for the commercial/office building include:

- Storefront display windows should be large and of clear transparent glass.
- Storefront entry doors to street level should be more than 50% glass or open.
- Storefront bases should be no more than 24 inches high from the sidewalk.
- Upper story windows should create a rhythm, either symmetrical or equally spaced, across the facade related to the openings below.
- Vertical, rectangular windows are preferred. Recess windows in from the building wall. Use window trim to highlight windows.

The proposed commercial/office building would be consistent with these guidelines. The first-floor tenant storefront would utilize a recessed storefront consisting primarily of glass and the storefront base is no more than 24 inches high from the sidewalk. The upper story windows would be equally spaced creating symmetry and rhythm. All window glass is clear and transparent and window trim is proposed on upper story windows to highlight those features.

Certificate of Appropriateness

Demolition of a building in the Downtown Revitalization District requires that a certificate of appropriateness be approved by the Planning Commission. The Downtown Specific Plan prohibits the demolition of a commercial building of historical significance unless the building is considered to be unsafe or dangerous and if no other means of rehabilitation can be achieved. The Downtown Design Guidelines indicate that demolition of buildings over 50 years of age is generally discouraged.

The building is 49-years old (built in 1966). The building is not identified as an “historic building” in the General Plan. In addition, the City did not designate the building as a building of “primary” or “secondary” historical and design significance. Staff does not believe that the existing building is exceptional in terms of architecture or historical interest and recommends that the applicant be allowed to demolish it, particularly since a well-designed building will replace it. Therefore, staff believes that granting a certificate of appropriateness to demolish the building is appropriate for this site.

Figure 9: Existing Building to be Demolished



Landscaping

Preliminary landscaping plans were submitted showing planting details for the subject parcel. Although the landscape plans are conceptual, staff feels that the amount and species type of the proposed landscaping is adequate. Staff is recommending conditions of approval requiring that a final and more detailed landscape plan be submitted prior to the issuance of a building permit, and that a letter from a Certified Landscape Architect be submitted both prior to building permit issuance and post landscaping installation, ensuring the landscaping is in compliance with the City's Climate Action Plan (CAP), the Bay-Friendly Landscape Guidelines, and the State's Model Water Efficiency Landscape Ordinance.

Tree Removal and Replacement Plan

Pursuant to the updated arborist report dated October 12, 2015 (Exhibit E), the applicant's consulting arborist indicated that there were nine existing trees on-site, all of which are Heritage Trees. As the project design evolved, the applicant worked with staff on various tree preservation scenarios; however, ultimately staff agreed that a commercial presence along Spring Street and improved site access and circulation were higher priorities than maintaining the remaining on-site trees. Accordingly, the applicant is proposing to remove all nine existing on-site trees. Most of the trees are ornamental in nature/species and are either in fair to good health but have a limited chance of survival prior to or after construction, or are located directly within the footprint of the newly planned site construction and improvements. The applicant is proposing to plant 12 new trees (two Crape Myrtle and 10 European Hornbeam) throughout the site, all of which have low to moderate water requirements and are drought tolerant. The predominant species are European Hornbeam, which thrive in small spaces, and also have the ability to provide the same canopy/shade cover as the trees to be removed at full maturity. The

Crape Myrtle are also an excellent species for small spaces. Accordingly, staff supports the proposed tree removal plan. Additionally, staff is recommending a condition of approval requiring the applicant to contribute to the City's Urban Forestry Fund to help off-set the loss of all nine existing Heritage Trees (Tree Nos. 1 through 7, 9 and 13 as identified by Exhibit E). This contribution is normally determined by the value of the trees to be removed, which is \$18,600.

Signage

The applicant has provided design criteria, lighting, and mounting details for two building mounted sign locations for the proposed commercial/office building tenants. Both locations are on the lower portions of the upperfloor fascia, with one location facing Spring Street and one location facing the parking lot. Both signs would be high density urethane panels with raised aluminum letters measuring approximately 11 feet, 10 inches in length by 1-foot, 10 inches in height. Both building sign locations would be illuminated with three gooseneck down lights per sign location. Staff is recommending a condition of approval requiring the applicant to revise the plans submitted for building permit to show the location of a third building mounted sign for the potential third tenant of the commercial/office building. Additionally, an eight-foot-wide by five-foot-tall monument sign intended to identify the project as a mixed use commercial and executive home project is proposed at the southwest corner of the subject parcel. The proposed monument sign is designed to complement the proposed building architecture and would be finished with stucco and painted to match the proposed commercial/office building. The proposed building mounted signage for the commercial/office building complies with the Downtown Design Guidelines; therefore, staff supports that component of the signage proposal as designed. However, the monument sign component is not allowed by the Downtown Revitalization District and Design Guidelines and should be deleted from the plans. Staff is recommending a condition of approval requiring this action.

PUD CONSIDERATIONS

The Pleasanton Municipal Code sets forth purposes of the Planned Unit Development District and "considerations" to be addressed in reviewing a PUD development plan. Staff has provided those considerations with staff's analysis below.

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

The proposed project is conditioned to meet all applicable City standards concerning public health, safety, and welfare. The proposed project would include the installation of all required on-site utilities with connections to municipal systems in order to serve the project. As proposed, the project will not generate volumes of traffic that cannot be accommodated or mitigated by the existing City streets and intersections. The structures will be designed to meet the requirements of the California Building Code, Fire Code, and other applicable City codes. The project also would provide five multi-family residential units to help increase the City's housing stock and provide a new commercial building in the Downtown consistent with the goals of the General Plan and the Downtown Specific Plan.

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

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

The subject parcel is designated by the Land Use Element of the Pleasanton General Plan for Retail/Highway/Service Commercial; Business and Professional Offices land uses, which allow for commercial and office uses. The project includes construction of a new commercial/office building that would support uses typically associated with this type of development; thus the project would be in full compliance with the General Plan and would further several General Plan Programs and Policies encouraging commercial and mixed use development. The proposed project is located near public transportation, within proximity to the services and amenities of the Downtown area, and is located in an area already developed with adequately-sized infrastructure. Additionally, the subject parcel is designated by the Downtown Specific Plan as Downtown Commercial, which encourages pedestrian-oriented commercial and upperfloor office and residential uses. This is a mixed use project that includes construction of a commercial/office building that is designed for a commercial tenant on the ground floor along Spring Street, and also includes upperfloor space for an office and an apartment unit. A ground floor office and four, approximately three-story multi-family residential units are also proposed behind the ground floor commercial space. Although the proposal includes no affordable housing (a key objective of the Specific Plan's housing policies and programs), the proposal would generally comply with the intent of the Downtown Specific Plan as it will: (1) introduce more activity to the subject parcel with a new commercial/office use; and (2) introduce a mixed-use project in the Downtown that would create a transition between the commercial and residential parts of Downtown, and create more activity along the Spring Street corridor.

Therefore, staff concludes that the proposed project will be consistent with the City's General Plan and Downtown Specific Plan, and staff believes that this finding could be made.

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

The subject parcel is an infill site adjacent to existing commercial/office and residential developments. The building massing and heights would be compatible with buildings and/or single-family residential uses within the Downtown or immediate vicinity. The building has been attractively designed and would be compatible with the design of the surrounding structures. The building contains many architectural elements/treatments to help break up the building mass and height. New landscaping would be installed throughout the site and perimeter to soften the building from off-site viewpoints. The subject parcel has a slight up slope from south to north, but is generally flat, minimizing the need for grading. Grading conducted on the site will be subject to engineering and building standards prior to any development.

Therefore, staff feels that the PUD development plans are compatible with the previously developed properties and the natural, topographic features of the site, and therefore, staff believes that this finding could be made.

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

The subject site is a flat, in-fill site with no sensitive environmental features/characteristics (e.g. hillsides, wetlands, creeks). City building code requirements would ensure that building foundations and on-site driveways are constructed on properly prepared surfaces. The proposed project would provide adequate drainage to prevent flooding. Site and roof drainage would drain into biofiltration planters that would filter contaminants from the site and roof drainage before entering the City stormdrain system. Erosion control and dust suppression measures will be documented in the building permit plans and will be administered by the City's Building and Safety Division and Engineering Division. The site is not located within an Alquist-Priolo Earthquake Fault Zone. The flood hazard maps of the Federal Emergency Management Agency (FEMA) indicate that the subject property is not located in a flood hazard zone.

Therefore, staff believes that this finding could be made.

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

The subject parcel is in a developed area of the City, would not involve the extension of any new public streets, and would require minimal grading. The proposed buildings will be compatible in size and scale with surrounding structures. New landscaping and trees would be installed, and, as conditioned, the applicant would make a contribution to the City's Urban Forestry Fund to mitigate the loss of the existing trees.

Therefore, staff believes that this finding could 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 in both directions, and to facilitate efficient ingress/egress to and from the subject parcel. Adequate access is provided to all structures for police, fire, and other emergency vehicles. The building is designed to meet the requirements of the California Building Code and other applicable City codes and all new buildings would be equipped with automatic fire suppression systems (sprinklers).

Although the site is not located within an Alquist-Priolo Earthquake Fault Zone, it would be subject to seismic shaking during an earthquake. The State of California provides minimum standards for building design through the California Building Standards Code.

The California Uniform Building Code (UBC) is based on the UBC and has been modified for California conditions with numerous more detailed and/or stringent regulations. Specific seismic safety requirements are set forth in Chapter 23 of the UBC. The State earthquake protection law requires that buildings be designed to resist stresses produced by lateral forces caused by earthquakes. The City implements the requirements of the California Building Code through its building permit process. The proposed project will be required to comply with the applicable codes and standards to provide earthquake resistant design to meet or exceed the current seismic requirements.

Therefore, staff believes that the plan has been designed to incorporate adequate public safety measures and this finding could 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. One of these purposes is to ensure that the desires of the developer and the community are understood and approved prior to commencement of construction. Another is to provide a mechanism whereby the City can designate parcels and areas requiring special consideration regarding the manner in which development occurs. Staff believes that the proposed project implements the purposes of the PUD ordinance in this case by providing an infill, high-density residential and commercial/office development that is well-designed and sited on the subject site, and that meets the intent of the City's General Plan goals and policies, including those which promote infill, high-density housing and encourage the development and/or expansion of commercial/office uses within the Downtown. Opportunity for public comment will occur at the Planning Commission and City Council hearings.

Staff feels that through the PUD process the proposed project has provided residents, the developer, and the City with a development plan that optimizes the use of this infill site in a sensitive manner. Therefore, staff believes that this finding could be made.

PLEASANTON DOWNTOWN ASSOCIATION RECOMMENDATION

Prior to the Work Session, the Pleasanton Downtown Association (PDA) was not opposed to the inclusion of residential units as part of the proposed project; however, the PDA suggested that the commercial/office building be increased in size and that the first residential unit be eliminated to make room for a larger commercial building. Additionally, the PDA recommended that retail uses be located on the first floor of the commercial/office building.

Subsequently, and based on their review of the revised plan, the PDA submitted a letter (Exhibit G) opposing the inclusion of residential units as part of the proposed project, stating that they would not be of benefit to the downtown given their proximity to Main Street, ultimately reducing vitality in the area. Additionally, the PDA indicated that most of the project should comprise retail space. Moreover, the PDA expressed concerns with the lack of on-site parking proposed with the project.

PUBLIC COMMENT

Notices of this application were sent to surrounding property owners and tenants within a 1,000-foot radius of the site. Staff has provided the location and noticing maps as Exhibit H for reference. At the time this report was published, staff had not received any public comments about the project.

ENVIRONMENTAL ASSESSMENT

This project is categorically exempt from environmental review pursuant to California Environmental Quality Act Guidelines, Section 15332, In-fill Development Projects, Class 32. Therefore, no environmental document accompanies this report.

CONCLUSION

In staff's opinion, the proposed project would establish pedestrian-oriented retail on the ground-floor along Spring Street, ground-floor and upper floor offices, as well as five new multi-family residential units to introduce activity for the surrounding residents and businesses within the Downtown. The subject site has been undeveloped for many years, and currently offers little interest to the pedestrian, creating a gap in the Spring Street streetscape. The site and building have been designed with sensitivity to the historic Downtown. The proposed building architecture and site landscaping are attractive, compatible with the surrounding development and buildings, and meet all applicable requirements of the Pleasanton Municipal Code, Downtown Specific Plan, and Downtown Design Guidelines, as conditioned. The new storefront along Spring Street will add interest to the streetscape and encourage pedestrian activity from Main Street. Additionally, the new multi-family residential units will attract additional residents into the area who will frequent the Downtown amenities and businesses, enhancing the vitality of Downtown, while also increasing the City's supply of above-moderate level rental housing stock. While tandem parking may be of slight inconvenience to the residential occupants, staff believes tandem parking is acceptable for this application.

STAFF RECOMMENDATION

1. Find that the project is categorically exempt from environmental review pursuant to California Environmental Quality Act Guidelines, Section 15332, In-fill Development Projects, Class 32 and would not have a significant effect on the environment.
2. Make the PUD findings for the proposed development plan as listed in the staff report; and
3. Adopt a resolution recommending approval of PUD-109, applications at 273 Spring Street for: (1) a certificate of appropriateness to demolish the existing 910-square-foot single-story commercial building; and (2) a Planned Unit Development (PUD) Rezoning and Development Plan to rezone the site from the C-C (Central Commercial), Downtown Revitalization, Core Area Overlay District to PUD-C-C, Downtown Revitalization, Core Area Overlay District, and to construct an approximately 4,074-square-foot, two-story commercial/office building with an attached approximately 1,225-square-foot second-floor apartment unit, and four, approximately 2,015-square-foot, three-story multi-family

residential units, subject to the conditions of approval listed in Exhibit A, and forward the applications to the City Council for public hearing and review.

Primary Author:

Eric Luchini, Associate Planner, 925-931-5612 or eluchini@cityofpleasantonca.gov

Reviewed/Approved By:

Steve Otto, Senior Planner

Adam Weinstein, Planning Manager

Gerry Beaudin, Community Development Director

SPRING STREET

MIXED USE

H. James Knuppe



APPLICANT

H. James Knuppe
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 Phone: (510) 727-0452
 Fax: (510) 727-0185
 Contact: James Knuppe
 Email: knuppe@aol.com
 Contact: Mike Knuppe
 Phone: (510) 714-4706
 Email: ras5a@aol.com

ARCHITECT

FCGA Architecture
 301 Hartz Ave. Suite 213
 Danville, CA 94526
 Phone: (925) 820-9123
 Fax: (925) 820-5858
 Contact: Galen Grant
 Email: galen@fcgainc.com

LANDSCAPE ARCHITECT

Gates & Associates, Inc.
 2671 Crow Canyon Road
 San Ramon, CA 94583
 Phone: (925) 736-8176 x206
 Contact: David Gates
 Email: david@dgates.com

INDEX

ARCHITECTURE:

- T Title
- A1 Perspective Views
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- A1.2 Perspective Views
- A2 First Floor Plan
- A3 Second Floor Plan
- A4 Third Floor Plan
- A5 Roof Plan
- A6 Elevations
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- A9 Details
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- A12 Existing Conditions
- M1 Materials and Finishes

LANDSCAPE ARCHITECTURE

- L1 Conceptual Landscape Plan
- L2 Plant Palette
- L3 Site Furnishings

CIVIL ENGINEERING

- C1 Grading and Drainage Plan
- C2 Storm Water Control Plan

CIVIL ENGINEER

DeBolt Civil Engineering
 811 San Ramon Valley Blvd.
 Danville, CA 94526
 Phone: (925) 837-3780
 Fax: (925) 837-4378
 Contact: Jim Diggins
 Email: deboltcivil@earthlink.net

NOTE

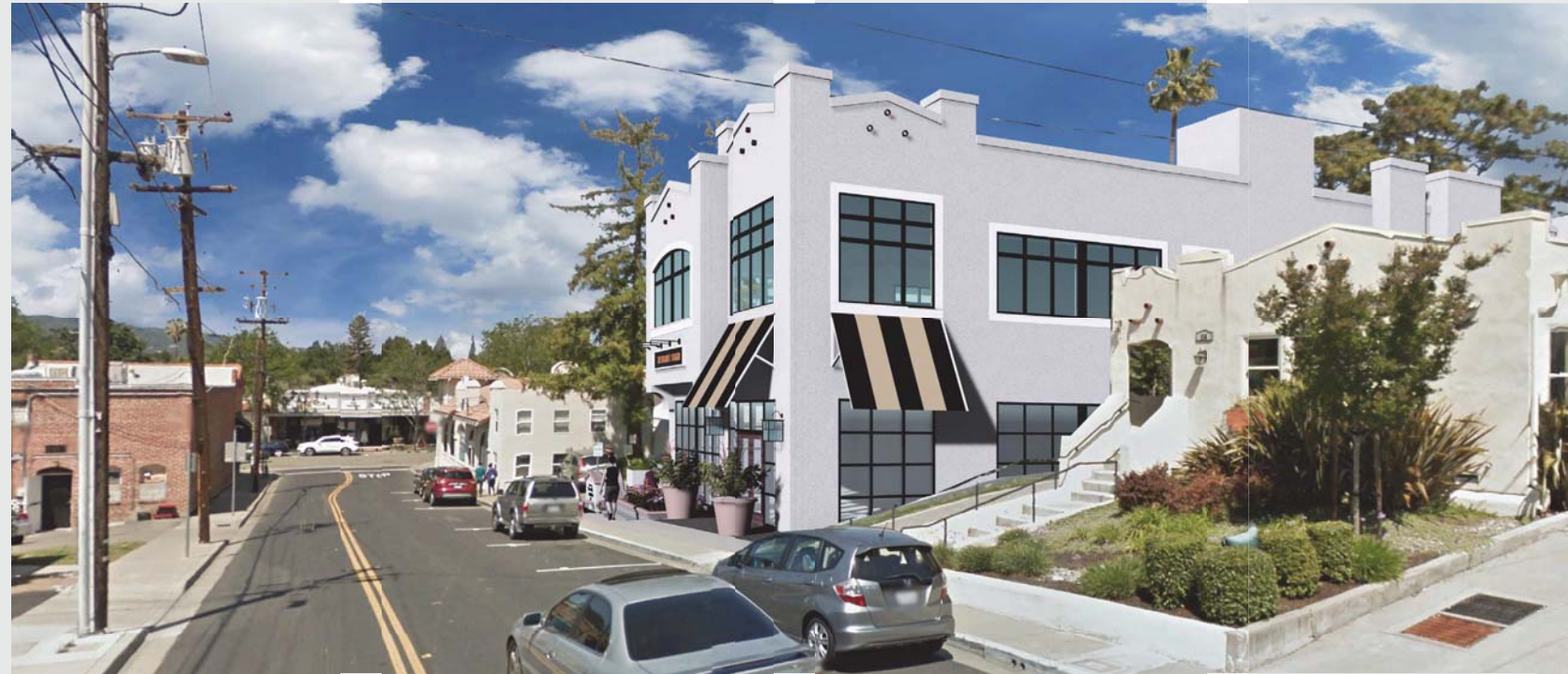
These Drawings Are Preliminary.
 Some Revisions May Occur Due
 To Tenant Requirements.

T

Title Sheet

11.10.2015





VIEW LOOKING W



VIEW LOOKING SE



SPRING STREET

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281 SPRING ST.
PLEASANTON, CALIFORNIA

AI

PERSPECTIVE
VIEWS

11.10.2015



VIEW LOOKING E



VIEW LOOKING E



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281 SPRING ST.
PLEASANTON, CALIFORNIA

AI.1

PERSPECTIVE
VIEWS

11.10.2015



AERIAL VIEW LOOKING NE



SPRING STREET MIXED USE

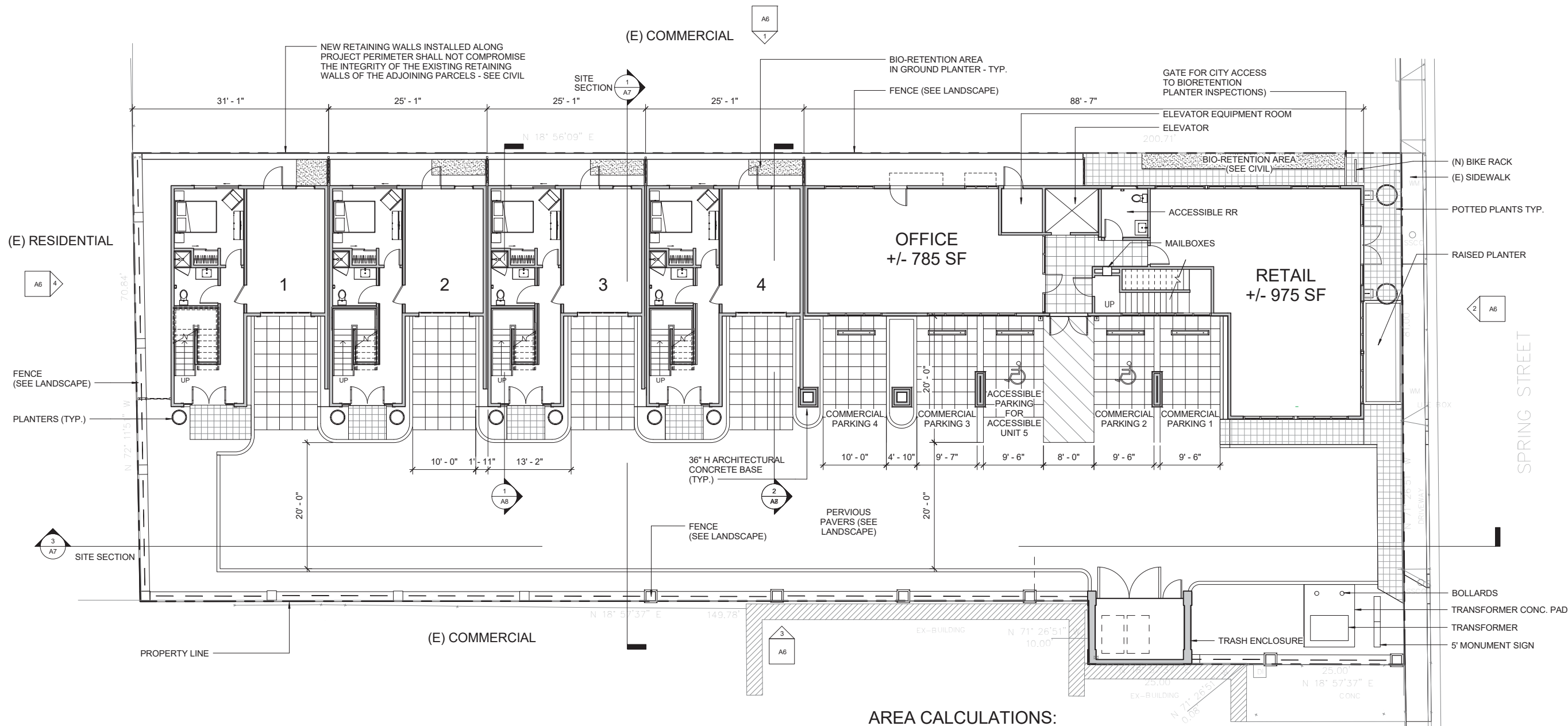
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281 SPRING ST.
PLEASANTON, CALIFORNIA

AI.2

PERSPECTIVE
VIEWS

11.10.2015



SITE DATA:

SITE AREA: +/- 14,694 SF
GENERAL PLAN: RETAIL, HIGHWAY, AND SERVICE COMMERCIAL; BUSINESS AND PROFESSIONAL OFFICES
ZONING: CENTRAL COMMERCIAL (C-C), DOWNTOWN REVITALIZATION, CORE AREA OVERLAY DISTRICT
SPECIFIC PLAN: DOWNTOWN SPECIFIC PLAN - DOWNTOWN COMMERCIAL
PROPOSED ZONING: UNCHANGED

RETAIL/OFFICE:

RETAIL (1ST LEVEL) +/- 975 SF
 OFFICE (1ST LEVEL) +/- 785 SF
 OFFICE (2ND LEVEL) +/- 1800 SF
 COMMON AREA (INCLUDES STAIRS, RR, LOBBY, ELEVATOR) +/- 514 SF
TOTAL GROSS: +/- 4,074 SF
 PARKING REQUIRED (4/1000) 16
 PARKING PROVIDED 4

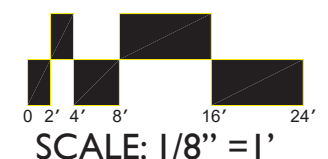
AREA CALCULATIONS:

RESIDENTIAL UNITS 1-4:

1ST LEVEL +/- 415 SF (INCLUDES 1/2 STAIR)
 2ND LEVEL +/- 762 SF (INCLUDES 1/2 STAIR)
 3RD LEVEL +/- 856 SF (INCLUDES STAIR)
TOTAL LIVING: +/- 2,033 SF
 GARAGE: +/- 273 SF
 DECKS: +/- 120 SF
TOTAL GROSS AREA/UNIT +/- 2426 SF
 PARKING REQUIRED (2 PER UNIT) 8
 PARKING PROVIDED 8

RESIDENTIAL UNIT 5:

2ND LEVEL (ACCESSIBLE) +/- 1,225 SF
TOTAL GROSS RESIDENTIAL BUILDING AREA: 10,894 SF*
 COVERED PARKING DECK: +/- 37 SF
 PARKING REQUIRED (1 PER UNIT) 1 COVERED
 PARKING PROVIDED 1 COVERED
 *INCLUDING GARAGES, DECKS NOT INCLUDING COVERED PARKING AREA FOR UNIT 5



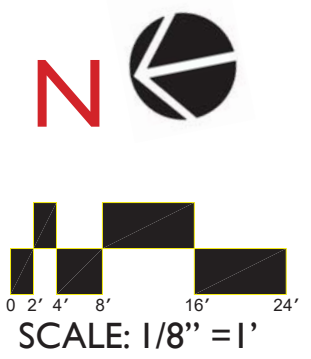
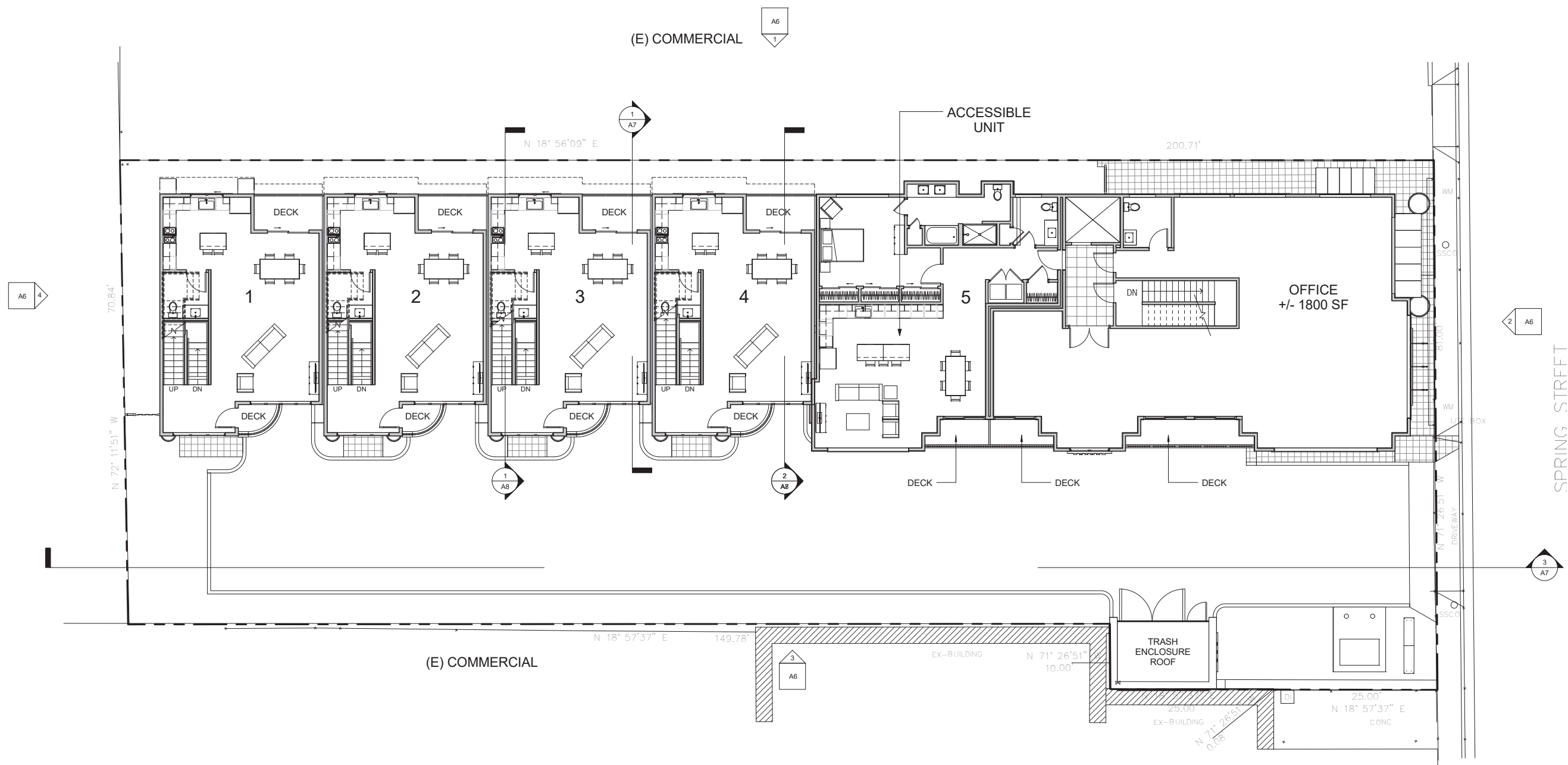
SPRING STREET

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281 SPRING ST.
 PLEASANTON, CALIFORNIA

A2 FIRST FLOOR PLAN
 11.10.2015



SPRING STREET

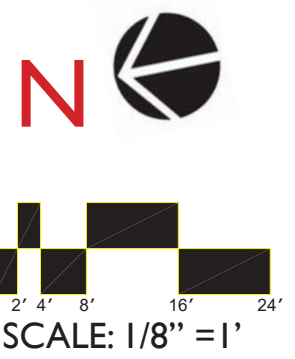
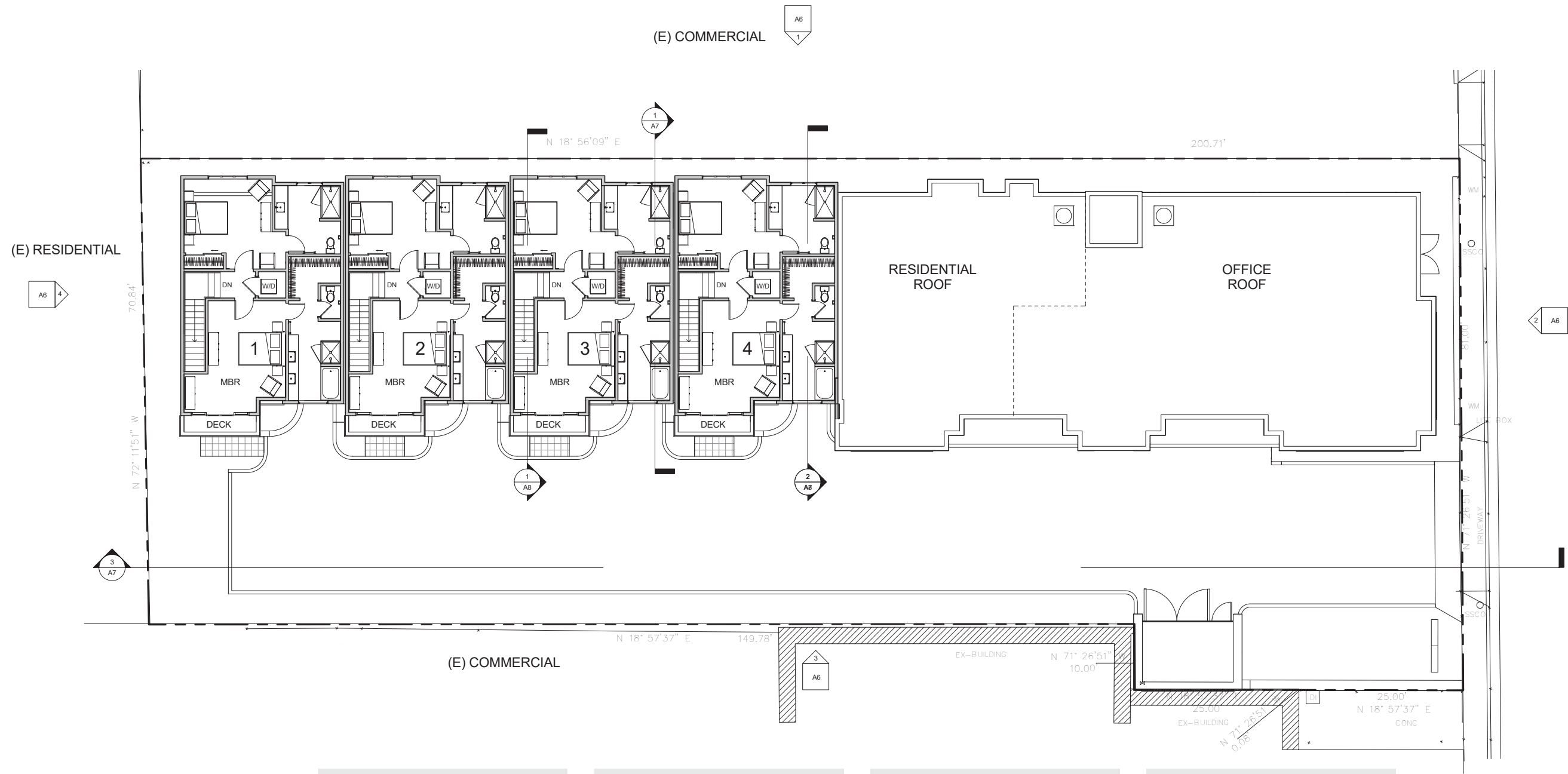
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PLEASANTON, CALIFORNIA

A3 SECOND FLOOR
PLAN

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SPRING STREET

MIXED USE

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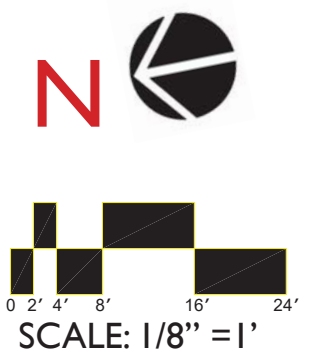
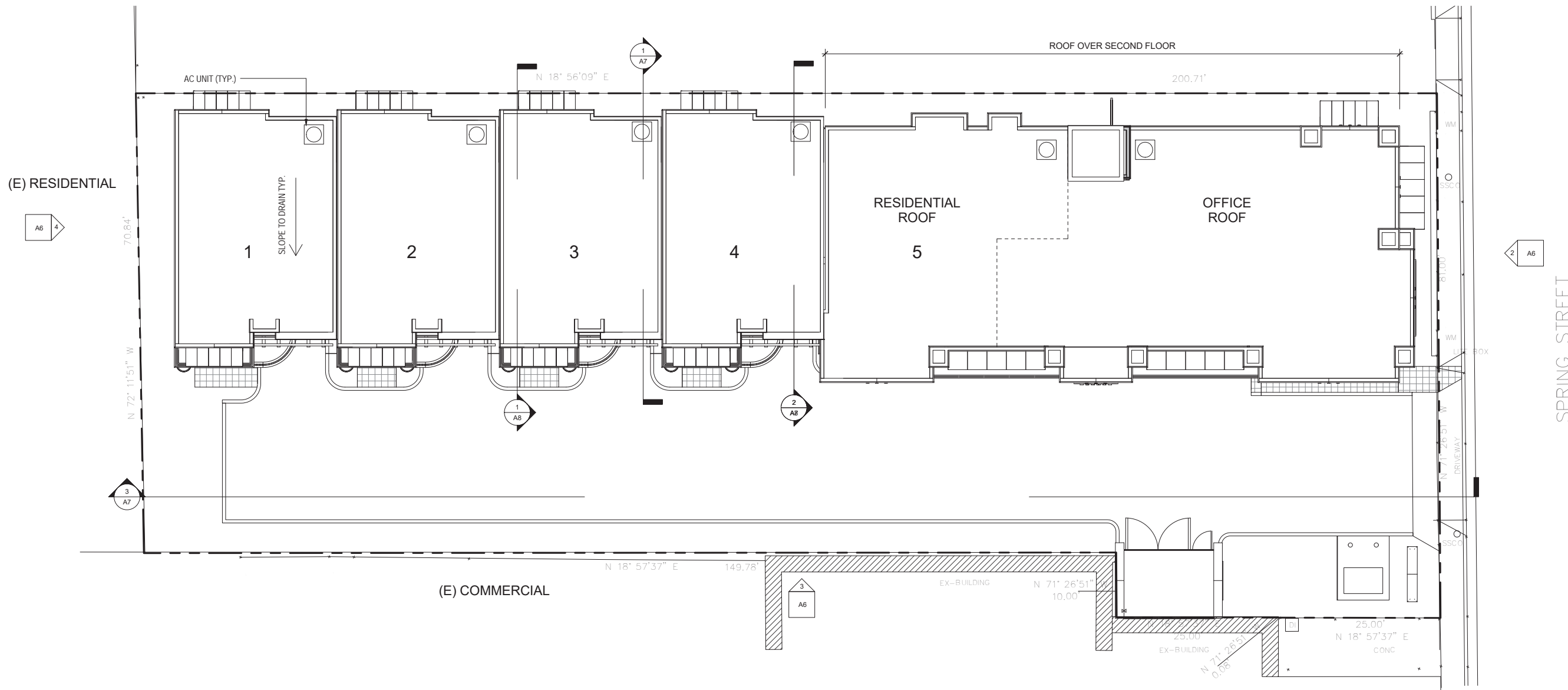
281 SPRING ST.
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A4

THIRD FLOOR
PLAN

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(E) COMMERCIAL



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A5 ROOF PLAN

11.10.2015



3 WEST ELEVATION

West Elevation

1/8" = 1'-0"



4 NORTH ELEVATION

North Elevation

1/8" = 1'-0"



2 SOUTH ELEVATION

South Elevation

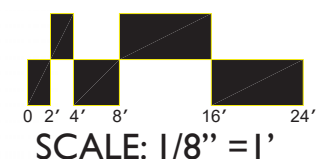
1/8" = 1'-0"



1 EAST ELEVATION

East Elevation

1/8" = 1'-0"



SPRING STREET

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MIXED USE

281 SPRING ST.
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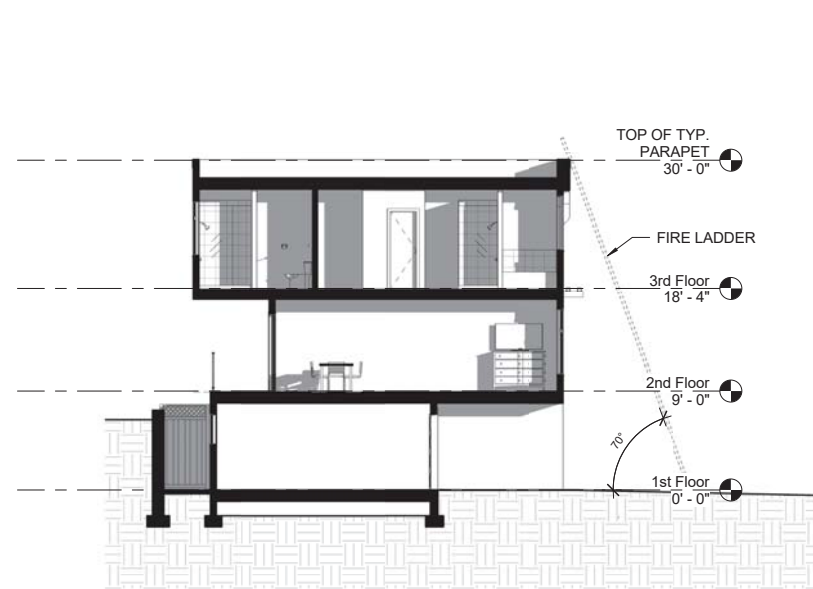
A6 ELEVATIONS
11.10.2015



North-South Site Section A

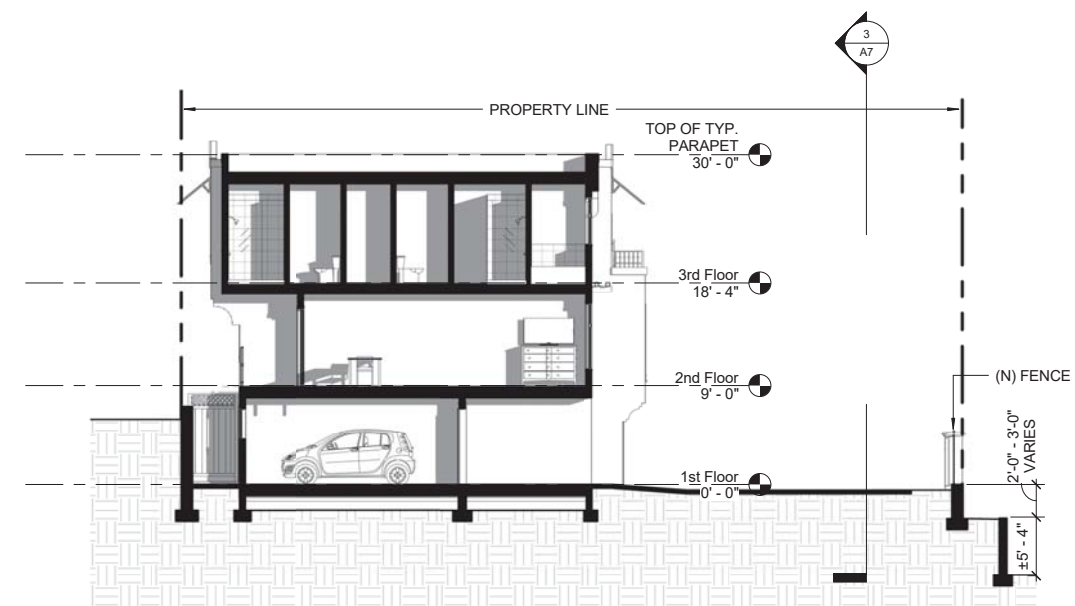
NOTE: SEE SECTION B BELOW AND ELEVATIONS FOR BUILDING HEIGHTS

3 NORTH-SOUTH SITE SECTION
1/8" = 1'-0"

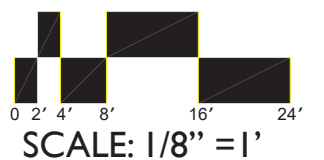


2 TYPICAL UNIT SECTION 2
1/8" = 1'-0"

East-West Site Section B



1 SITE SECTION 1
1/8" = 1'-0"



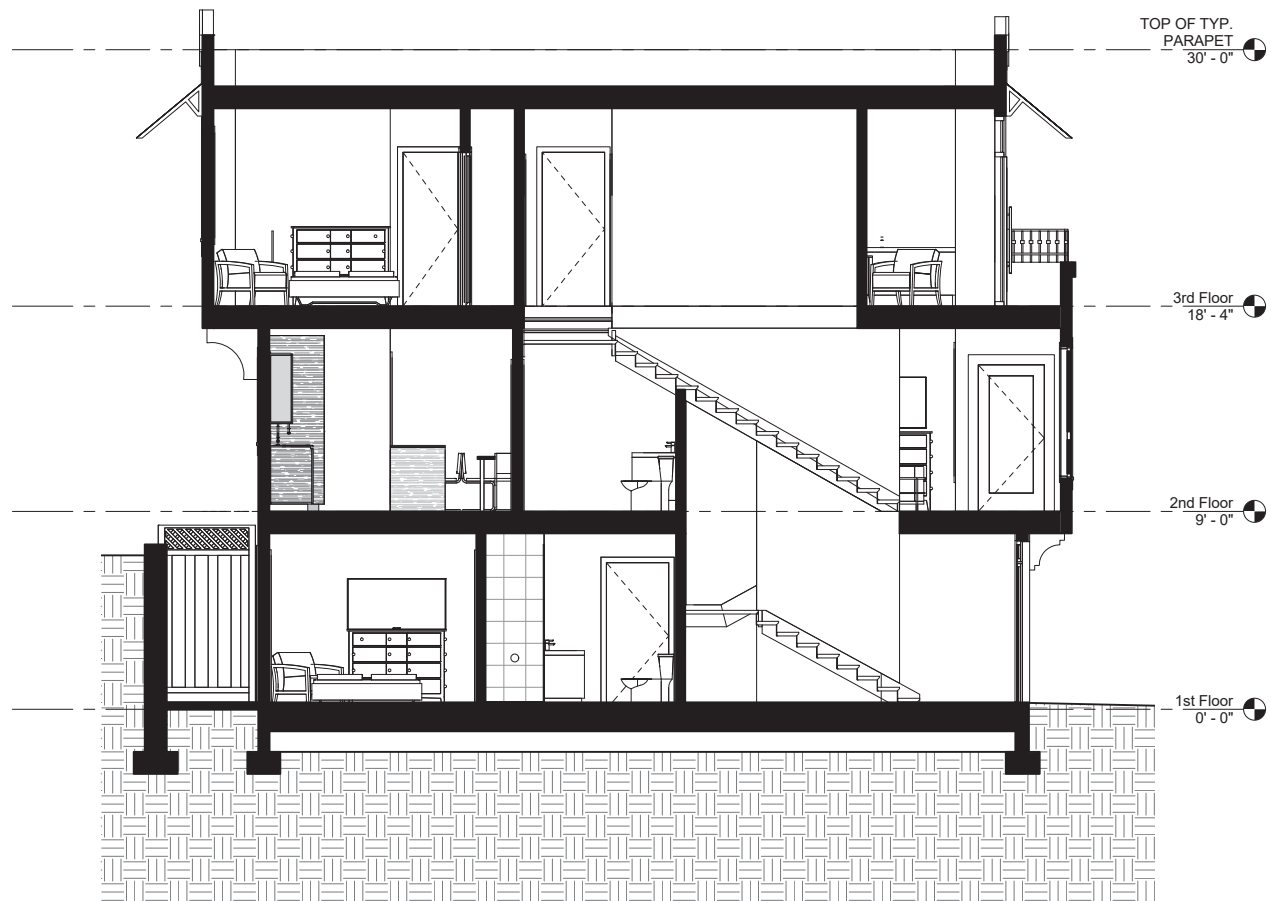
SPRING STREET

H. James Knuppe

MIXED USE

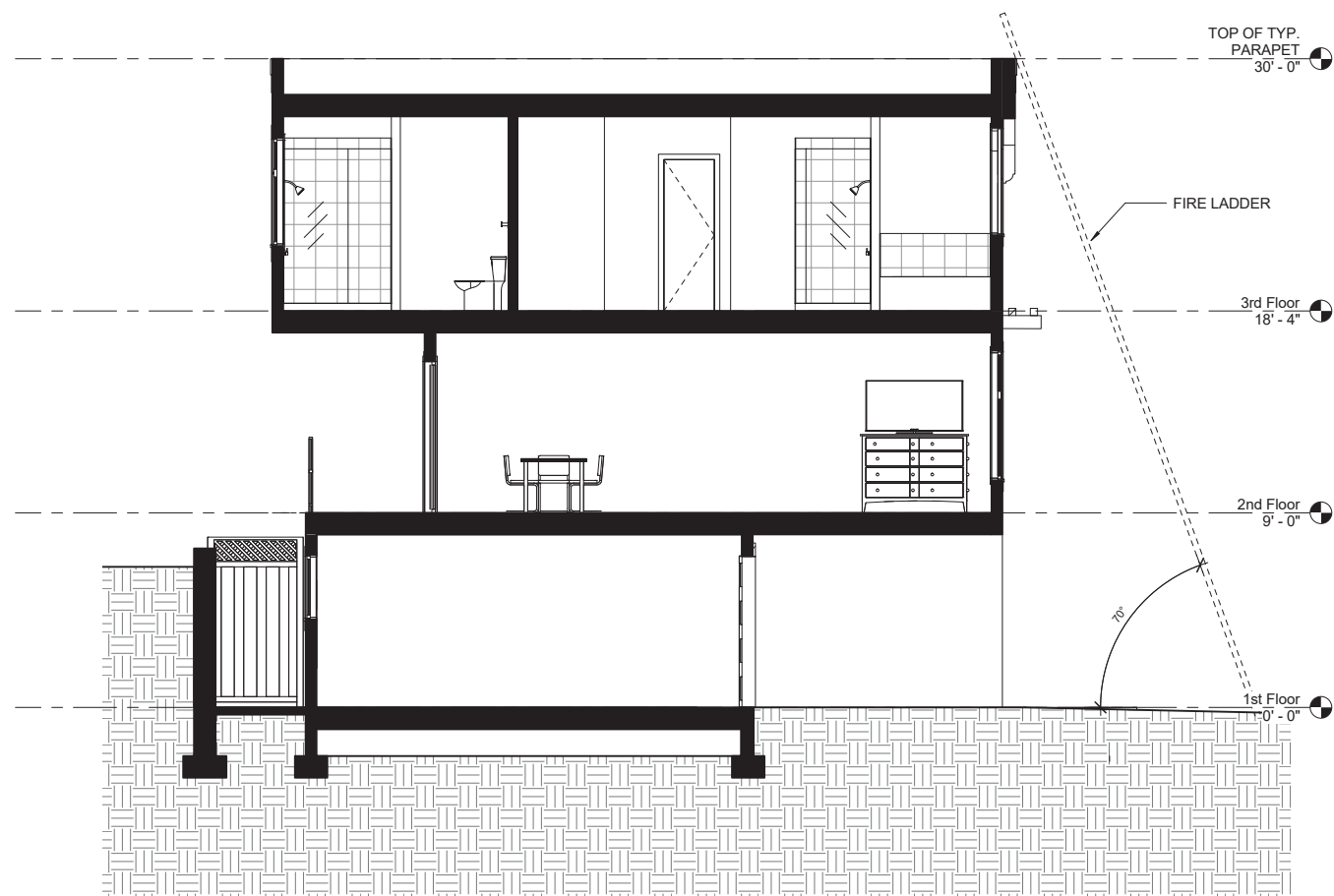
281 SPRING ST.
PLEASANTON, CALIFORNIA

A7 SITE SECTIONS
11.10.2015



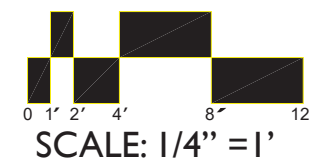
Section 1

① TYP. UNIT SECTION
1/4" = 1'-0"



Section 2

② TYPICAL UNIT SECTION
1/4" = 1'-0"



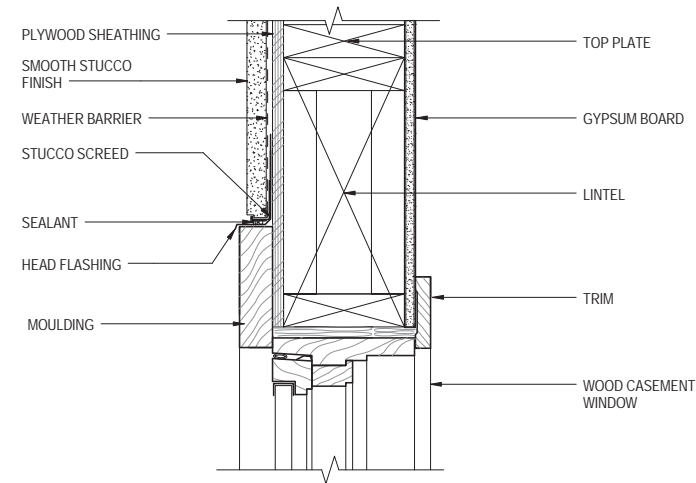
SPRING STREET
MIXED USE
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281 SPRING ST.
PLEASANTON, CALIFORNIA

A8

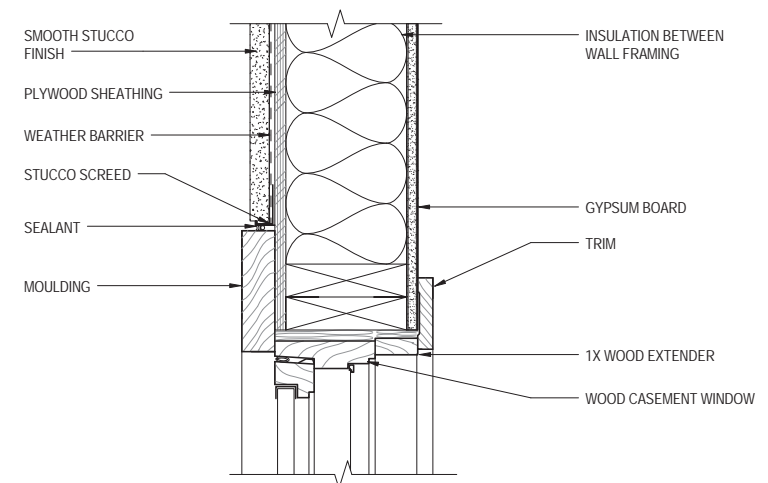
BUILDING
SECTIONS

11.10.2015

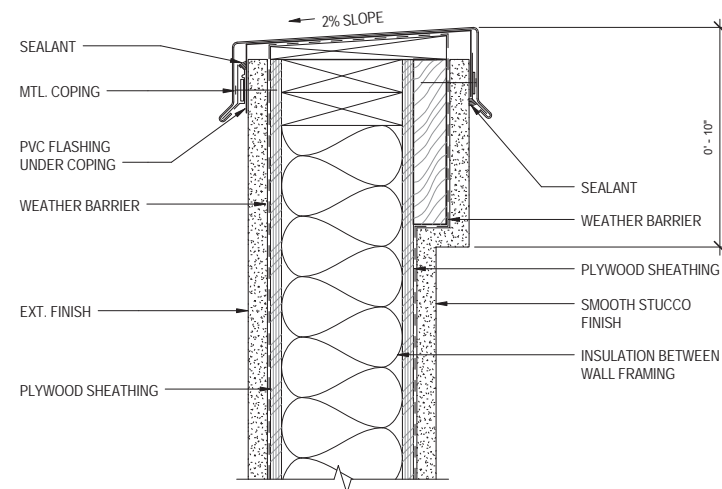


NOTE: DETAILS FOR AWNING AND DOUBLE HUNG WINDOWS ARE SIMILAR

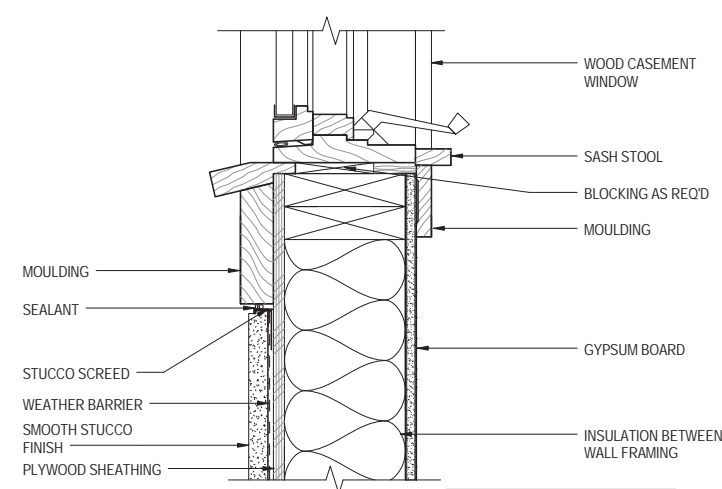
4 CASEMENT WINDOW HEAD
3" = 1'-0"



2 CASEMENT WINDOW JAMB
3" = 1'-0"

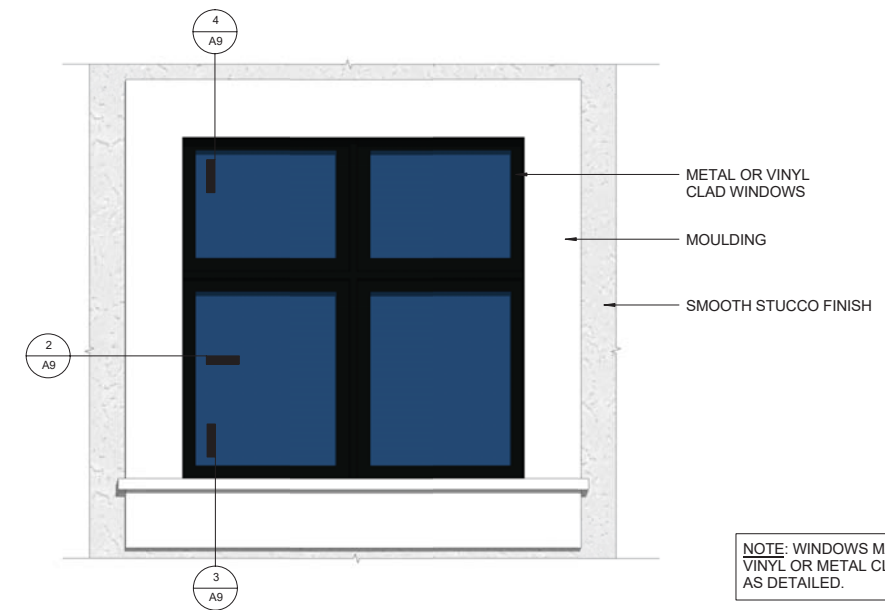


5 ROOF PARAPET/CORNICE DETAIL
3" = 1'-0"



NOTE: DETAILS FOR AWNING AND DOUBLE HUNG WINDOWS ARE SIMILAR

3 CASEMENT WINDOW SILL
3" = 1'-0"



NOTE: WINDOWS MAY BE VINYL OR METAL CLAD WOOD AS DETAILED.

1 TYPICAL WINDOW ELEVATION
1" = 1'-0"



SPRING STREET

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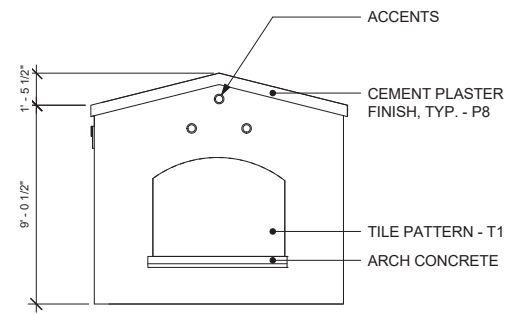
MIXED USE

281 SPRING ST.
PLEASANTON, CALIFORNIA

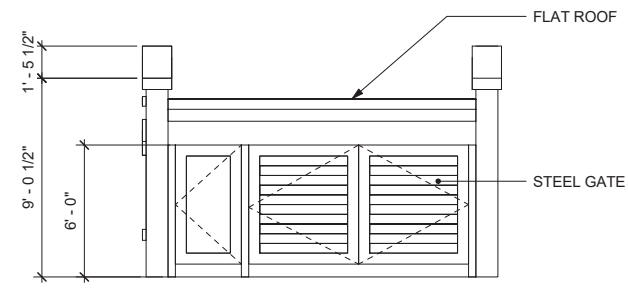
A9

DETAILS

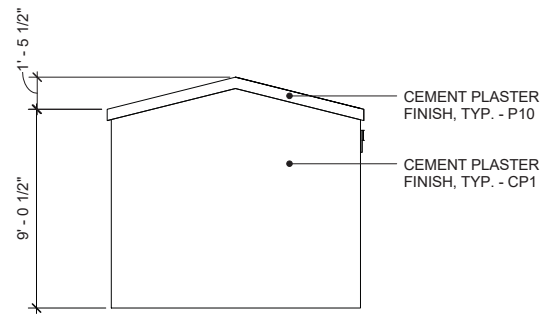
11.10.2015



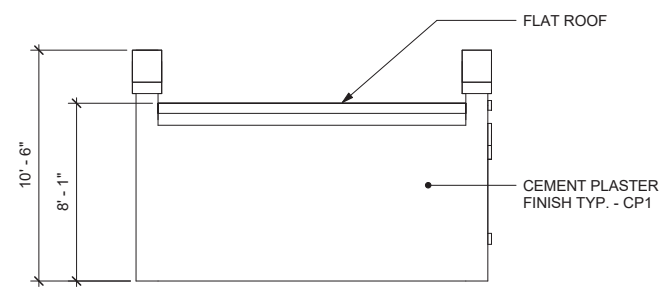
SOUTH ELEVATION



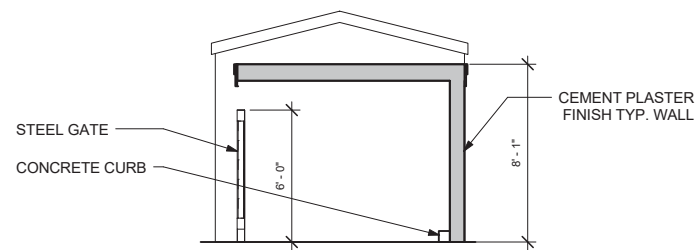
EAST ELEVATION



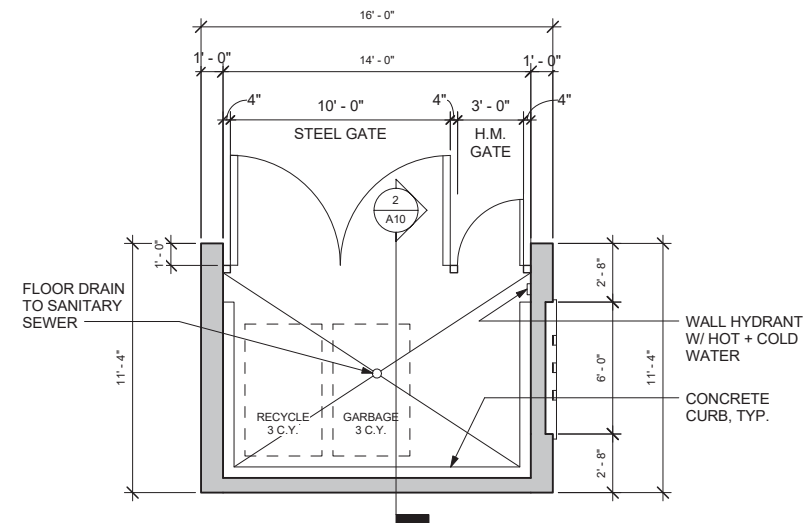
NORTH ELEVATION



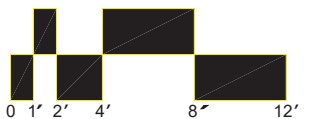
WEST ELEVATION



SECTION A



ENCLOSURE PLAN



SCALE: 1/4" = 1'



SPRING STREET MIXED USE

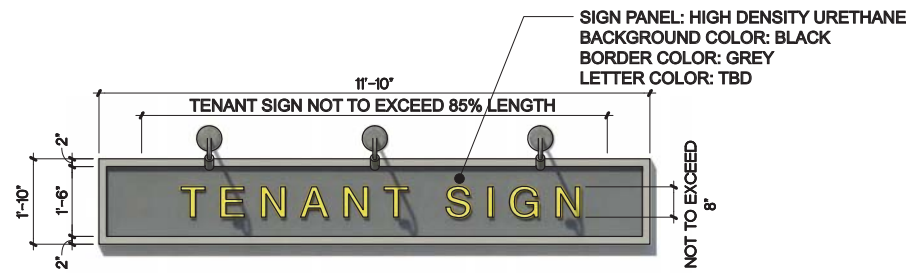
H. James Knuppe

281 SPRING ST.
PLEASANTON, CALIFORNIA

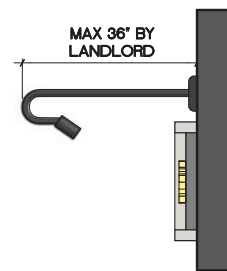
A10

TRASH ENCLOSURE
DETAILS

11.10.2015



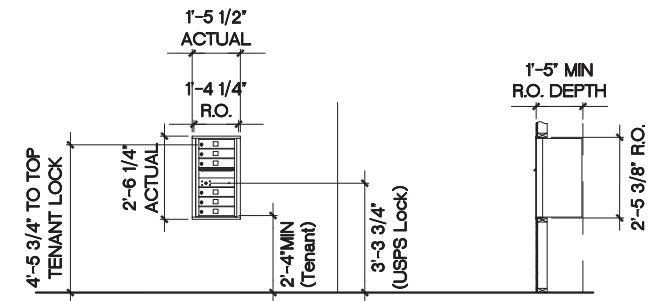
SIGN ELEVATION @ SPRING ST.
OFFICE SIGN @ WEST ELEVATION SIMILAR



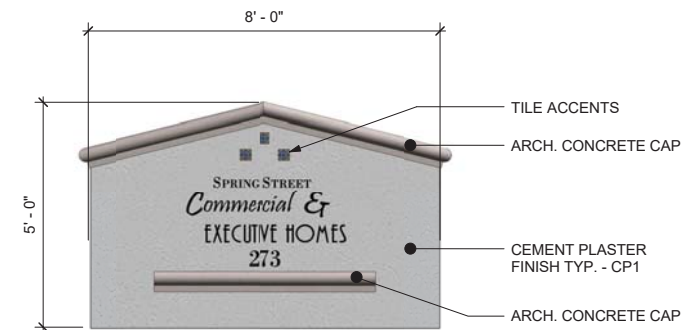
SIGN SECTION
FLOOD ILLUMINATED

RETAIL WALL SIGNS

- A. Flood Illuminated letters. 3/4" Thick aluminum faces.
- B. Landlord to provide and maintain lighting fixtures.
- C. Sign Area is to be 1 sqft per 1 linear foot of tenant leased frontage.
- D. Sign height not to exceed 8" with a minimum distance of 2" to the smallest dimension of the background to which it is placed. Sign not to exceed 85% of the background to which it is placed.
- E. Two (2) signs as shown on elevations.



MAILBOX DETAILS



SIGN ELEVATION



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MIXED USE

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PLEASANTON, CALIFORNIA

All SIGN AND MAILBOX
DETAILS

11.10.2015



VIEW FROM MAIN ST



VIEW FROM SPRING ST



VIEW FROM SPRING ST



VIEW FROM SPRING ST



VIEW OF (E) FENCE @ EAST P.L.



VIEW OF (E) STRUCTURE



VIEW TO SE



VIEW OF WEST P.L.



SPRING STREET MIXED USE

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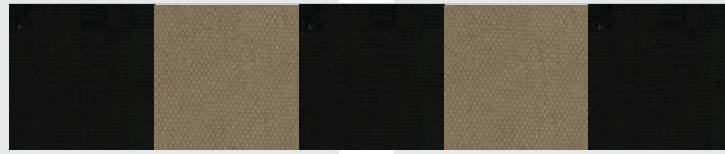
281 SPRING ST.
PLEASANTON, CALIFORNIA

A12

EXISTING
CONDITIONS

11.10.2015

MATERIALS



FABRIC AWNING CONFIGURATION



AW1



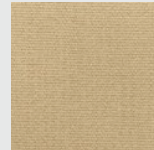
AW2



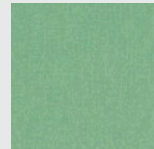
AW3



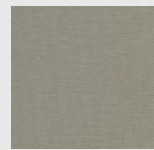
AW4



AW5



AW6



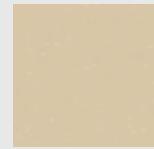
AW7



AW8



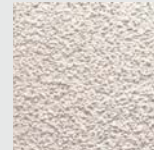
AW9



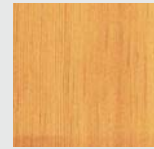
AW10



AL1



CPI

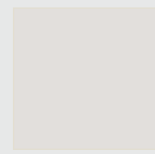


W2

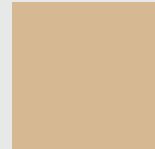


W1

PAINT COLORS



P1



P2



P3



P4



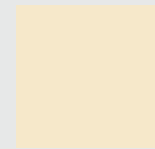
P5



P6



P7



P8



P9



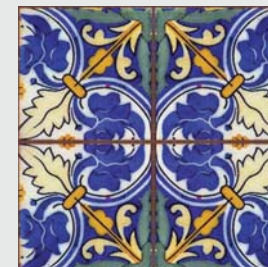
P10

DETAIL EXAMPLES



Architectural Concept Cap (Similar)

Location: Reatil Planter, Monument Sign, Trash Enclosure, and Parking Area

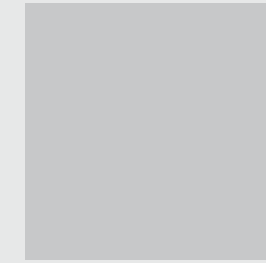


TI

Accent Tile (TBD)

Location: Reatil Planter, Monument Sign, and Trash Enclosure

LUMINAIRES



L1



L2



L3



L4



L5

MATERIALS:

- AW1 Fabric Awning - Sunbrella - Color: Taupe
- AW2 Fabric Awning - Sunbrella - Color: Buttercup
- AW3 Fabric Awning - Sunbrella - Color: Beige
- AW4 Fabric Awning - Sunbrella - Color: Sapphire Blue
- AW5 Fabric Awning - Sunbrella - Color: Toast
- AW6 Fabric Awning - Sunbrella - Color: Basil
- AW7 Fabric Awning - Sunbrella - Color: Aspen
- AW8 Fabric Awning - Sunbrella - Color: Cadet Gray
- AW9 Fabric Awning - Sunbrella - Color: Black
- AW10 Fabric Awning - Sunbrella - Color: Linen
- AL1 Clear Anodized Aluminum
- CPI Cement Plaster - Medium Float Finish
Color: Paint P1
- W1 Vinyl Windows - Milgard
Color: White
- W2 Wood Doors - Vertical Grain Fir
Color: Natural w/ Clear Finish
Garage Doors: To match above.

PAINT COLORS:

- P1 SW7011 Natural Choice
- P2 SW6114 Bagel
- P3 SW6243 Distance
- P4 SW0007 Decorous Amber
- P5 SW6307 Fine Wine
- P6 SW0006 Toile Red
- P7 SW7061 Night Owl
- P8 Napa Valley Cast Stone - Medium Etch Finish
- P9 Jeld Wen - Dark Ivy
- P10 SW6905 Goldfinch

LUMINAIRES:

- L1 Trash Pole Light - Gardco Slender Form Silver/LED
- L2 Light Sconce - Arroyo Craftsman - Wall Mount, MW-7 Frame, T Bar Overlay, Clear Seedy Glass, Slate Finish
- L3 Light Sconce - Arroyo Craftsman - Bracket Mount MB-15 Frame - T Bar Overlay, Clear Seedy Glass, Slate Finish with GU 24 Base for LED or CFL
- L4 Up-Light - HK Lighting - ZXL5-0i Silver/LED
- L5 Sign Light - BK Lighting - Sign Star B- Series Black Wrinkle/LED



SPRING STREET

H. James Knuppe

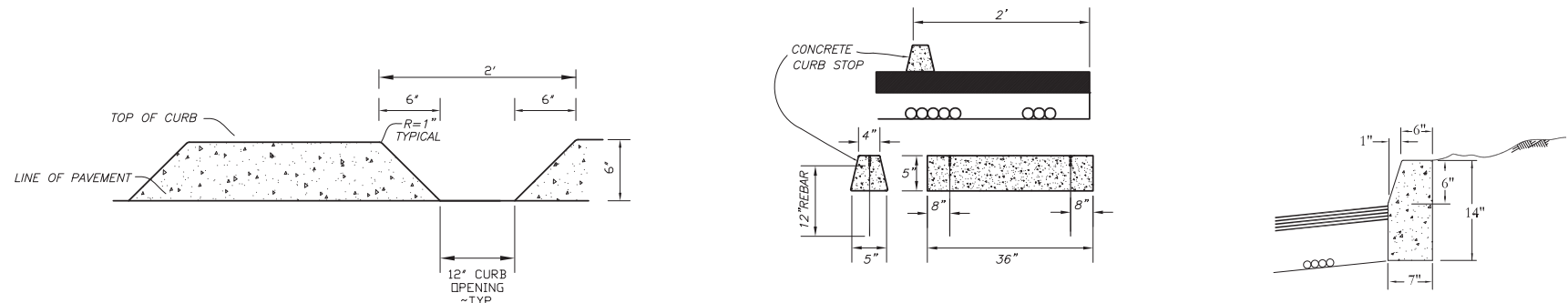
MIXED USE

281 SPRING ST.
PLEASANTON, CALIFORNIA

MI

MATERIALS,
PAINT COLORS &
LUMINAIRES

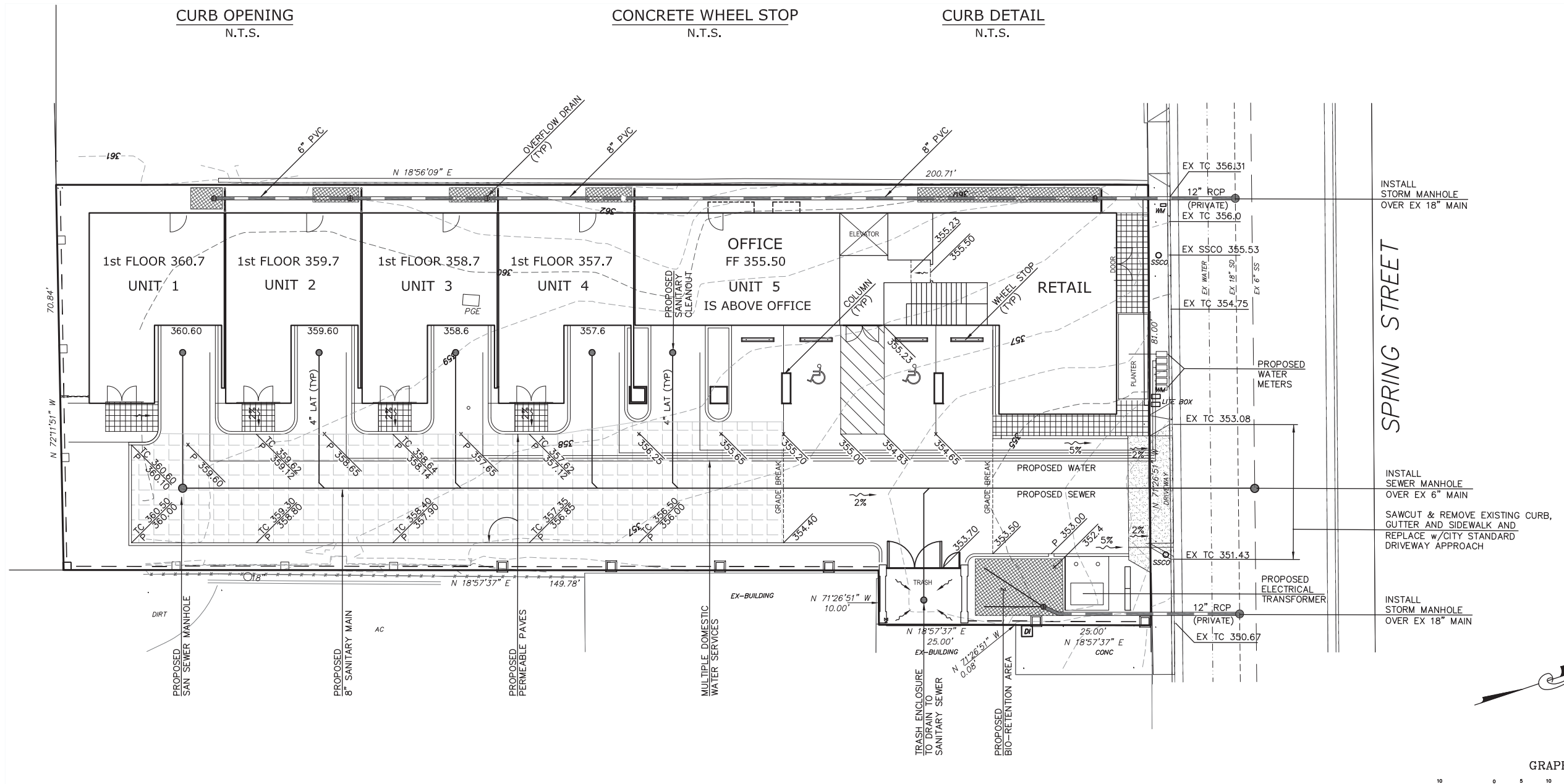
11.10.2015



CURB OPENING
N.T.S.

CONCRETE WHEEL STOP
N.T.S.

CURB DETAIL
N.T.S.



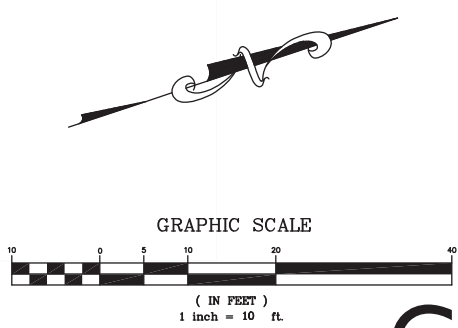
INSTALL
STORM MANHOLE
OVER EX 18" MAIN

INSTALL
SEWER MANHOLE
OVER EX 6" MAIN

SAWCUT & REMOVE EXISTING CURB,
GUTTER AND SIDEWALK AND
REPLACE w/CITY STANDARD
DRIVEWAY APPROACH

INSTALL
STORM MANHOLE
OVER EX 18" MAIN

SPRING STREET



**PRELIMINARY
GRADING and DRAINAGE PLAN**

273 SPRING STREET

CITY OF PLEASANTON ALAMEDA COUNTY CALIFORNIA





JAMES E. DIGGINS - R.C.E. 27818 DATE
RENEWAL DATE: 03/31/16

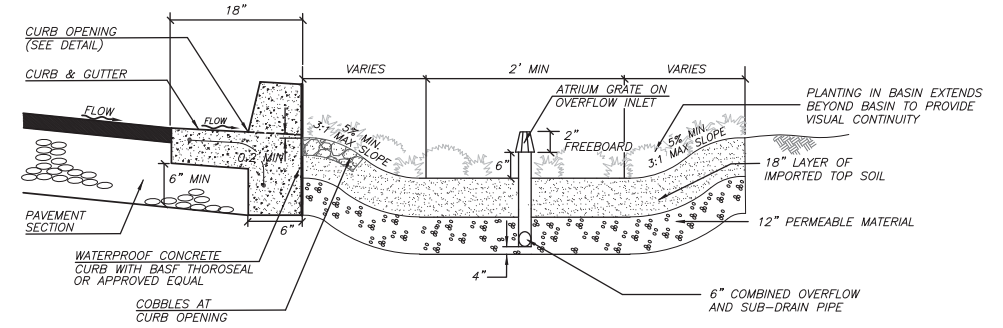
#	REVISIONS	DATE

DeBolt Civil Engineering
811 San Ramon Valley Boulevard
Danville, California 94526
Tel: 925/837-3780
Fax: 925/837-4378
deboltcivil@earthlink.net

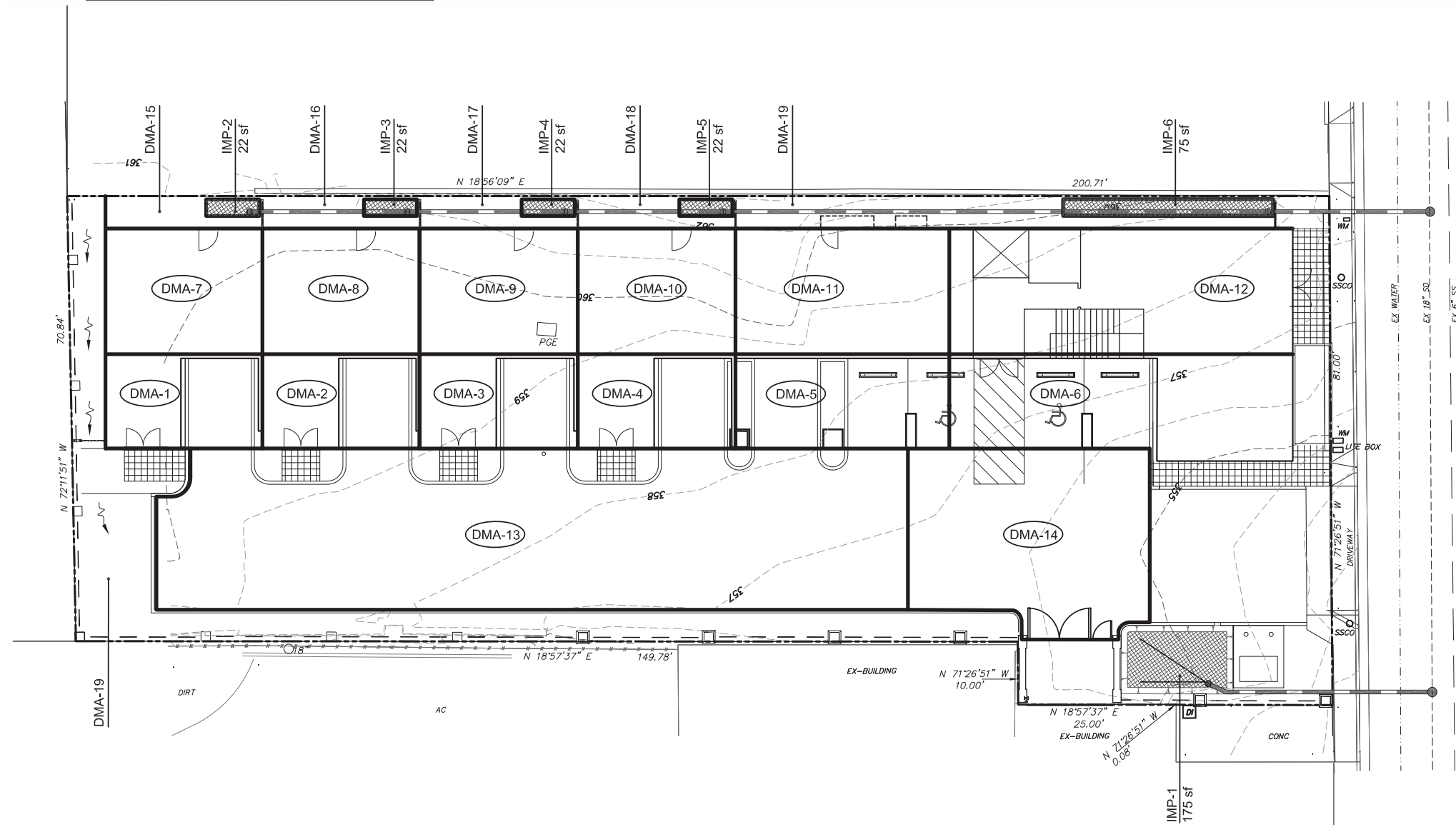
Date: 11/02/2015
Scale: 1" = 10'
By: JED
Job No.: 15310

DMA	AREA	SURFACE
1	375 sf	ROOF
2	375 sf	ROOF
3	375 sf	ROOF
4	375 sf	ROOF
5	575 sf	ROOF
6	875 sf	ROOF
7	500 sf	ROOF
8	500 sf	ROOF
9	500 sf	ROOF
10	500 sf	ROOF
11	700 sf	ROOF
12	1,100 sf	ROOF
13	2,600 sf	PERVIOUS PAVERS
14	1,000 sf	CONCRETE
15	90 sf	PERVIOUS PAVERS
16	90 sf	PERVIOUS PAVERS
17	90 sf	PERVIOUS PAVERS
18	90 sf	PERVIOUS PAVERS
19	425 sf	LANDSCAPE
20	560 sf	LANDSCAPE

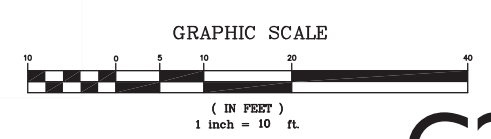
- LEGEND**
-  BIO-RETENTION AREA
 -  STORM DRAIN LINE
 -  DENOTES AREA (DMA) DRAINAGE MANAGEMENT AREA
 -  INTEGRATED MANAGEMENT PRACTICE



CURB @ BIORETENTION AREA DETAIL
N.T.S.



SPRING STREET



C2

STORM WATER CONTROL PLAN

273 SPRING STREET

CITY OF PLEASANTON ALAMEDA COUNTY CALIFORNIA

JAMES E. DIGGINS - R.C.E. 27818 DATE
RENEWAL DATE: 03/31/16

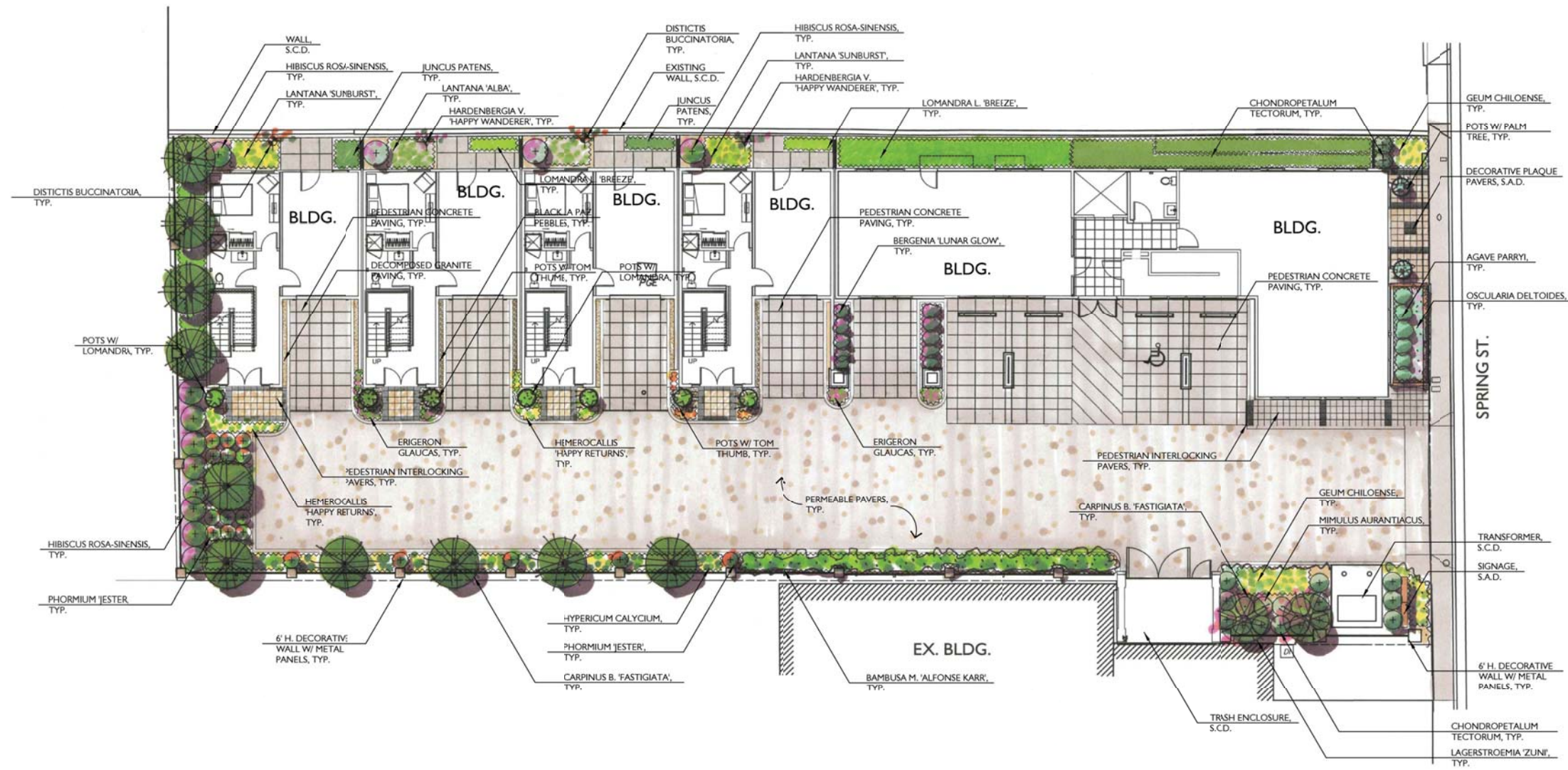
#	REVISIONS	DATE



DeBolt Civil Engineering
811 San Ramon Valley Boulevard
Danville, California 94526
Tel: 925/837-3780
Fax: 925/837-4378
deboltcivil@earthlink.net

Date: 10/31/2015
Scale: 1" = 10'
By: JED
Job No.: 15310

F:\15310\dwg\DWG\15310-SWCP.dwg 11/2/15 17:39



CONCEPTUAL LANDSCAPE PLAN

273 SPRING ST.
PLEASANTON, CA

0 5' 10' 20' DATE: 11/02/2015



L-1

TREES



CARPINUS BETULUS 'FASTIGIATA'



BAMBUSA M. 'ALPHONSE KARR'



LAGERSTROEMIA H. 'ZUNI'



CHAMAEDOREA CATRACTARUM

SHRUBS



BERGENIA 'LUNAR GLOW'



CHONDROPETALUM TECTORUM



GEUM CHILOENSE



HEMEROCALLIS 'HAPPY RETURNS'



HIBISCUS ROSA-SINENSIS



LOMANDRA L. 'BREEZE'



MIMULUS AURANTIACUS



PHORMIUM 'JESTER'

GROUNDCOVER



BERGENIA 'LUNAR GLOW'



HYPERICUM CALYCIUM

VINES



DISTICTIS BUCCINATORIA



HARDENBERGIA V. 'HAPPY WANDERER'

PLANT PALETTE

PLANT LIST

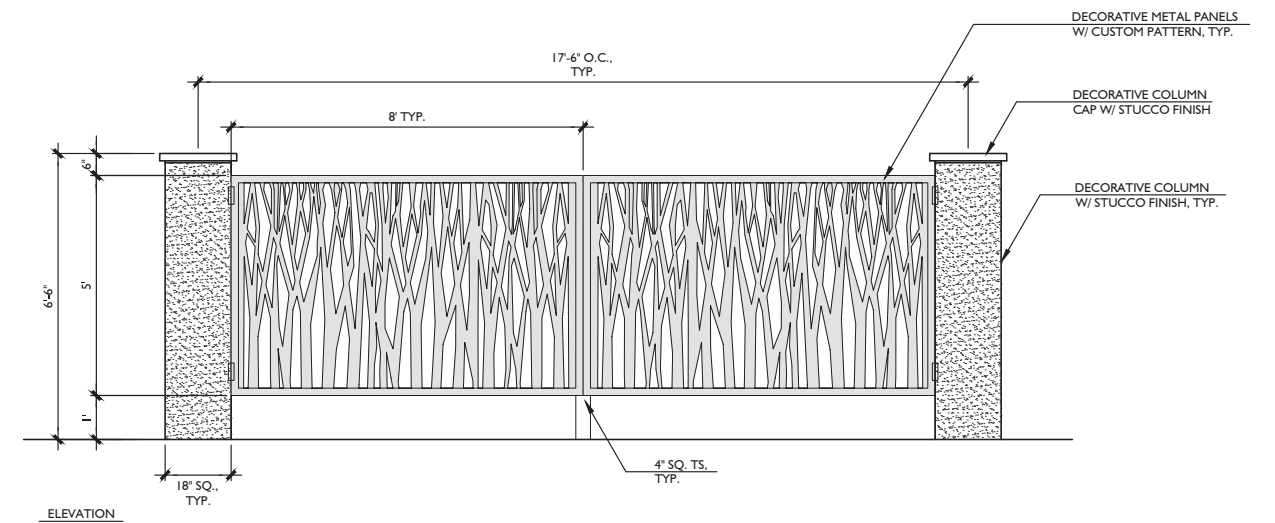
TREES					
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER REQ.
BL	BAMBUSA M. 'ALPHONSE KARR'	ALPHONSE KARR BAMOO	24" BOX	AS SHOWN	LOW
CF	CARPINUS BETULUS 'FASTIGIATA'	EUROPEAN HORNBEAM	24" BOX	AS SHOWN	LOW
CH	CHAMAEDOREA CATRACTARUM	CAT PALM	24" BOX	AS SHOWN	MOD
LZ	LAGERSTROEMIA H. 'ZUNI'	GRAPE MYRTLE	24" BOX	AS SHOWN	LOW
SHRUBS					
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER REQ.
BL	BERGENIA 'LUNAR GLOW'	BERGENIA	5 GAL.	1'-6" O.C.	MOD
CT	CHONDROPETALUM TECTORUM	CAPE RUSH	5 GAL.	3'-0" O.C.	LOW
GL	GEUM CHILOENSE	AVENS	5 GAL.	2'-0" O.C.	MOD
HH	HEMEROCALLIS 'HAPPY RETURNS'	EVERGREEN DAYLILY	5 GAL.	2'-6" O.C.	MOD
HS	HIBISCUS ROSA-SINENSIS	CHINESE HIBISCUS	5 GAL.	4'-0" O.C.	MOD
LB	LOMANDRA L. 'BREEZE'	DWARF MAT RUSH	5 GAL.	2'-0" O.C.	LOW
MA	MIMULUS AURANTIACUS	STICKY MONKEY FLOWER	5 GAL.	3'-0" O.C.	VERY LOW
PJ	PHORMIUM 'JESTER'	NEW ZEALAND FLAX	5 GAL.	2'-6" O.C.	LOW
GROUNDCOVER					
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER REQ.
EG	ERIGERON GLAUCAS	BEACH ASTER	1 GAL.	1'-6" O.C.	LOW
HC	HYPERICUM CALYCIUM	ST. JOHN SWORT	1 GAL.	2'-0" O.C.	MOD
LS	LANTANA 'SUNBURST'	LANTANA	1 GAL.	3'-0" O.C.	LOW
OD	OSCULARIA DELTOIDES	ICEPLANT	1 GAL.	1'-6" O.C.	LOW
VINES					
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER REQ.
DB	DISTICTIS BUCCINATORIA	BLOOD RED TRUMPET VINE	15 GAL.	AS SHOWN	MOD
HP	HARDENBERGIA V. 'HAPPY WANDERER'	LILAC VINE	15 GAL.	AS SHOWN	MOD

0 DATE: 11/02/2015



273 SPRING ST.
PLEASANTON, CA

L-2



6' H. DECORATIVE WALL
SCALE: 1/2" = 1'-0"

SITE FURNISHINGS

273 SPRING ST.
PLEASANTON, CA

L-3

0 DATE: 11/02/2015





November 18, 2015

City of Pleasanton Planning Commissioners,

After close review of the resubmitted plans for 273 Spring Street the Pleasanton Downtown Association's Design and Historical Review Committee voted not to support the plan as proposed. As an organization we feel strongly that the proposed residential units would not benefit our downtown especially since they are located one parcel in from Main Street, the core of our commercial district. We believe this property should be utilized in a way that would enhance the overall vitality of our downtown by being developed with a majority of commercial retail space.

Additionally we feel the lack of on-site parking for this proposed project will further exacerbate the parking strain felt daily in downtown. We would ask that any project approved for this site provide a minimum of 50% of its required parking on-site.

The site at 273 Spring Street is an essential piece of the downtown puzzle. We strongly encourage the Planning Commission to look at the long term negative effects of adding more residential units to our commercial district and carefully weigh the options of what this property could be used for to strengthen our downtown.

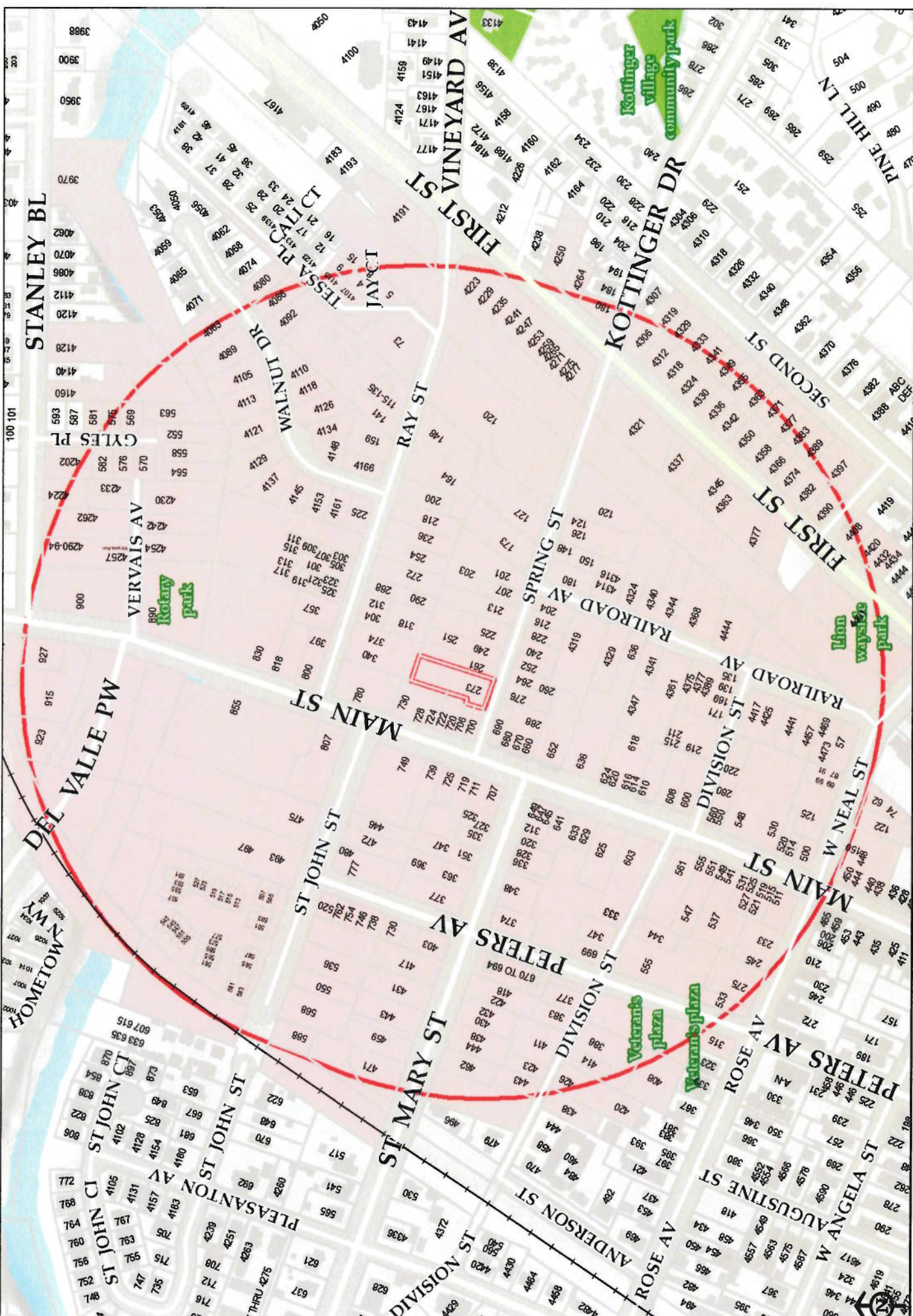
Best Regards,


Vic Malatesta
President
Pleasanton Downtown Association


Laura Olson
Executive Director
Pleasanton Downtown Association

CC:

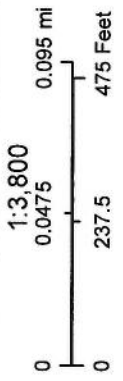
Nelson Fialho, City Manager
Pamela Ott, Economic Development Director
Gerry Beaudin, Community Development Director
Eric Lechini, Associate Planner
PDA Board of Directors
PDA Design & Historical Review Committee



PUD-109, H. James Knuppe, 273 Spring Street



Planning Division
August 14, 2015



PUD-109, H. James Knuppe

Applications at 273 Spring Street for: (1) a certificate of appropriateness to demolish the existing 910-square-foot single-story commercial building; and (2) a Planned Unit Development (PUD) Rezoning and Development Plan approval to rezone the site from the C-C (Central Commercial), Downtown Revitalization, Core Area Overlay District to PUD-C-C (Planned Unit Development – Central Commercial), Downtown Revitalization, Core Area Overlay District; and to construct an approximately 4,074-square-foot, two-story commercial/office building with an attached approximately 1,225-square-foot second-floor apartment unit, and four, approximately 2,015-square-foot, three-story multi-family residential units.

Eric Luchini presented the staff report and described the scope, layout, and key elements of the proposal.

Commissioner Ritter requested clarification that the Planned Unit Development (PUD) originally was in agreement with the concept but the applicants changed their mind with the proposed changes.

Mr. Luchini replied that is generally correct. He stated that the original set of comments was that they were open to some degree of residential on the property; however, they somewhat changed direction as they were strongly encouraging an increase in the square footage in the area of the commercial use but did not want that to be at the expense of allowing more residential on the property.

Chair Allen noted that she does not recall seeing a letter from the Pleasanton Downtown Association (PDA).

Mr. Luchini replied that the first round of comments from the PDA was actually verbal and was received at one of its Board Meetings that staff attended; these comments were included in the staff report for the Commission's Work Session on August 26, 2015. He added that at that Work Session, the Commission had requested that formal written feedback from the PDA be provided, which is attached as Exhibit G to the staff report.

Mr. Weinstein confirmed Mr. Luchini's statements in terms of the general themes expressed in the PDA's letter. He clarified that he did not think the PDA was saying it was absolutely opposed to any residential uses on the site but just that there should be a majority of commercial uses on the site in excess of the commercial uses that are currently being proposed. He noted that there is a PDA representative in the audience who can speak on the project.

Commissioner O'Connor commented that the PDA also wanted the residential to be second-story.

Mr. Weinstein replied that the PDA did not go into that in the letter but that it could be a logical conclusion.

Chair Allen noted that the Commission will have a chance to hear from Laura Olson, who is here representing the PDA. Chair Allen then noted that the term “precedent” was used in the staff report and asked staff for guidance on this matter. She stated that her assumption is that the decisions the Commission makes tonight, for example, on tandem parking or potential guest parking, could potentially be cited in a future staff report as a “precedent,” especially if the Commission makes comments that it does not consider as precedents. She inquired if her assumption is correct.

Mr. Beaudin replied that it is possible that could happen, but what is unique about the PUD process is that it does allow site-specific alterations to the base zoning district, and that is what the Commission is really looking at tonight. He suggested using the word “example” rather than the word “precedent.” He indicated that it is entirely possible that a decade from now, the Commission might be talking about a project that was approved at an earlier meeting as an example of a particular design decision that was made in the Downtown, but that does not mean it has to be replicated or followed as would be done if it was, in fact, a precedent. He added that because this is a PUD, it does provide some additional leeway in the eyes of history: the Commission is looking at site-specific conditions at a given time and making decisions based on today’s policy and regulatory environment.

Chair Allen stated that she just became familiar with the term “tandem parking” a month ago because she had never seen a project with tandem parking since she has been on the Commission. She requested staff to clearly describe what it is and why the City and most cities do not consider a single tandem parking as acceptable for two parking spots.

Mr. Beaudin stated that tandem parking is when one car is parked in front of another car, whether on a covered or uncovered area; or one could be in the garage and the second in the driveway. He explained that what it basically means is that there are two cars in play, and one car has to be moved in order to move the second car; that when it is nose-to-tail with two cars, somebody is going to have to do some jockeying, and what is usually desirable is to have a little bit of extra room to play with so that if somebody is jockeying a car, that car does not have to be left in the street while the other car is being moved. He stated that there is just one person doing that exercise: he/she moves car “A” out of the way enough to get into car “B” and move it out of the way; he/she then moves car “A” back into the driveway, then gets into car “B” and drive it away. He continued that in this particular scenario, the drive aisle is wide enough to park a car and still maneuver; these are four to five units, and there is really no concern about congestion or causing any sort of delays or impacts or dangerous situations.

Mr. Beaudin stated that a lot of zoning codes did not anticipate tandem parking because when these zoning codes were written, land was not at a premium; there was enough room to build side-by-side two-car garages, or the parking requirements were lower such that one-car parking garage was enough. He added that people who had two cars

might park in the driveway and were using it as a tandem situation; but the reality is there was only a one-car parking requirement or there was enough land to do side-by-side garages, which is much more typical for Pleasanton's residential development when it took off in the late 1970's through the 1980's: the standard development framework was to have a big garage right in front of the house.

Mr. Beaudin stated that the situation today for smaller infill projects today is that cities, including Pleasanton, have not updated their zoning code and do not have the tools to really accommodate the parking requirements that are imposed on these sites, and the current development is not able to mesh with the expectations for these sites with the parking requirement that exists in the base zoning. He added that because projects get too small, cities are using tandem parking as a way to allow development to continue to occur.

Commissioner Ritter inquired if tandem parking currently exists at some locations in Downtown Pleasanton.

Mr. Beaudin said yes, through the zoning flexibility that comes through the PUD process. He noted that this is not the first; there is another example, not precedent, in the Downtown.

Chair Allen stated that the other example cited is Kimberly Commons, located across from the Chamber of Commerce building on Peters Avenue, which was approved ten years ago with a tandem-parking arrangement; it has an open-garage with a long driveway that has plenty of space for a third vehicle for a third occupant of the building or for a guest. She noted that the plans presented at the Work Session included a two-car garage with a driveway that could accommodate two additional vehicles for guests. She recalled that the discussion did not address guest parking for that reason. She inquired where guests would park with the proposed tandem parking.

Mr. Weinstein replied that generally speaking, there are two options: One option which probably is not going to happen is that the household who lives on the site has one car which is parking in the garage, and a guest can park in a space in front of the garage; and the second is that it is likely that the people who live here will have at least two cars which would likely be parked on-site, so, guests would park on the street.

Mr. Weinstein indicated that the provision for parking on the site, including guest parking, was a clear direction from the Commission at the Work Session, and Mr. Luchini talked in detail about all these different competing objectives that staff sought to work through on the site, including building setback, architecture, massing, and so forth. He pointed out that the provision of residential parking to the extent that the Planning Commission asked for was something that was not achieved in this current design. He noted that staff looked at the entire project holistically, and in the context of the entire project, staff felt it was a given fact that guests of these residents are likely to park on the street and that it was acceptable; and that in the context of Downtown, the

pedestrian and walkable environment in the Downtown, and the desire of people to live in close proximity to Main Street, tandem parking on the site would also be acceptable.

Chair Allen asked staff for an update on what the parking survey done by Hexagon in 2013 says about this area, now that there is this project and parking is a concern.

Mr. Weinstein replied that that is the latest study that has been done, and there are no new updates to it. He added that there may be some with the new parking study that is currently being done.

Commissioner Nagler asked staff to walk the Commission through the discussions staff had with the applicant since the Work Session that, in fact, did transition the per-unit parking from a two-car garage to tandem parking.

Mr. Beaudin stated that he did not have the conversations directly was kind of a ripple effect. He noted that at the Work Session, the Commission expressed an interest to increase the amount of ground-floor retail and set it back to address some neighborhood concerns from a compatibility and visibility perspective, give it a little bit of a front yard and create more of a stepped urban design from Main Street up the block. He further noted that there was also a desire to get additional commercial parking as part of the retail and office space. He indicated that in order for the developer to hold to the Commission's desire to have a certain number of residential units, something had to give, and the developer gave at the ground floor to provide more retail and more parking for the commercial, resulting in the residential parking being pinched. He added that the developer and the applicant's team present tonight can speak a little bit more about the concessions they were willing to make, based on the Commission feedback they received at the Work Session.

Commissioner Nagler inquired if there were any specific discussions between staff and the applicant on changing the number of units to allow for the continuation of the two-car garages and the number of units that the development ends up possessing.

Mr. Weinstein replied that staff discussed a lot of different options with the applicant team to reconcile all of the direction provided by the Planning Commission at the Work Session, and one of those options was carving out residential units and providing either more parking or more residential space. He added that staff also encouraged reducing the size of the residential units as another way of getting more space and more usable square footage out of the project. He indicated that the applicant's team declined to actually carve off residential units from the project because they felt they needed this number of residential units to make the project work, but they slightly reduced the size of four of the townhouse units and substantially reduced the size of the fifth unit, which is now an apartment unit on the second floor. He noted that while they were able to seek out more space from that process, it did not result in the provision of more parking; instead, it allowed the building in front of the site to be set back a little and the commercial space to be expanded.

Chair Allen noted that there has been a lot of discussion about retail and retail versus commercial, and that there will be 975 square feet of retail. She asked staff to define “retail,” what that would include, and whether that would include a bank or a mortgage company or a beauty salon.

Mr. Weinstein replied that there is actually no definition of “retail” in the Municipal Code, so in this case, staff will interpret projects that are going to be using this tenant space and decide whether the use is retail or not. He indicated that, generally speaking, the use is going to have to be substantially selling products as a primary function; so, a salon that happens to sell hairspray would not be considered retail; nor would a bank or anything else that does not devote the vast majority of that retail space to actually selling things. He clarified that if the primary use is a service use, then it would not be something that would be allowed in a retail space.

Chair Allen inquired if staff included a condition that defined retail and specifically what the uses would be.

Mr. Luchini: replied that there are no defined uses. He stated that anything allowed by the current C-C zoning could potentially go in there, and there are no proposed changes at this time. He noted that as earlier mentioned by Mr. Weinstein, staff will evaluate the uses on a case-by-case basis. He added that if the Commission felt inclined, it could add a condition that would restrict those uses.

Chair Allen noted that at the Work Session, the Commission indicated that retail was important and distinguished it from office and a bank and a mortgage company. She questioned if there was the capability to manage that and if, in fact, should the Commission decide to approve this project, the Commission could be sure that the space really would be retail in the way the Commission talked about it.

Mr. Beaudin stated that staff understands the intent, that it is pedestrian-oriented, active, and commercial goods exchanged. He added that there were some concepts brought up tonight that staff could certainly turn into a condition if the Commission so desired.

Commissioner Balch inquired if “commercial” is defined in the Municipal Code.

Mr. Weinstein said no. He explained that typically through the planning realm, “commercial” is used in a slightly different way than a lot of other people in the world; it is used to indicate non-retail which also is not defined.

Chair Allen commented that it sounds like there are no definitions in the Municipal Code for any of the things being talked about.

Mr. Beaudin stated that staff is looking right now at an administrative draft that would comprehensively update the use tables and definitions for the Zoning Code. He added

that the Downtown Specific Plan will also be updated in the spring to try and bring some clarity to some of these finer points.

Commissioner O'Connor commented that "retail" would be those that include sales tax dollars.

Commissioner Balch noted that there are four uses in this building: residential, commercial, office, and retail. He inquired if "office" is defined in the Municipal Code.

Chair Allen inquired if they are highly interchangeable.

Mr. Weinstein replied that "office" is being considered "commercial." He stated that staff is making sure that this project adheres to what is approved tonight, and if the project is approved as proposed, the 975-square-foot space in the front of the building is actually identified as retail, which is undefined and would be subject to staff interpretation. He noted that staff is on the same page as the Commission in terms of what retail actually means in practice. He added that if the Commission desires, a condition could be imposed that absolutely restricts that space solely for retail uses.

Commissioner Balch inquired, given the slight ambiguity discovered by staff at this time and as initially proposed, whether staff is suggesting a condition for each of the three uses – retail, office, and commercial – or for only retail; and whether staff is not going to suggest a condition at this time.

Mr. Beaudin clarified that there is a distribution of commercial floor area analysis in the Downtown Specific Plan (DTSP), and the use categories are retail restaurant; hotel; commercial services, which is broken down into beauty services and other personal services; office space, which is broken down into three categories; and government. He noted that while the categorization exists in the DTSP, there are no exact definitions; however, staff has certainly been working with these definitions or categories for long enough since 2002 when the DTSP was adopted to know how much of this type of space was available in Downtown. He added that there are a lot of examples, and the background document from this document identifies exactly which spaces were included in what categories.

Mr. Beaudin stated he does not think a condition needs to be added; however, it adding a condition will makes the Commission feel more comfortable with an action this evening, staff can certainly try and put some parameters around retail and around office. He reiterated that the framework is certainly identified in the DTSP; it is just not defined. He clarified that the phrase "active ground-floor retail" is commonly heard, and that basically means that it is selling something, and there is a lot of foot traffic or in-and-out traffic. He noted that the ground floor in the front part of the building could be a restaurant or a shoe store or a jeans store, and the back half and the second floor would be office categories, whether they be a mortgage company, a financial institution, a legal, medical, or real estate office or other private office. He stated that he did not

think it necessary to split hairs for this project, but if the Commission would be more comfortable to define retail, staff can put together a sentence or two tonight.

THE PUBLIC HEARING WAS OPENED.

Galen Grant, Applicant, stated that he is very proud of this project and would like to walk through it, addressing the issues the Commission raised at the Work Session and getting as close to the guidelines suggested for as possible, through a PowerPoint presentation:

- The retail in the commercial area was doubled, and more commercial and retail parking. The setback was increased and the footprint of the residential was reduced in order to get the commercial parking. Architecturally, relative to the entire building, the revised plan is far better than what was presented at the Work Session, particularly the detailing and the improvement to the colors. In consultation with the Fire Department, the footprint of the drive was reduced to 20 feet and still conforms with the overall building height.
- The renderings very accurately portray a design solution that will fit beautifully into the architectural theme of Pleasanton. A lot of the forms, the character, the features, and the colors were derived from neighboring buildings, in particular, the pest control building just to the east of the site. From Spring Street, the building feels like an architectural companion to the pest control building next door, and an integral part of that was setting the building back another three feet.
- The elevations are very articulated, and there is no place on the primary elevation where the three stories are vertically visible. There is a lot of layering, sculpting, and shade and shadow which make this architectural mission style effective. The parapets, some sloping, and some flat differentiate but also integrate the architecture from the retail commercial two-story end which is significantly larger. It is differentiated from the housing but feels like it really was truly an integrated design. The materials are stucco, rich wood doors not only for the overhead doors for the garages but also for the front doors of the retail and the residential.
- The two-story building is 30 feet high, and the character and the colors and everything that is visible from Main Street is a real positive contribution.
- The frontage along Spring Street was expanded: 900 to 1000 square feet is a beautiful, normal size for ground level retail.
- An elevator was provided, and a very handsome polished floor type of lobby would lead people into the second floor and also provide a gracious sense of entry to office space which is behind the parking for the commercial and retail space. To add this tuck-under parking, the footprint of the residential was reduced; one of the units was removed but that still did not provide enough

parking, and the only way to go further to reduce that residential footprint was to say this is an urban environment, this is Downtown. It is not necessary to have two-car garages or two-car driveway aprons. People who live Downtown want to walk to work, to the bank, and to a restaurant.

- The commercial parking and the accessible path of travel; the street rises in elevation just as the site rises in elevation so that this finished floor elevation works. The second-floor office looks gracious and beautiful right off of this lobby. There are decks front and back on all the residential; the third floor is roofed over the office, and there is even a new deck on the third floor off of the master bedroom facing the west side.
- Landscaping is strong. The parking breakdown is in terms of footprint between residential and retail—53 to 47 percent. The three stories satisfy all three conditions, particularly with the idea of the setback on the third floor; a 3.0 floor area ratio (FAR), 40 feet tall, tandem parking.

Commissioner Balch noted in staff's presentation that the driveway is being proposed to be reduced from 25 feet to 20 feet and asked the applicants how they feel about that.

Mr. Grant replied that was perfectly fine.

Commissioner Balch inquired if they can design around that.

Mr. Grant said yes.

Commissioner Balch clarified that, with respect to the on-street parking element, if the 25 feet were retained, an on-street parking space would have been required to go away.

Mr. Grant replied that was correct.

Chair Allen referred to Mr. Grant's 53-percent to 47-percent residential to commercial ratio, and staff talked about a 71-percent residential to 28 percent commercial and asked if this is comparing apples to oranges.

Mr. Grant said yes. He stated that his percentage just takes the ground floor footprint and the overall dimension of how much is residential on the ground level versus how much is commercial.

Mr. Luchini stated that staff's calculation is based on total building square footage and the ratio of residential and commercial.

Mr. Grant clarified that his ratio is looking at the appearance, and staff's is based on square footage.

Chair Allen asked Mr. Grant if his computation includes: the five commercial parking spots.

Mr. Grant replied that it does.

Chair Allen stated that there was an earlier discussion about market rate for this project and asked what the going market rate of the rents for the Angela Row Townhouses is.

Mr. Grant deferred to Mr. Knuppe.

Michael Knuppe, Owner, stated that he represents the family proposing to do this project and is the current owner of Angela Row Townhouses as well as the Kimberly Commons project. He indicated that the market rents right now are between \$3,200 and \$5,000 a month.

Charles Huff stated that he enjoyed these meetings going back to the late 1970's and always interesting when developers propose projects in this area without knowing the background of why, for example, there is a certain percentage of commercial near Spring Street. He indicated that he has been involved with a few projects on Spring Street and similar areas where staff has always supported keeping an older house up front and encouraged preserving that one-story look to the neighborhood, such as in Old Stanley Boulevard and in Knuppe's project in the Angela Row area. He noted that it should be that same type of situation here. He questioned why a developer has to have a commercial and a two-story right on Spring Street, why commercial is being brought into the site. He commended the Knuppes on their patience during this whole process

Mr. Huff stated that he is not the architect on this project, but he has been involved in a few projects in this area and would like to review a few of the things that have happened on that site over the last 15 or 20 years: first, in 1990, a failed attempt to build a four-story apartment house with underground parking, asking for 100 percent FAR; then in 2002, a dog shelter business which also failed; a pilates studio business in 2008 that did not quite make it; in 2010, the site was offered to the City for purchase as a parking lot; the Japanese garden in 2012; and finally in 2014, an attempt to build five single-family residences, a retail shop, and a public plaza. He noted that all of the projects on this site have been pretty much set back towards the back part of the project; obviously, they all went south, and none were built out.

Mr. Huff stated that here is a developer now who has gone way beyond to do what staff is recommending. He indicated that he thinks he could speak for them if they were to have a situation where they could abide by the Spring Street situation in terms of having one-story and residential or some commercial as well. He noted that there were some attempts to put the commercial on the opposite side of the lot that it is on right now, to put the commercial on the Main Street side which was a great idea in itself and would not have offended some people; and now staff got shifted over to the east side of the property.

Mr. Huff stated that he did not come here to support one side or the other, but to ask what happened here and why this meeting is taking place. He indicated that the project should go back to the drawing board, and the Planning Commission should review what the best use of this site is in terms of residential and commercial, without having situations where it is being dictated that commercial should be a certain percentage of the property. He urged the Commission to think about the current situation and suggest that the current developers talk with the staff about not being handcuffed into having two-story commercial which is not the best thing to do on Spring Street.

Commissioner Piper asked Mr. Huff if her reading is correct that he is not in favor of the way the project is currently proposed.

Mr. Huff replied that he is really not in favor of the situation where this is a very unique site, that it has gone through a lot of reiterations over the years, and finally here is someone who comes up and says he will work with it, and he is basically hearing that this is a commercial zone and there should be more commercial. He pointed out that Spring Street is not a commercial zone; it is a historic neighborhood that has one-story residences and a specialty that has the look of residential right up and down the street, particularly on the north side of the street. He added that to have a two-story commercial building right there on that corner is pretty over-bearing.

Commissioner Piper asked Mr. Huff if it is more optimal to have a stand-alone residence in the front and multi-units in the back.

Mr. Huff said yes; a one-story residence in the front and on the east side as opposed to the west side; and the next unit could be a story-and-a-half. He indicated that he would like to keep the residential feel of the neighborhood.

Mike Carey stated that he attended the workshop at which there was conversation about past projects on the site that never moved forward. He indicated that he is not here to speak in detail about anything but would just like to see the City of Pleasanton work with applicants who propose projects that meet the development standards of the zoning district. He encouraged the Commission, if it had any concerns with any elements of a project, to clearly let the applicant know what changes can be made to support development on sites to improve the Downtown, lot by lot. He indicated that Pleasanton is a great place in which to live, that he has lived here since 1973 and raised his family here, and that he loves seeing new things done. He urged the Commission to indicate what it would like to see in a development on this site so the applicant can move forward with something great for this town.

Laura Olson, Pleasanton Downtown Association (PDA), stated that the PDA sent the Commission a letter, and she is here to elaborate a little bit on PDA's position regarding the Spring Street project. She indicated that in general, the PDA certainly appreciated the time, energy, and effort that the Knappes have put into this beautiful project, and PDA's issue truly is its location in the commercial core of Downtown, one parcel in from Main Street. She noted that there is a tremendous parking issue in the Downtown, and

PDA has a huge desire to recruit and retain vibrant retail, especially on Main Street, and to put residential units directly behind.

Ms. Olson stated that the City, with PDA, went through the Downtown Hospitality Guidelines process a few years ago, and the only opposition to increasing vitality Downtown was from Downtown residents. She indicated that PDA does not have a right to have a business ordinance in the City of Pleasanton that allows its businesses to have some teeth when it comes to pushing back against noise concerns, and the proximity of residential to commercial is where it all comes to a head. She noted that if this project were located in the residential area and outside of the commercial core, she would not be here tonight and it would not be an issue. She added that the proposal is hitting at a time when parking and a desperate need for more retail in the Downtown is its top priority.

Commissioner Piper asked Ms. Olson how likely this project would get pedestrian traffic down there if the whole project were all retail lengthwise.

Ms. Olson acknowledged that it is a very difficult site, which is why it has seen so many projects proposed and gone away. She noted that one could come to a multitude of PDA committee meetings and hear a multitude of different opinions on what would and would not work at that site, and she believes that no one thinks anyone can just put a huge retail development there unless he or she had a brilliant, fairy-type project that was so destination-oriented that it would be successful.

Ms. Olson stated that there is acknowledgement in the current DTSP that the site would be a desired parking lot, which PDA would support to help meet the Downtown's parking issues, especially at the north end of Main Street. She indicated that she is not proposing an answer for what the project should be; however, the residential component is a huge concern to PDA as it impacts vibrancy and Downtown parking.

Commissioner Nagler stated that the thing he has always wanted was in fact to have an active retail location, and activity for retail is dependent upon having customers. He indicated that what he does not understand is why the PDA would be opposed to a mixed-use project. He acknowledged that a purely residential would be a concern, but a mixed-use project that is basically balanced 50/50 between retail and residential provides an interesting use of an important parcel of land as well as an upgrade to the basic aesthetic architecture of the block. He added that it pays obeisance to the existing architecture and provides a handful of additional customers to Downtown businesses.

Ms. Olson stated that going through the Downtown Hospitality Guidelines Task Force three years ago was extremely painful and disappointing for Downtown businesses. She noted that they had to over-compromise in order to accommodate the very loud desire of the residents in Downtown to quiet Downtown businesses. She pointed out that Downtown is a commercial district first and foremost, and the PDA represents the

businesses Downtown. She acknowledged that there are residential units within the Downtown district, but these residential units are not part of the PDA.

Ms. Olson stated that PDA is hitting the point where it is only a few years out of this really painful process and something that Downtown businesses are still kind of bitter about, and it still is not doing what PDA needs it to do entirely to meet the needs of its businesses to add the desired vibrancy. She pointed out that one can read over and over again in any of the local publications that Pleasanton does not have a vibrant Downtown; that it does not have a nightlife, and that it does not have the activity that would draw the crowds that the businesses want. She indicated that residential units in Downtown hurts that and puts pressure on it, especially when residential units will be placed behind five parcels in a City block that currently has retail and restaurants inside them.

Commissioner Nagler asked Ms. Olson to confirm that his understanding of her statement that residential use does not mix well in the Downtown because of complaints from the residents.

Ms. Olson said yes. She acknowledged that there are people who live in the Downtown who support the Downtown and shop and dine there, but they are also the first ones to complain especially when there are rentals that will turn over. She pointed out that they do not know the tenancy and whether there is a good neighbor policy. She added that it is not a right to do a business ordinance, and it does not provide enough protection for businesses Downtown.

Mark Kearns stated that he owns the property at 261 Spring Street, located to the east of the project site. He indicated that he attended the Work Session and still has the same concerns: the setback, the massiveness of the building, and the percentage of commercial versus residential. He noted that Charles Huff designed his building so it was a residential structure; it had a teardown permit already on it, and they were encouraged to bring it back to its original state. He pointed out that they could have torn it down and built a two-story building or whatever they wanted since a demolition permit was already issued on it, but they decided to go back to the way it originally was, with four parking spaces and a handicapped space, all for a 1,000-square-foot office.

Mr. Kearns stated that his biggest concerns are the setback of the building and parking. He noted that the building is too massive and cuts off the entire rest of Spring Street from the Downtown. He added that more parking has to be provided. He pointed out that there currently are about ten cars in that parking lot at any given time of the day; two of his five office staff park all the way down at First Street because there is no available parking on Spring Street. He stated that that if this site is going to be developed as proposed, it has to be downsized, have more commercial and less residential, and provide more parking.

Mr. Kearns stated that he does not know if he will have his pest control company there forever; he is renting a space on Serpentine Lane, and it may not make sense for him to

remain on Spring Street. He noted that there are not too many lots left in the Downtown area for commercial expansion, and he would like to see Spring Street grow into a commercial street with restaurants and other commercial businesses, go over the railroad, and right into to the Firehouse Arts Center.

Jerome Blaha stated that he has known Jim Knuppe for about 19 years, and every project Mr. Knuppe has done is first class, such as the storage units in Castro Valley, which initially had all types of objections until it was completed and 20 Redwood trees were planted for aesthetic reasons. He added that Mr. Knuppe tries to find ways to improve the area and makes sure that everybody on the site enjoys the benefits of his project, whether it be retail, office, or residential.

Mr. Blaha stated that when he went to Buenos Aires, Argentina, in 1968 to study the economic development of Latin America, he saw the brilliance of the design along the Avenida Fifth, where the ground-floor, all on the road, is retail; the second and third levels are offices; and the fourth to the sixth levels are residential, and the people who want to live there are those who want to go to those offices. He pointed out that it is self-serving when residential, office, and retail are in the same unit.

Mr. Blaha stated that he has a personal reason why he would like to see this project approved. He noted that he opened his office in the Signature Center in 1989, where he was the first tenant, and has been there for 25 years. He indicated that he has looked at and actually put an offer on three different properties on Spring Street: one was across the street where there were two apartments in the back; the second was down the street and had units in the back; and the third was this project site where he was trying to work out a deal with the neighboring business to make everything compatible but was unable to. He added that he is glad he did not spend many years doing what Mr. Knuppe did just to have a building, but he would like to be able to rent that office upstairs because that is where he would like to put his law office. He stated that this is a phenomenal project and urged the Commission to approve it.

Chair Allen asked Mr. Blaha how many employees he had.

Mr. Blaha replied that he has three full-time employees and shares office space with four other attorneys, three of whom are there every day, and the fourth comes in on Thursdays. He added that they do not plan to use any of the spaces in the parking lot and plan to work out an arrangement with the Firehouse Art Center to donate to the Center for their employees to park at the Center's parking lot.

Carolyn Cardinalli stated that she and her brother are part of Antonini Properties and own properties Downtown on Ray Street, directly behind the proposed project. She indicated that the proposed three-story residential buildings are very close to their property line, right at the backyard of their tenants. She added that she had heard the applicant will be installing a six-foot tall fence between their properties and requested that the fence be solid, its height raised to eight feet, and installed prior to the demolition

of the existing building for the security and privacy of their tenants who live in the triplexes behind the project site.

Mr. Grant stated that 30 feet high is equivalent to a two-story retail building and that its view from Main Street is very appropriate in scale. He then addressed tandem parking with respect to whether or not it is appropriate or and would be sufficient, and how it is sensitive to the Downtown location. He indicated that tandem parking is what cities are looking at, and every city on the corridor is now acknowledging that it is appropriate. He added that it also addresses the fact that Downtown locations are functioning differently, and people who live Downtown expect it to work differently. He noted that all of the maneuvering is on a private road, so there will be no backing out from someone else's driveway onto Spring Street.

Mr. Grant stated that he has discussed the in-lieu parking fee with staff and that there are three recent Downtown projects that have done the same: Pastime Plaza's fee had been waived as the developer provided for a mini-park; and the projects at 725 Main Street and 377 St. Mary Street will be paying their required in-lieu fees.

Mr. Grant stated that the project conforms to the DTSP: the three-story element has been addressed, and it has unique designs as well as variety. He indicated that the project provides a traditional style of architecture and will be a beautiful addition to the Downtown. He added that they have fully complied with every one of the aspects of the General Plan, the Downtown Specific Plan Guidelines, and the GreenPoint rating program. He stated that this is a good project and requested the Commission to support it.

Commissioner O'Connor stated that Mr. Grant mentioned there are no three-bedroom/ three-bath units, but the plans appear to have three bedrooms and three-and-a-half baths.

Mr. Grant replied that there are three-bedroom units, and there is also a small bedroom and bathroom with a shower on the ground level.

Mr. Knuppe thanked the Commission for its time tonight and asked the Commissions to approve the project.

Jim Knuppe, Applicant, stated that he will do a first-class job. He indicated that the buildings will not have windows looking into the side yards of the neighboring units and that Ms. Cardinalli can have an solid eight-foot tall fence before the existing building is demolished.

THE PUBLIC HEARING WAS CLOSED.

Commissioner O'Connor stated that it was his understanding that under the C-C zoning, residential is allowed but is either restricted to or desired for the second story or above, but not on the first floor. He inquired if this is a requirement or just a preference.

Mr. Weinstein replied that what staff is operating off of the DTSP, the Downtown Commercial District, which specifically calls for ground-floor commercial uses and allows for residential uses to be on the second floor.

Chair Allen asked staff to share with the Commission what the parking survey says about this area.

Mr. Luchini replied that according to the study, Spring Street is generally congested the majority of the time, with 90-percent to 100-percent occupancy during a weekday evening on the first half of Spring Street going east from Main Street up to Railroad Avenue, and then opens up pretty significantly. He added that Railroad Avenue itself is showing capacity for on-street parking.

Chair Allen inquired what the survey says about Main Street right next door.

Mr. Luchini replied that Main Street is highly impacted with 90-percent to 100-percent occupancy during weekday evenings.

Chair Allen noted that this survey was done two years ago. She stated that the current parking on Spring Street kind of illegally serves 10-20 cars, and people park there because it allows it as long as they are liable for any injury, for example, if they trip. She added that the survey does not account for the fact that when a developer builds on Spring Street, those 20 cars will need to move somewhere.

Chair Allen inquired what the potential maximum number of employees might be for 4,000 square feet of commercial, retail, and office on Spring Street.

Mr. Weinstein replied that it varies, depending on the parameters of the businesses that would relocate to the site. He indicated that generally speaking, it could be something like one employee for every 300 square foot or so in a retail/commercial space, which would amount to approximately 13 employees.

Chair Allen noted that there are four parking spots, and that does not count any clients who might be visiting the financial planner or anything like that.

Mr. Luchini confirmed that was correct. He added that the applicant asked him to provide the Commission with a clarification that it is the applicant's intent to add signage on the site that would allow guest parking in the commercial spaces after hours.

Commissioner Balch then initiated an informal poll to gauge where the Commissioners stood on the issues:

Tandem parking: Commissioner Balch said he was fine; Commissioner O'Connor and Chair Allen stated that they objected.

Massing: Chair Allen stated she objected and had concerns.

Number of residential units: Commissioner O'Connor stated he had concerns. He recalled that the Commission had recommended at the Work Session that the number of residential units be reduced.

Commissioner Balch requested additional information as he was not at the Work Session.

Chair Allen summarized that at the Work Session, the Commission was unanimous that the developer fully park on the property, both for residential, based on the number of units, as well as commercial with no in-lieu parking fees, so there would be no overflow parking on the street. She noted that the only way to do that was to take something out. She added that there was no discussion specifically about tandem parking for residential.

Heritage trees: Commissioner O'Connor stated that unfortunately, the only way to build anything there is to take out some of those trees. Chair Allen stated that there should be a fee for tree removal and that she is fine with letting that pass for the right project for the site.

Mixed-Use; commercial/residential: Commissioner Piper stated she had no concerns. Commissioner O'Connor stated he had no problems with mixed-use, per se, but did with so much residential, which may not be feasible today. He indicated that it could probably be phased, for example, building a commercial and residential now and then adding another layer when commercial is more viable. He added that maybe a whole ground floor of commercial should not be put in today; but then there is no going back if residential is built from the ground floor up.

Commissioner Balch then presented his own comments:

- Tandem parking: He is not a fan in general, especially when it opens onto a public street or right-of-way, but he could get there in this project because there is plenty of room to back up for a three-point turn.
- Mixed-use: When he met with the applicant, he made a comment that there needs to be some type of visual corridor or distinguishment to define the front commercial section and the rear residential section, for example, changing the pavers in some distinguishing way from the 18-inch wide path, to prevent the commercial traffic from going into the residential and having to back the whole lot out.
- Massing: He sees a problem because this is straight-zoning and would allow almost 100-percent FAR on the site: it could go much higher and much wider; it could be an enclosed mini-mall type of building with retail shops inside; but he also understands the need for a vibrant Downtown.
- Residential units: Five is a lot, but the applicant has done it tastefully; he could see it being reduced to give elsewhere, but the applicant has balanced it nicely.

- Heritage trees: Removing them always concerns him, and he is not happy with removing nine of them; however, he understands staff's comment that some of them will basically need to be removed to be able to build anything on the site.
- Commercial/Retail: Responding to the PDA's comment that it should be a commercial/retail lot, he agreed with the applicant that putting retail on the ground floor on the far side of this lot would not be viable, given its situation in the Downtown. He did not think anything else out there would be practical and would not survive; possibly mixed-use could work in some regard, but he was not sure.
- Parking: He has a concern with the number of in-lieu parking: three or four is where most of these other projects he has seen personally have come around; but the staff-recommended seven to start is a lot. The Commission needs to give direction to Council, who will be making the final decision.

Commissioner O'Connor asked staff what the in-lieu fee is.

Mr. Luchini replied that it is roughly \$19,000 per space.

Commissioner O'Connor inquired what the actual cost of creating a parking spot is, based on any studies that have been done on developing parking lots.

Mr. Beaudin replied that around \$20,000 a spot would probably be about right for a surface parking spot. He added that a parking structure would probably cost double or more in the Bay Area right now.

Commissioner O'Connor stated that he thought it was closer to \$30,000, based on the parking study done a couple of years ago.

Mr. Beaudin stated that he did not look at the Pleasanton study, but based on what he knows from other work done in the Bay Area, \$20,000 is probably reasonable. He noted that what adds to the cost of parking lots now are the stormwater retention and the lighting requirements, which could push it up closer to \$30,000.

Chair Allen inquired if that includes the land on which to build it, widening it, insurance, and everything else.

Mr. Beaudin replied that it does not include land costs and that the full cost would really depend on where the land is. He noted that including land costs would be a lot higher than \$30,000.

Chair Allen stated that she understood that the last parking study was done some ten years ago and has not been updated in quite a while.

Ms. Seto confirmed that the study is more than ten years old. She noted that since then, there have been some CPI adjustments, but they did not reflect the actual property-acquisition costs and other construction-related costs. She added that a more

current cost estimate to provide off-site parking could be obtained by looking at the appraised value of some sites; for example, how much the City really did spend to obtain the Alameda County Transportation Corridor and the various costs that went into that.

Commissioner O'Connor stated that his problem is that he has been in town for about 13 years and he keeps saying that parking is not being developed fast enough and developers have not been required to provide parking anymore for a while now. He indicated that the City is running out of space and time; there is a parking problem, and it is not being addressed. He noted that a while back, he had made the statement that he wanted to start seeing parking provided on these properties as they are developed because there will come a time, regardless of what precedent there is, that there will be nothing left and the City will have to start requiring parking. He added that he does not think the in-lieu fees the City is collecting are going to pay for parking down the road.

Commissioner Balch agreed. He stated that it has reached a point where it needs to be evaluated. He asked what the Commission thinks about giving a credit for three as opposed to staff's recommendation of seven. He computed that the use requires 14 spaces; the credit for three is for removing the prior structure to improve it and then putting four back.

Commissioner O'Connor noted that the commercial building is 4,000 square feet and required about 13 or 14 spots; there is one apartment that needs one, and four more townhomes that need two spaces a piece for a total of nine, which, added to the required 14 for commercial would total 23. He indicated that he cannot understand why credit is being considered for building and tearing down as the building is being replaced and may use something more. He added that in this case, something under 1000 square feet that has enough parking is being torn down and is being replaced with a building that does not have enough parking, even with the tandem. He stated that he has a problem with the parking overall, and he has a problem with giving credits when such a massive building is being built. He noted that the City has not been requiring parking for a while, and everyone keeps saying there is a parking shortage. He reiterated that the parking problem needs to be fixed, and it will not be fixed unless each development is required to provide its full on-site parking requirement. He pointed out that here is essentially a vacant lot, and whatever is built on it should not be overbuilt such that there is no room left for parking.

Chair Allen noted that there is a clear reference in the DTSP that any new development that builds a commercial building needs to provide the vast majority of the parking requirements on-site, as opposed to paying in-lieu fees.

Commissioner Ritter stated that he struggles with the fact that this site has basically been semi-vacant or struggling along for 25 years. He indicated that the City has done a disservice to residents and land owners by not zoning the site correctly or getting the right mix for that use, such that the proposed projects for the site have failed. He stated that he agrees with the Commissioners regarding parking Downtown, the PDA, and

creating vibrancy in Downtown; but something that is going to work has be done in that location because a dirt lot does not create vibrancy. He added that he understands there is a parking study going on right now and that the City is putting a task force together to come up with a parking plan.

Mr. Beaudin confirmed that it correct. He indicated that the City Council will get an update next week on that parking work, and the Downtown parking strategy and implementation plan will be ready by next spring. He explained that the City is looking not only at where additional parking supply is needed but also how it is going to get there.

Commissioner Ritter stated that he believes this will help everyone.

Commissioner O'Connor agreed but stated that this block is going away and it cannot be considered.

Chair Allen noted that there is a whole paragraph in the DTSP about top priority lots for consideration, and this is one of them.

Mr. Weinstein replied that is correct. He stated that this site is identified as a potential public parking lot in the DTSP and is grouped in the category of parking lots that could be developed pursuant to a special assessment district which, again, has not been developed at this point. He noted that the site is also designated for Downtown commercial uses as well. He added that the DTSP also identifies other sites that could potentially be used for parking, such as a railroad corridor which actually has a designated land use for public uses. He noted that there is some kind of distinction in the DTSP between the special assessment parking areas and other parking areas that could be used for public parking as well, and this particular site on Spring Street does not have that special assessment designation.

Commissioner Piper commented that the property is not for sale and, therefore, cannot be purchased for a parking lot.

Commissioner Balch inquired when the DTSP was authored.

Mr. Beaudin replied that was in 2002.

Commissioner Balch commented that the City did not acquire the land in 2010, that it had the opportunity but passed.

Mr. Weinstein confirmed that the City never acquired the land and that it probably could have acquired it for the right price.

Commissioner O'Connor noted that the property has been sold three times since 2002.

Chair Allen added that its assessed value is under \$1 million, according to the County's property records.

Commissioner O'Connor noted that the lot next door is very similar; it has a much smaller commercial business in the front and either an office or a residential unit in the back. He added that the City cannot continue to burden the rest of the Downtown when there is no parking; this has to stop somewhere.

Chair Allen acknowledged Commissioner Ritter's comment and stated that she too has been struggling with the same question. She shared an article headlined "Investors Eye Makeover for This Site" about a development in Santa Cruz that is very similar to this one but a little bit larger at just under half-an-acre. She stated that it is a long, narrow spot in a residential kind of neighborhood that has a little bit of small business, and they are turning it into a three-story building with café artisan shops on the bottom, service businesses on the second floor, and studio apartments on the third. She added that the reason they are doing these kinds of developments because they have been so successful at turning these little alleyways or vacant lots into little mini-Rockridge areas with a café and a wine shop or maybe a bakery or something like that, and then going up with studios.

Chair Allen continued that her big picture is about a PUD and this property. She indicated that there needs to be trade-offs, but the trade-offs need to have something that the community is also going to perceive as a huge value and get excited about. She added that she would personally be much more open to beginning to waive and loosen up on parking and other things if she could foresee that there is a greater community benefit. She pointed out that this is huge pedestrian-oriented site and it would serve a lot of the local businesses on Main Street who have employees that right now are walking four blocks right up to the Tully's area or the hair salon on a 30-minute break.

Commissioner Ritter acknowledged that the Commission is struggling with this site because it is in Downtown Pleasanton, and he is personally struggling with the Downtown parking issue. He noted, however, that the Commission's job is to zone, not to develop or build, and he does not think the Commission should hold up an opportunity where a developer is interested in providing a service that will help Pleasanton. He recalled having a WorkDay person coming in and saying that they are hiring lots of people who want to live in Downtown Pleasanton, people who will probably be able to afford the \$5,000-a-month rent and might spend hundreds of dollars at restaurants Downtown. He indicated that he is in favor of the project and would like to make a motion to approve the project, but would like to raise the in-lieu parking fees from seven spaces to ten.

Ms. Seto indicated that on page 14 of the staff report, there is a discussion about the findings the Commission would need to make in order to provide the credit for the demolition of the existing building, which is the equivalent of three parking spaces. She noted that if the Commission decided that, based on some of the concerns raised by the

Commission or by other speakers such as massing or the loss of the residential character of this one area, it cannot make one of those findings and that the three parking space credit should not be granted, then the applicant would be required to pay in-lieu fees for three more parking spaces.

Commissioner Ritter moved to find that the project is categorically exempt from environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15332, In-fill Development Projects, Class 32, and would not have a significant effect on the environment; to make the PUD findings for the proposed Development Plan as listed in the staff report, and to recommend approval of Case PUD-109 for a certificate of appropriateness to demolish the existing 910-square-foot single-story commercial building and for a Planned Unit Development (PUD) Rezoning and Development Plan, subject to the Conditions of Approval listed in Exhibit A of the staff report, with the modification that no parking credit be granted for building demolition, thereby requiring in-lieu fee payment for a total of ten spaces, and the installation of an eight-foot tall solid fence in the back of the project site.

Commissioner O'Connor stated that the Commission needs to calculate the required number of spaces before the motion can be acted upon.

Commissioner Balch stated that he would like to hear Commissioner Piper's initial thoughts.

Chair Allen indicated that a motion has been made and that after it is seconded and before a vote is taken, the Commission will have a discussion to hear from the Commissioners who would like to speak.

Commissioner O'Connor asked staff to confirm his understanding that the commercial building requires 14 parking spaces, the four residential units require two spaces each equivalent to eight parking spaces, and the apartment requires one parking space, all together requiring a total of 23 parking spaces. He continued that the project, as proposed, currently has only 15 parking spaces and, without any credits in place, the project is short by 10 parking spaces.

Mr. Luchini confirmed that was correct.

Commissioner Ritter indicated that ten was his number of total parking spaces required for payment of in-lieu parking fees.

Ms. Seto stated that this could be based on the language discussed that the Commission could not make that finding based on some of the concerns raised.

Ms. Seto inquired if there were any interest in discussing retail uses and if the Commission has some information or options for that as well.

Commissioner Ritter indicated that he does not want to over-regulate the project but that if the Commission wanted that added, he would go with it.

Chair Allen asked if any of the Commissioners were open discuss the specificity on the retail uses.

Commissioner O'Connor stated that he is not opposed to it but he is not in favor of it either.

Commissioner Piper stated that does not have any issue with the retail and is fine with it.

Commissioner Balch stated that he would like to make a friendly amendment and would like to clarify that amendment. He noted the PDA's concern regarding noise complaints raised by Downtown residents and inquired if there are provisions available that would restrict residents from filing a noise complaint.

Mr. Beaudin stated that staff would not try and restrict people's ability to complain but a condition could be added that requires disclosure in the CC&R's or upon signing the rental or the purchase agreement, that the prospective residents are renting or buying in a commercial area.

Mr. Weinstein added that there actually is a condition that requires the leases to disclose the fact that the property is located in an area that is subject to noise, activity, and traffic impacts, including a railroad nearby as well as some other things that do not necessarily relate to the Downtown.

Commissioner Balch commented that the right to complain about the noise during the business time set cannot be revoked.

Commissioner O'Connor stated that this is a Downtown property and does not have the support of the PDA. He indicated that even if in-lieu parking fees are collected, the parking problem for the people on Spring Street who already cannot park on Spring Street is not resolved. He stated that he needs the PDA to support this project and reiterated that the project needs to be self-contained in terms of providing its own parking. He added that he is aware that, as was discussed at the Work Session, this would require removing some of the residential units and reducing it to up to only three units, and making the commercial bigger. He noted that the commercial came out bigger but very little was taken off of the residential, such that 800 square feet was actually added to the entire building.

The motion died for lack of a second.

Commissioner Piper stated that she is good with the massing and the 30-foot height, noting that while she does not like the idea of a three-story building, she liked the design and the way it fits in the property, such that it does not feel like a three-story building.

She indicated that she was fine with the setback of an additional three feet but would have liked a little bit more than that.

With respect to Ms. Olson's comments, Commissioner Piper stated that she totally understands where the PDA is coming from because the Commission gets so many comments about the need for more vitality Downtown and comparing it with Livermore. She noted that the difference between Pleasanton and Livermore is that Pleasanton has these residential units so close to Downtown, while Livermore does not, and, therefore, their establishments can have music and can remain open longer. She stated that Ms. Olson's comments makes sense because the PDA wants to bring vitality Downtown and the restaurants want to have music and be open later, but yet the small number of residents Downtown complain constantly about, which is such a shame because Downtown Pleasanton need to be more vibrant.

Commissioner Piper stated that she is definitely good with mixed-use residential and commercial/retail. She indicated that she does not see this project as a full retail project but pointed out the likelihood of a resident moving into that building and later sitting right here in this room complaining about noise coming from the establishment next door.

Commissioner Piper stated that she can live with the number of units, although she would have liked to have seen one unit less or the square footage a little bit less to create more parking. She noted that 2,000 square feet is a lot of square footage for a townhouse. She added that people living in townhouses oftentimes use the garage for storage rather than as an actual parking spot, and that will probably be true in this case, thus leaving only one parking spot for the unit.

Commissioner Nagler thanked Commissioner Piper for her completely practical, balanced, caring, and unbiased point of view, which is what Pleasanton is going to miss when she leaves the Commission. He continued that it is interesting how, every so often, a project comes along that is just a challenge, how things just do not line-up right for there to be an easy answer. He pointed out that this piece of property, which he walks by every single night, just glares or calls out for something, and staff's findings on the basis that this Commission should make its considerations are all correct. He noted that staff and the applicant have attempted very hard to strike the balance to make something happen that is of interest to the applicant to pursue while following the DTSP and the design guidelines.

Commissioner Nagler stated that having said all that, he personally thinks that no matter how well thought-out this project may be, he personally does not think it is yet fully cooked because of the unique challenges that the Commission has been talking about round and round. He added that no matter how hard the Commission tries, those concerns are not going to be addressed or resolved this evening or with this specific design, as terrific as it is and with as much support for the mixed-use as the Commissioners has indicated in varying ways, whether or not it could be flexible with retail on the ground floor and residences on the second floor.

Commissioner Nagler stated that in the end, parking is actually the issue to him, and it is not even the same parking issue that the Commission has raised on other projects. He noted that Spring Street is almost like a micro-climate zone, and parking on Spring Street in particular is already so congested; yet, on the one hand, one could say that other applicants have been able to build on Spring Street and they park on the street, so this applicant should not be held hostage. He indicated that the problem is, there is a tipping point, and the fact that tandem parking is the way that the setback occurred exacerbates the problem; and the Commission has not even had a conversation about the parking required for the people who are going to visit the retail space or the law office. He pointed out that this is yet a whole other problem or demand on parking, and he believes the current residents and businesses on Spring Street have a completely legitimate point when they say they now have a hard time figuring out where their employees should park or where they will park at night. He stated that in the end, that is the biggest challenge of this project; and the long and short of it is that there is a project to be had here, it is a mixed use project, and the findings that staff is recommending are all right; but this project is not properly defined.

Commissioner O'Connor agreed that he does not think this project plays out and that it needs to be looked at again. He added that he failed to mention that he does not have a problem with a three-story structure that is 30 feet tall because most two-story structures are 30 feet tall.

Chair Allen agreed as well. She stated that she is open to a mixed-use project and to residential in the back and on the first floor, but she thinks the project is not fully cooked yet and needs more work. She indicated that the Commission needs to make sure it supports the parking. She added that she could potentially be open for a little smaller commercial up front, based on the assumption some of the Commissioners were arguing for that residential would go down to provide parking.

Commissioner O'Connor noted that at the Work Session, three of the Commissioners on board gave the direction to staff and the applicant to reduce residential to three units, even if they were ground floor all the way in the back in the corner where the building is being demolished, separate from the retail but with parking in between to keep commercial people from driving to the residential areas.

Chair Allen agreed.

Commissioner Ritter indicated that he remembers that discussion and asked staff if they reviewed that with the applicant and that the reason they came back with this plan is because that direction did not pencil out.

Mr. Weinstein said yes. He stated that a standard experience in terms of what happens after a Work Session is that the discussion with the applicant always starts with all of the recommendations the Planning Commission made, and similar to other projects, a lot of requests were made and the applicant felt like it was hard to accommodate those on this particular site. He noted that after a lot of meetings and conversations and

design iterations, the project ended up with what is here today, and everybody who was involved in that process was cognizant that some of the checklist items that were requested by the Planning Commission, most notably, parking, were not met.

Chair Allen commented that she wondered what the project would look like if the requirement to fully park the property were set as a constraint, have a mixed-use and some retail and office on the front and office, and then back it in.

Commissioner O'Connor noted that this building, regardless of what use is in it, came back bigger than what it was at the Work Session.

Commissioner Ritter recalled the discussion that if the project were to be fully parked on the property, it needed to be all residential; but because the Commission started pushing to get it more commercial as that was what the PDA wanted and to add vibrancy to the Downtown, the Commission then directed to cut back on the residential. He commented that the balance is that the residential is helping pay for the project, but the commercial is feeding the need in the Downtown; and then there is the parking issue.

Commissioner O'Connor asked if starting with straight zoning would work for the project.

Commissioner Ritter noted that the site was vacant for 25 years.

Commissioner O'Connor noted that if a PUD would have to start with something. He stated that there are constraints to every property purchased, and the value of the lot should have taken into account that this is a long, narrow lot.

Commissioner Nagler inquired what the status of the project would be if the Commission were to deny the application.

Mr. Weinstein replied that the Commission's action is a recommendation to the City Council, who then takes that recommendation into account when it makes its decision on the project application.

Commissioner Nagler inquired, if the motion were to approve the project, and that motion was defeated, whether that would simply result in a negative recommendation to the City Council.

Mr. Weinstein replied that is correct.

Commissioner Nagler further inquired, if a motion were approved by the Commission with a direction for some additional work, if that would hold up or limit or constrain in some way the ability of staff to work with the applicant and bring an ultimate project back.

Commissioner O'Connor clarified that if the Commission recommends denial of the project, that recommendation goes to the Council, and the Council has to make a decision on what to do with the project. He continued that if the Commission recommends approval of the project but with some conditions, that recommendation and those conditions will also move forward to the Council for consideration and a final decision. He added that the Commission can also continue the item and send it back to staff to work with the applicant to come up with a plan that better fits with what the Commission directed in the Work Session that it feels it did not get with the revised design.

Commissioner Nagler stated that he was trying to forestall a motion being made because he did not think taking action in the form of a motion is the right way to encourage on-going work.

Chair Allen asked staff, if the Commission continues the item and directed staff to work some more with the applicant, if that would get the design closer to where the Commission wants it to be or if that would just be wasting everyone's time.

Mr. Beaudin replied that staff would ask the Commission to be very specific with the kinds of changes it is looking for. He noted that the applicant is present, with the designer, and they could weigh in on that direction and give early feedback; however, if it is a matter of a denial or directing continuance with an applicant who disagrees with those changes, moving it forward to the Council may be ultimately what happens because the Commission wants more, and the applicant does not want to make the changes.

Commissioner Ritter stated that he is not in favor of continuing the project. He indicated that he heard three of the Commissioners say they like the project and two for sure do not like the project the way it is.

Commissioner O'Connor stated that there some points here that the Commissioners can agree they want done: one is to provide all or close to all 23 parking spots onsite. He noted, however, that if the applicant does not want to work with staff to bring that about, then that pretty much ties the Commission's hands.

Commissioner Balch stated that he does not agree that the applicant has to put all the parking onsite. He indicated that the Commission already did the math, and the idea is to get 10 spaces onsite and pay the in-lieu fee for the other ten.

Commissioners Piper and Ritter agreed.

Chair Allen disagreed and stated that seven is her number for in-lieu parking fee because she is open to waiving the three for the demolition.

Commissioner O'Connor noted that the Commission has not agreed to that waiver.

Commissioner Balch stated that however it is justified, what Commissioner O'Connor is saying is that five more spaces should be provided onsite; and from there, the in-lieu parking fee would be for five spaces as well. He added that that is where the majority of the Commission is.

Commissioner Piper clarified that Commissioner Balch is saying he is not in support of requiring the applicant to do all 10 additional spaces onsite.

Commissioner O'Connor stated that Commissioner Balch is willing to say ask for five more parking spaces onsite and have the other five for in lieu fee.

Commissioner Piper clarified that she agrees on that fact that the Commission should not demand all of the parking spaces to be on the property, but she is not sure she agrees on the numbers. She added that she was torn because she is also in favor of the project the way it is, even though, sadly, she has a strong feeling about the parking. She noted, however, that parking is an issue in the Downtown and she does not like the idea that this piece of property is sitting ugly and vacant while here is someone who is willing to put a really cool project there.

Commissioner Balch noted that the Commission has a majority and would like to move on. He stated that one reason the massing is fine for him is that Spring Street is an interesting street in that it does not immediately turn residential and retain residential all the way down to First Street; that Spring Street has a lot of commercial establishments, including a shopping market to the right. He indicated that he agrees 100 percent with the comments made to staff regarding the loading zone and the difficulty with the street, and that is the reason he is concerned about the initial loss of the on-street parking spot and appreciates staff's comments to put it back. He agreed with Commissioner Piper that while he thinks he is there, he believes parking is the problem.

Commissioner Balch continued that if residential unit number one is removed to provide parking in the back lot, given the width of residential unit number one, it would result in only two more tandem spots. He noted that there is really no net gain, because the one that was tandem now has to go to its next stall, unless it is cantilevered over the right way with a carport on the first floor. He stated that the residential, as designed, is pretty sharp-looking, and if the desire is to keep the retail and the commercial and the office, the residential would really look different and would degrade the project.

Commissioner Balch moved to find that the project is categorically exempt from environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15332, In-fill Development Projects, Class 32, and would not have a significant effect on the environment; to make the PUD findings for the proposed Development Plan as listed in the staff report, and to recommend approval of Case PUD-109 for a certificate of appropriateness to demolish the existing 910-square-foot single-story commercial building and for a Planned Unit Development (PUD) Rezoning and Development Plan, subject to the Conditions of Approval listed in Exhibit A of the staff report, with the modification that no

parking credit be granted for building demolition, thereby requiring in-lieu fee payment for a total of ten spaces, and the installation of an eight-foot tall solid fence in the back of the project site, subject to the approval of the Director of Community Development.

Commissioner Ritter seconded the motion.

Commissioner O'Connor stated that he will not support the motion even with the requirement that the applicant pay in-lieu fees for ten spaces. He indicated that parking is needed on this site and that he is not going to keep pushing the can down the road anymore.

Chair Allen stated that she will not support the motion either. She indicated that it is clear that the community came out today, they sent letters, and parking is a huge issue. She added that this is one of the few projects that can provide the parking needed, and that this is the wrong message because it is exacerbating a very serious problem that is one of the top Council priorities.

Commissioner Nagler stated that Commissioner Balch talked about considering losing one unit, and it may be that if a unit were to be lost, it could go back to two-car garages, which would substantially address a lot of the parking issue. He indicated that he is not sure what the impact of this is on the actual execution of this development, but he is suggesting that it is a possibility that could have a different impact than what Commissioner Balch suggested.

Commissioner O'Connor noted that the Commission also directed at the Work Session that if a unit was lost in the re-design, the office/retail building at 4,000 square feet could be reduced to something smaller to create an area of parking. He indicated that he is not designing the new project but is just saying that if square footage is taken out, some ground square footage should be freed up in some way.

Commissioner Balch agreed that is a very valid point and that he would actually consider making it a condition to remove unit number one and create two to four non-tandem parking spaces, and then move it forward with a re-design.

Mr. Beaudin stated that he is a bit concerned that the math might not work and wants to make sure it will add up.

Commissioner Balch stated that he has not added it up either but that it was brought up as a discussion so it is a possibility to be considered.

Mr. Beaudin replied that it might entail more adjustment. He indicated that the Commission wants to be really clear in its motion to remove one unit and to adjust the width of the other units, which might mean narrowing them in some cases, to ensure that there is enough tandem parking available. He noted that converting those units to non-tandem may entail stretching the footprint such that it might eat into that commercial space a little bit more on the back side. He added that he is not sure taking

away one unit will give enough linear footage to put side-by-side parking back for the remaining units.

Ms. Seto pointed out that losing a unit would also decrease the demand for two of the parking spaces, and if the parking demand decreases and the design went back to the original proposal, in theory, if it was wide enough, there would be two parking spaces in the garage and two more in the driveway aprons.

Commissioner Balch pointed out that the thought about the non-tandem parking is that it at least provides for the visitor parking for the residential units if the two primary cars are required to be parked in the garage.

Commissioner Ritter recalled that the applicant had proposed that at the Work Session, and then the Commission directed that they add more commercial, which resulted in moving the building back and having tandem as the only option.

Commissioner Balch asked Mr. Grant to comment on this non-tandem/tandem element with a ground floor unit gone and whether non-tandem parking could be accommodated for three residential units on the ground floor.

Mr. Grant replied that what the Commission is ignoring is that there is a certain number of units that make this project work.

Commissioner Balch clarified that profitability is not the Commission's concern and asked Mr. Grant if he thought that it was a plausible design.

Mr. Grant stated that he understands profitability or financial feasibility is not the concern of the Commission; however, mathematically, taking out one 25-linear-foot unit will not create three or four two-car garages.

Commissioner O'Connor stated that what is being considered are three additional garage parking spots for the three remaining units, which would be equivalent to about 30 linear feet. He noted that shaving off five linear feet from the commercial building, added to the 25 linear feet from the unit to be removed, would result in 30 linear feet.

Mr. Grant stated that they started at one point, and the Commission's direction was to add more commercial, and to get as close as possible to that, they shrunk the garages and aprons of the residential units. He pointed out that this is Downtown, not a suburban site, so a one-car garage with tandem drive makes sense. He noted that he is trying to do a project that makes financial sense or the Knappes will walk.

Commissioner Balch pointed out that tandem parking does take away the visitor element to the residents.

Mr. Grant stated that the visitor parking will be handled by the commercial parking after hours.

Commissioner O'Connor stated that no one knows who is going to occupy these units. He added that this is California, and no one knows how many people are going to move into one of these three-bedroom, three-and-a-half baths and only have one car even though they are in the Downtown.

Mr. Grant indicated that they have to design for practicality and for the logic behind this. He stated, for example, that the residents in all the units have two cars; their guests will park on Spring Street, the same way any other guest parks. He noted that all the residents on Spring Street live in houses with a one-car garage and a driveway apron.

Commissioner O'Connor stated that what he is trying to say is that at some point, a critical mass will be reached, and what is being done is no longer possible. He noted Mr. Grant's statement that everybody's guest or everybody's commercial customer can park on Spring Street, but there is no parking left on Spring Street.

Mr. Grant stated that he understands that; but it is also understood that when there is retail on a downtown main street and that retail is forced around the corner and is turned into a residential neighborhood as the Commission wanted, parking is not required for the new retail on the main street. He added that a little mini-park does not provide parking, but it still brings in customers and tenants.

Chair Allen clarified that an existing building has a different zoning, as well as some of the other existing projects; however, this property has the space, and the guidelines are very clear.

Commissioner O'Connor agreed that the City has let people off the hook before, and that is why Downtown is in trouble today.

Commissioner Balch indicated that he is not amending his motion and that he is not including the direction to remove one unit.

ROLL CALL VOTE:

AYES: Commissioners Balch, Piper, and Ritter
NOES: Commissioners Allen and O'Connor
ABSTAIN: None
RECUSED: None
ABSENT: None

Resolution No. PC-2015-42 recommending approval of PUD-109 was entered and adopted as motioned.

Eric Luchini

From: Maria Hoey
Sent: Wednesday, December 09, 2015 9:35 AM
To: David Nagler; Gina Piper (gina@ginapiper.com); Greg O'Connor (greg.oconnor@comcast.net); Herb Ritter (herb@ritterclan.com); Jack Balch (jack.balch@sbcglobal.net; Nancy Allen (ncallen@comcast.net)
Cc: Gerry Beaudin; Adam Weinstein; Larissa Seto; Eric Luchini
Subject: FW: Public opinion for PUD-109

From: Jennifer Nelson [<mailto:Jennifer@HiredHandsHomecare.com>]
Sent: Tuesday, December 08, 2015 5:04 PM
To: Natalie Amos <namos@cityofpleasantonca.gov>
Subject: Public opinion for PUD-109

Dear Natalie,

I'm writing to express my public opinion on the proposed development on 273 Spring Street. I believe that this would not only create an eyesore for the downtown area (due to the modern architecture of the buildings as oppose to the historical type in the surrounding area) but wreak utter havoc on Spring Street parking. Parking is always a gamble when I come to work or come back from lunch. I either have to park around the corner or down the street if I am not lucky enough to find a spot relatively across the street from my office. And because of the pizza parlor at the corner of Spring Street and Main Street, delivery trucks are parking in front of my building and therefore blocking the street for the proper flow of traffic. I can only imagine what chaos the construction crew would create coming in and out of this narrow street.

So, as employee in the city of Pleasanton, I implore you....if it is within your power to deny this application/permit, please do so.

Thank you for your time!

Sincerely,

Jennifer Nelson, Homecare Manager

HIRED HANDS INC.
Homecare
Family owned and operated since 1994

240 Spring Street, Ste B
Pleasanton, CA 94566
PH: 925-621-7650

Jennifer@HiredHandsHomecare.com



Click [here](#) to report this email as spam.

Eric Luchini

From: Pamela <grimes3@comcast.net>
Sent: Monday, December 07, 2015 4:08 PM
To: Eric Luchini
Subject: PUD-109. H. James Knuppe 273 Spring Street

Hello Eric,

My wife and I own two pieces of property on Spring Street (201 & 207) and are strongly opposed to the planned unit rezoning and development of 273 Spring Street.

We feel that the overall plans are not a good fit for the neighborhood. The street parking is already extremely limited and squeezing in five commercial and residential buildings of such large square footage at 3-stories high is not something we want to see on our quaint street. We are not against updating the property site, but feel it must not negatively impact the people who currently live and work there. Buildings three-stories tall with limited parking will not have a favorable impact nor fit in with the overall neighborhood.

We will do our best to try to attend the meeting as we want our opinions heard, but have a previous engagement and are unsure that we will make the meeting in time.

Please contact us if you have any questions regarding our concerns on this project.
Steve cell 925-519-2521

Thank you,
Steve & Pam Grimes

Click [here](#) to report this email as spam.

December 9, 2015

Pleasanton Planning Commission

Re: PUD-109 – Spring Street

Commissioners:

RECEIVED

DEC 09 2015

CITY OF PLEASANTON
PLANNING DIVISION

I appreciate another shot at providing you more reasons why I think “ground level” private residence in the public’s commercial district not only not the intent of those who wrote are current Downtown Specific Plan (DSP), but also not the view of the majority of those who live, work, own a business or a property downtown, or support downtown businesses or a regular basis today.

The nationwide “back to the city” movement reached our little urban sprawl valley in the 90’s, and suddenly downtown’s ignored small town character and charm was rediscovered, and Main Street was town center again. We widen the sidewalks and planted trees to make Main Street more pedestrian friendly. Downtown was reborn.

In 2002 we wrote a new DSP and established rigid and well defined boundaries between the private serving residential section and the public servicing commercial district. The idea was to separate the two interests and set rules and guidelines that would fairly, consistently, and efficiently use the vacant spaces, underused spaces and limited public parking supply within our little commercial district to revitalize it into a vibrant and diverse self sustaining pedestrian environment for all to enjoy and not just some as with the residential section.

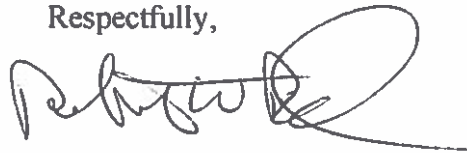
Unfortunately, during the approval process free market business organization like the PDA and the Chamber of Commerce, and “right to do business” proponents like downtown attorney Mr. Peter MacDonald convinced our City Council that our commercial district didn’t need no more “stink’n rules” – that the free market was the path to the promise land. So unlike Livermore, we ended up with a DSP in 2002 with rules so vague that most any school taught planner with a student loan could pretty much cherry pick their way to darn near any predetermined outcome that one might request. And if they couldn’t than the same one out here “stump’n” the crowds with their free market speeches are usually the first ones in there asking for a new rule, or at least a new interpretation of the intent of the current one.

And this time lets forget about boundaries and forget about intent, so this investor can build “ground level” private residence 100 feet from Main Street that most likely will be used the same way the last two residential developments on Peters Street are – as fully furnished, short term residence for visiting out of town business people. Sort of like an extended stay hotel, without the hotel tax. Cleaver and no doubt pencils out very nicely for the investors.

However, I'm willing to argue with anyone, in writing, in public, that the vast majority of those who live, work, own a business or property downtown, or support downtown business on a regular basis, the real downtown experts, do not want anymore "ground level" private residence in their commercial district, taking up space, using up parking and unlike Livermore, exploiting what is already here rather than adding to it.

Now the PDA and Mr. MacDonald no doubt hold a different view. And I can respect that. This is the way we learn. It's only when a public organization, or an individual refuse to defend their views and actions in public that I start losing respect. So, before we approve "ground level" private residence in the commercial district and set a precedent, lets provide the ones most effected with both views and let them decide for themselves what's best. The way real partnerships are supposed to work. Thank you.

Respectfully,

A handwritten signature in black ink, appearing to read "Robert W. Byrd", with a long horizontal flourish extending to the right.

Robert W. Byrd
205 Neal Street
Pleasanton, CA 94566
925-413-6850

Copies to:
PDA Directors
Peter MacDonald

THE CITY OF



PLEASANTON.

MEMORANDUM

Date: December 9, 2015

To: Members of the Planning Commission

From: Eric Luchini, Associate Planner

Subject: Item 6.a.
PUD-109
273 Spring Street

This memo was prepared to communicate a summary of correspondence received after publication of the staff report.

Since publication of the staff report, staff has received an additional two public comments via telephone, two public comments via email, and one public comment via letter. The emails and letter were provided under separate cover to the Commission, all of which do not support the proposed application.

The first set of telephone comments was from Steve (no last name provided). Steve indicated he has concerns that:

- Too many residential units are proposed for the size of the lot;
- Parking is not sufficient and Spring Street has parking issues already; and
- The project should maintain the continuity of Spring Street – there are no other 3-story structures currently.

The second set of telephone comments was from Michael (no last name provided). Michael indicated he has concerns that:

- There is an existing parking issue in this area as the lot is being used for parking and constructing more units/retail will remove parking. There is very limited on-street parking on Spring Street and this development will make it worse and developing the lot will remove parking downtown;
- If a commercial/retail development is added, parking should be provided instead of paying a fee given the parking issues that exist already (see previous comment). If parking for the residential units is required, so should parking for the commercial/retail development;
- The architecture looks nice, but the units are too big/massive; and
- A commercial/retail component is being added at the front to appease the downtown businesses but more consideration should be given to the residents of Spring Street. If a commercial/retail component is going to be added, it should be located at the rear of the site.



PLEASANTON.

MEMORANDUM

Date: December 9, 2015

To: Members of the Planning Commission

From: Adam Weinstein, Planning Manager

Cc: Gerry Beaudin, Community Development Director
 Julie Harryman, Assistant City Attorney
 Larissa Seto, Assistant City Attorney
 Eric Luchini, Associate Planner
 Galen Grant, Applicant Representative

Subject: Item 6.a.
 PUD-109
 273 Spring Street

This memo was prepared to answer questions and respond to comments about the 273 Spring Street project recently posed by a member of the Commission, and to clarify and correct text in the staff report (text added to the staff report is shown in underline; deleted text is shown in ~~strikeout~~).

- 1. Question/Comment:** *Since Section 18.88.040(C) of the Pleasanton Municipal Code prohibits tandem parking, the tally of proposed residential parking spaces in the table on page 13 is misleading.*

Answer: The table on page 13 of the staff report is revised as follows:

Site Development Standard:	Required:	Proposed:
Floor Area Ratio	300 percent maximum	91 percent
Building Height	40 feet maximum	30 feet
Setbacks		
Front (Spring Street)	None Required	6 feet
Rear (north side)	None Required	5 feet
East Side	None Required	2.5 to 3 feet
West Side	None Required	30 feet
Site Area per Dwelling Unit	1,000 sq. ft. minimum per unit	3,397 sq. ft. per unit
Parking		
Commercial/Office Building	11 spaces with parking credit (see discussion below)	4 on-site spaces and in-lieu agreement for 7 spaces
Apartment Units	9 spaces	9 spaces*

*Please note that four of the proposed spaces would be tandem spaces, which are not allowed in base zoning districts, per Section 18.88.040(C) of the PMC. However, the PUD process is designed to provide relief from the base zoning district standards, at the discretion of the City.

2. **Question/Comment:** *The statement on page 3 of the staff report (“The use of the residential driveways for parking was supported.”) is incorrect or misleading in that the Commission never discussed reducing owner/renter garage or driveway parking.*

Answer: The text quoted above was intended to indicate that the Commission agreed that the previously-proposed driveways spaces could acceptably accommodate guest parking, and was not intended to suggest that the Planning Commission would support the currently-proposed use of driveways for tandem parking. Page 3 of the staff report is revised to clarify this point:

Parking

The Commission was not supportive of granting a parking credit for the existing building to be demolished or the in-lieu proposal and wanted adequate on-site parking provided for all proposed uses per the Pleasanton Municipal Code (PMC). The Commission agreed that adequate parking was not provided for the commercial use. The use of the residential driveways for two spaces of guest parking for each residential unit was supported.

3. **Question/Comment:** *The statement on page 14 of the staff report (“In this case, the proposal is providing 56.5 percent of its required on-site parking; therefore, the City Council must approve the requested in-lieu agreement.”) is incorrect in that the Council may also decide to deny the request.*

Answer: The quoted text above was intended to indicate that if the City Council desired to approve the project as currently-proposed it would also need to approve an in-lieu parking agreement for seven spaces. Page 14 of the staff report is revised to clarify this point:

The applicant is proposing four dedicated on-site parking spaces for the proposed commercial/office building. As a result, including the parking credit described above and the four dedicated on-site parking spaces, the applicant would be requesting an in-lieu parking agreement, as permitted by the PMC, for seven spaces for the proposed commercial/office building. PMC Section 18.88.120.A.1.b. states that new construction which provides less than 85 percent of its required on-site parking may satisfy its deficit parking through in lieu parking agreements. Such agreements shall be subject to the approval of the City Council. In this case, the proposal is providing 56.5 percent of its required on-site parking; therefore, the City Council would need to ~~must~~ approve the requested in-lieu agreement if it were to approve the project as currently proposed.

4. **Question/Comment:** *The statement on page 15 of the staff report (“Based on the direction provided by the Commission . . .”) implies that the Commission directed garage parking spaces to be removed.*

Answer: The text cited above was intended to indicate that, based on the general guidance provided by the Planning Commission (which encompassed comments on parking, but also other topics such as building setback and the size of the commercial space), the applicant revised the project. Page 15 of the staff report is clarified as follows:

The Work Session proposal included a total of four parking spaces for each of the four, three-story, multi-family residential units; two within a garage and two within a driveway. Based on the various suggestions for project modifications made by the Planning Commission (which encompassed many project elements), ~~direction provided by the Commission,~~ the applicant elected to reduce the square footage of the four, three-story, multi-family residential units, which includes providing only a one-car garage and a tandem space in the driveway, in order to expand the size of the commercial/office building and provide four on-site spaces dedicated to this component of the project. Staff notes that the square footage reduction did not reduce the bedroom count for each of the four, three-story, multi-family residential units, as they would all still include three bedrooms. Thus, while four

dedicated parking spaces have been created for the commercial/office building, each of the four, three-story, multi-family residential units have lost two parking spaces from the Work Session proposal and would rely on tandem parking to meet the minimum code requirement of two spaces for each of the four, three-story, multi-family residential units.

- 5. Question/Comment:** *The staff report recommendation to support the project as proposed (without designated guest parking for the residential units) is inconsistent with the previous staff report, past precedent, and the feedback from the Planning Commission workshop.*

Response: As discussed on page 15 of the staff report, the proposed residential parking meets the parking requirements of the Core Area Overlay District (which does not require the provision of guest parking). Although staff generally encourages the provision of guest parking in development projects, we realize that there are competing objectives that affect the quality of a development project. In this case, these competing objectives include the desire to set back the main commercial building from Spring Street, provide parking reserved for the commercial uses, minimize building massing, expand the commercial/retail building, and expand the parking supply. When reviewing the latest iteration of the project, staff took all of these competing objectives into account and believes that the provision of two tandem parking spaces per residential unit is acceptable in light of the location of the project (within the walkable and transit-accessible Downtown), key project objectives (to foster an active retail presence along Spring Street while accommodating new housing), and the overall urban design quality of the project (which staff believes will enhance a lot that has been mostly vacant for many years). However, the Planning Commission may rightfully disagree with staff's recommendation regarding the provision of parking or any other element of the project.

- 6. Question/Comment:** *Please provide the amount of required and provided parking at the project located at 261 Spring Street, next door to 273 Spring Street.*

Response: In March 2011, the Planning Commission held a workshop on a proposed project at 261 Spring Street, which included the construction of one three-story dwelling unit with an attached two-car garage and a 975-square-foot basement, which would be used for commercial storage. This project never advanced from the preliminary stage and was not ultimately approved.

- 7. Question/Comment:** *Why did the staff report not mention that the Downtown Specific Plan identifies the project site as a potential parking facility?*

Response: Figure VI-1 and page 50 of the Downtown Specific Plan identify the project site as a "Potential Public Parking Lot Assessment District." However, the site is also designated for Downtown Commercial uses in the Downtown Specific Plan, and in the absence of a land use designation for Public uses (similar to the Railroad Corridor), an existing Public Parking Lot Assessment District, or concrete plans to convert the site into a public parking lot, staff believes the Downtown Commercial land use designation should primarily govern analysis of the appropriateness of future development on the site. Staff is currently undertaking a comprehensive Downtown parking study that will evaluate existing parking conditions and potential solutions to meet parking demand (this work effort will include revisiting the parking facility schematics in the Downtown Specific Plan).

- 8. Question/Comment:** *Will the project result in the loss of an on-street parking space? And if so, why didn't staff recommend an in-lieu payment for the lost space?*

Response: The project will not result in the loss of an on-street parking space, with

implementation of a recommended condition of approval requiring the applicant to revise the project plans to reduce the width of the site entrance driveway from 25 feet wide to 20 feet wide, matching the on-site drive aisle width. Therefore, staff did not recommend the payment of an in-lieu fee for on-street parking.

- 9. Question/Comment:** *Kimberly Commons is a questionable precedent related to tandem parking, as it is different from the 273 Spring Street site in many respects.*

Response: Staff referenced the Kimberly Commons project as an example of tandem parking on page 11 of the staff report because the Kimberly Commons project is located Downtown; it is of relatively recent construction (about 10 years old); and staff isn't aware of any reported problems regarding the use of tandem parking on the site. The use of tandem parking in Kimberly Commons was debated when the project was considered by the Planning Commission and City Council. Arguably, that history is not relevant in ascertaining whether the tandem parking currently functions acceptably. Staff did not intend to suggest that the Kimberly Commons project is similar to the 273 Spring Street project in all respects, nor did staff rely solely on the Kimberly Commons project as justification for the inclusion of tandem parking within the subject project. Tandem parking is not common in newer residential projects in Pleasanton. As described on page 16 of the staff report, key considerations that staff believes support the acceptability of tandem parking include the project's Downtown location (and historic patterns of tandem parking) and the constrained nature of the narrow and deep site. The Planning Commission may rightfully disagree with this assessment.

- 10. Question/Comment:** *Please provide a link to the meeting minutes from the August 26, 2015 Planning Commission workshop on the project.*

Response: The workshop minutes can be accessed via the following link:
<http://admin.cityofpleasantonca.gov/civicax/filebank/blobdload.aspx?BlobID=26553>

- 11. Staff-initiated Comment:** In earlier comments, the Planning Commission requested visual simulations of the project from Main Street, and one such simulation was provided on page 10 of the staff report. Since publication of the report, staff has worked with the applicant to prepare an additional simulation of the project, to show views of the project looking northeast down Spring Street from a viewpoint near the intersection of Main and Spring Streets (see following page):

