

RESOLUTION NO. PC-2018-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLEASANTON RECOMMENDING THE CITY COUNCIL DENY THE APPLICATION FOR PLANNED UNIT DEVELOPMENT (PUD) DEVELOPMENT, FOR CARPENTER'S TRAINING TRUST FUND LOCATED AT 2350 SANTA RITA ROAD, AS FILED UNDER CASE NO. PUD-125

- WHEREAS**, on May 10, 2017 the Carpenters Training Trust Fund applied for PUD development plan approval under Case No. PUD-125 to demolish the existing Carpenters Training Center (CTC) building and construct an approximately 87,000-square-foot two-story CTC building and outdoor training and storage yard and a pad for a future, approximately 17,000-square-foot office building with associated site improvements ("Project") at 2350 Santa Rita Road; and
- WHEREAS**, in advance of the PUD application, on March 1, 2017 the Carpenters Training Trust Fund submitted a similar project for Preliminary Review under Case No. P17-0137; and
- WHEREAS**, zoning for the property is PUD-O/C-C (Planned Unit Development – Office/Central Commercial) District and the proposed Project is subject to a new PUD development plan pursuant to the Pleasanton Municipal Code ("PMC"), Chapter 18.68 ("18.68 PUD Planned Unit Development District"); and
- WHEREAS**, the Planning Commission considered the project at a workshop on July 26, 2017, and, after public testimony, discussion, and review of the proposed plans the Planning Commission expressed general support for the new architecture, but expressed concern about the uncertainty of timing for construction of the future office building which they felt was an important feature along Santa Rita Road to maintain the street fronting building presence in place with the existing CTC building proposed for demolition. Absent a detailed phasing plan and known timing for the construction of the future office building, the Commission requested that alternative site design and layouts be considered that would include new placement of the proposed Carpenter's building towards the street; and
- WHEREAS**, in advance of the formal PUD public hearing, the Carpenters Training Trust Fund submitted a revised narrative and plans in which the location of the CTC building and yard did not change, but the proposed parking, circulation, and future office building location and size were revised to retain additional street trees and landscaping along Santa Rita Road. In addition, an additional phase was added that created additional landscaping and improvements on-site until the future office building can be constructed without leaving an empty office pad.
- WHEREAS**, the Planning Commission considered the revised project at a hearing on December 13, 2017. After hearing public testimony, discussion, and review of the proposed plans, the Planning Commission expressed concern that there may be insufficient parking at build-out of the CTC and the office building, and that the applicant had not developed or analyzed alternatives that would bring the CTC

closer to Santa Rita Road; and voted unanimously to continue the hearing to a date uncertain with direction to the applicant to consider alternative phasing options to allow the Carpenter's building to be moved closer to the street; and

WHEREAS, on January 11, 2018 the applicant submitted revised project plans including changes to eliminate the office building, and to add compact parking stalls to increase the total number of parking; and

WHEREAS, on March 14, 2018 the Planning Commission held a continued public hearing on the application and considered all revised plans, public testimony, agenda reports, related materials, and recommendations of staff; and

WHEREAS, the proposed project is exempt from California Environmental Quality Act (CEQA) Guidelines, pursuant to Section 15183, Projects Consistent with a Community Plan, General Plan, or Zoning, where additional environment review is not required except as necessary to examine whether there are significant project-specific environmental effects which are peculiar to the project or its site.

NOW, THEREFORE BE IT RESOLVED by the Planning Commission of the City of Pleasanton, based on the entire record of proceedings, including the oral and written staff reports and all public comment and testimony:

Section 1: Findings for PUD-125

With respect to the PUD-125, the Planning Commission makes the following findings and determinations with respect to each of the considerations for approval of a PUD Development Plan as required by Section 18.68.110 of the Pleasanton Municipal Code (PMC):

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

The Planning Commission finds that the proposed project would not meet all applicable City standards concerning public health, safety, and welfare. Specifically, PMC Section 18.04.101 sets forth objectives for all projects to promote the public health, safety, peace, comfort, convenience, prosperity and general welfare. The Planning Commission finds that the project as proposed does not meet all of those objectives since setting the building back and placing significant parking in the area visible from the street is uncharacteristic of the Santa Rita Road corridor; would reflect a worse, rather than improved condition over what exists today; and would be counter to many of the community's broader policy and design objectives as documented in Findings B through G, below. The Planning Commission further finds that the proposed site layout would present an overly auto-oriented character along the corridor, replacing the existing street-fronting CTC building with an expanse of parking that would not be an improvement over the existing condition and not be in the best interest of the public health, safety, and general welfare.

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

The Planning Commission finds that the proposed development is not consistent with the City's General Plan including the General Plan's smart growth policy and Community Character Element. While the proposed CTC has been designed with attractive architecture, the site-design features are not consistent with the community's broader policy and design objectives to provide a consistent street-scape and building presence along Santa Rita Road. The proposed development is visually auto-oriented and does not provide an attractive streetscape due to the placement of a large amount of parking along the street frontage. In addition, as currently proposed the CTC development does not promote smart growth and includes a large auto-oriented development with the entire parking field adjacent to Santa Rita Road. Setting buildings back to allow for significant parking that is visible from the street would not promote walking or bicycling in a complementary way in accordance with the recently adopted Bicycle and Pedestrian Master Plan which includes Santa Rita Road as the second highest priority corridor for future improvements.

In addition, the applicant has declined to support or reflect in their plans a proposed condition of approval to include an enhanced streetscape to include public art along Santa Rita Road, consistent with the General Plan goals and policies stated in the Community Character Element. The Planning Commission finds that the project is not consistent or compatible with land use patterns and development in the area and is not consistent with the General Plan goals, policies, and programs.

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

The Planning Commission finds that the character of the area adjacent to the proposed site, which includes a variety of commercial and residential uses such as self-storage, multi-tenant medical and professional office buildings, assisted living and memory care facility, and multi-family apartments, all have consistent and compatible building setbacks and street presence along Santa Rita Road. The development proposed under the Planned Unit Development has been designed with setbacks far greater than any property in the general area and includes the placement of the large parking lot between the proposed building and Santa Rita Road. For these reasons the project as proposed would be out of character with development along Santa Rita Road and will be incompatible with previously developed properties in the vicinity due. The Planning Commission further finds that the proposed development as set forth in the Planned Unit Development plan will not be complementary to and in harmony with the existing development for the area along Santa Rita Road due to the proposed building location and auto-oriented design.

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

The site is relatively flat with minimum changes in grades proposed. Erosion control and dust suppression measures would be documented in the building permit plans and would be administered by the City's Building and Safety Division. City building code requirements would ensure the buildings and parking lot are constructed on properly-prepared surfaces. Storm water runoff associated with the project would be treated and directed into the bio-retention planters before being released. The site is not located within an Alquist-Priolo Earthquake Fault Zone. Therefore, the Planning Commission finds that the project would be consistent with this consideration for approval of a PUD development plan..

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

The site is relatively flat and the proposed building and site design would not change the existing condition of the site or make major topographical changes to the site's existing flat terrain, therefore the Planning Commission finds the project would be consistent with this consideration for approval of a PUD development plan..

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

The Planning Commission finds that the project would be consistent with this consideration for approval of a PUD development plan, since adequate public safety measures have been incorporated into the. Specifically the new driveway entrances are located and configured to provide adequate line-of-sight viewing distance and to facilitate efficient ingress/egress to and from the project site. Adequate access would be provided to the site and building for police, fire, and other emergency vehicles. The project would be required to meet the requirements of the Uniform Building Code, Fire Code, and other applicable City codes.

- G. Whether the plan conforms to the purposes of the PUD District:

As currently proposed, the Planning Commission finds that the proposed project does not conform to the purposes of the PUD district. The primary purpose of the PUD district is to allow flexibility in the development of projects, that the City determines are in its best interest and among other stated purposes, consistent with the General Plan and "community desires". In turn, these community desires are articulated through General Plan policies such as those described in the considerations' findings described herein. While the proposed CTC has been designed with attractive architecture, the site-design features are not consistent with the community's broader policy and design objectives, as expressed through the General Plan, to provide a consistent street-scape and building presence along Santa Rita Road. The proposed development is visually auto-oriented and does not provide an attractive streetscape and, therefore, is not consistent with purposes of the PUD District.

With respect to the above consideration, the Planning Commission finds that the site design and building location creates an undesirable, inconsistent, and incompatible land use pattern with development in the area. Staff and the Planning Commission have continuously held the position that the CTC should be moved closer to Santa Rita Road in order to provide a consistent and harmonious streetscape along Santa Rita Road to be in-line with the existing and previously developed properties in the vicinity. the development of the proposed project is not consistent with the City's goals and policies and that the neighboring properties would be adversely impacted.

Section 2: The Planning Commission hereby recommends the City Council deny the application for a PUD development plan as reflected in the plans dated January 11, 2018, to demolish the existing CTC building and construct an approximately 87,000-square-foot two-story CTC building and outdoor training and storage yard with associated site improvements located at 2350 Santa Rita Rd.

Section 3. This resolution shall become effective immediately upon its passage and adoption.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Pleasanton at a regular meeting held on March 14, 2018 by the following vote:

AYES: Commissioners Allen, Balch, Nagler, O'Connor, Ritter
NOES: None
ABSTAIN: None
ABSENT: None

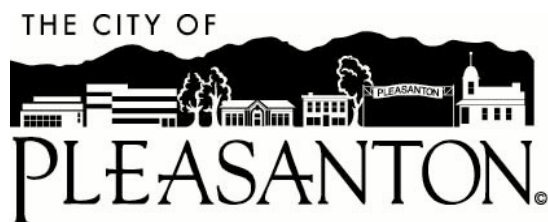
ATTEST:

Ellen Clark
Secretary, Planning Commission

David Nagler
Chair

APPROVED AS TO FORM:

Julie Harryman
Assistant City Attorney



Planning Commission Agenda Report

December 13, 2017
Item 6.a.

- SUBJECT:** PUD-125
- APPLICANT/
PROPERTY
OWNER:** Mark Taylor
Carpenters Training Trust Fund
- PURPOSE:** Application for Planned Unit Development (PUD) development plan to demolish an existing, approximately 68,000-square-foot building and construct an approximately 87,000-square-foot two-story Carpenter's Training Center (CTC) building and outdoor training and storage yard with associated site improvements, and a future approximately 11,000-square-foot office building.
- LOCATION:** 2350 Santa Rita Road
- GENERAL PLAN:** Retail/Highway/Service Commercial/Business and Professional Offices
- ZONING:** Planned Unit Development – Office/Central Commercial (PUD-O/C-C) District
- EXHIBITS:**
- A. [Draft Conditions of Approval](#)
 - B. [Project Plans dated "Received November 27, 2017"](#) and the following upon request: Traffic Impact Analysis and [Memo dated October 3, 2017](#), and [October 10, 2017](#); [Environmental Noise Analysis dated "Received September 11, 2017;"](#) and [Arborist Report dated September 5, 2017](#).
 - C. [Staff Report](#) and [Minute Excerpts](#) of the July 26, 2017, Planning Commission Workshop
 - D. [Public Correspondence](#)
 - E. [Location and Notification Map](#)

STAFF RECOMMENDATION

Recommend approval of Case PUD-125 by taking the following actions:

1. Find that the proposed project is consistent with the development density established within the Pleasanton 2005-2025 General Plan and associated Environmental Impact Report (EIR) and pursuant to the California Environmental Quality Act Guidelines, Section 15183, additional environment review is not required except as necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. None of the conditions in CEQA Guidelines Section 15183 calling for preparation of

subsequent environmental review have occurred therefore, no environmental document accompanies this report;

2. Make the PUD findings for the proposed PUD development plan as discussed in the staff report; and
3. Adopt a resolution recommending approval of Case PUD-125, subject to the conditions of approval listed in Exhibit A, and forward the application to the City Council for public hearing and review.

EXECUTIVE SUMMARY

The applicant is proposing to demolish the existing 67,619-square-foot CTC building and construct an approximately 87,000-square-foot two-story CTC building and outdoor training and storage yard with associated site improvements, and a future, approximately 11,000-square-foot office building on an 8.13-acre lot located at 2350 Santa Rita Road.

BACKGROUND

In 1981, the City Council approved PUD-81-12 to allow for the construction of a combination office building and CTC, outdoor training yard, and 430 parking stalls. The CTC has continually been in operation at the subject location since that time.

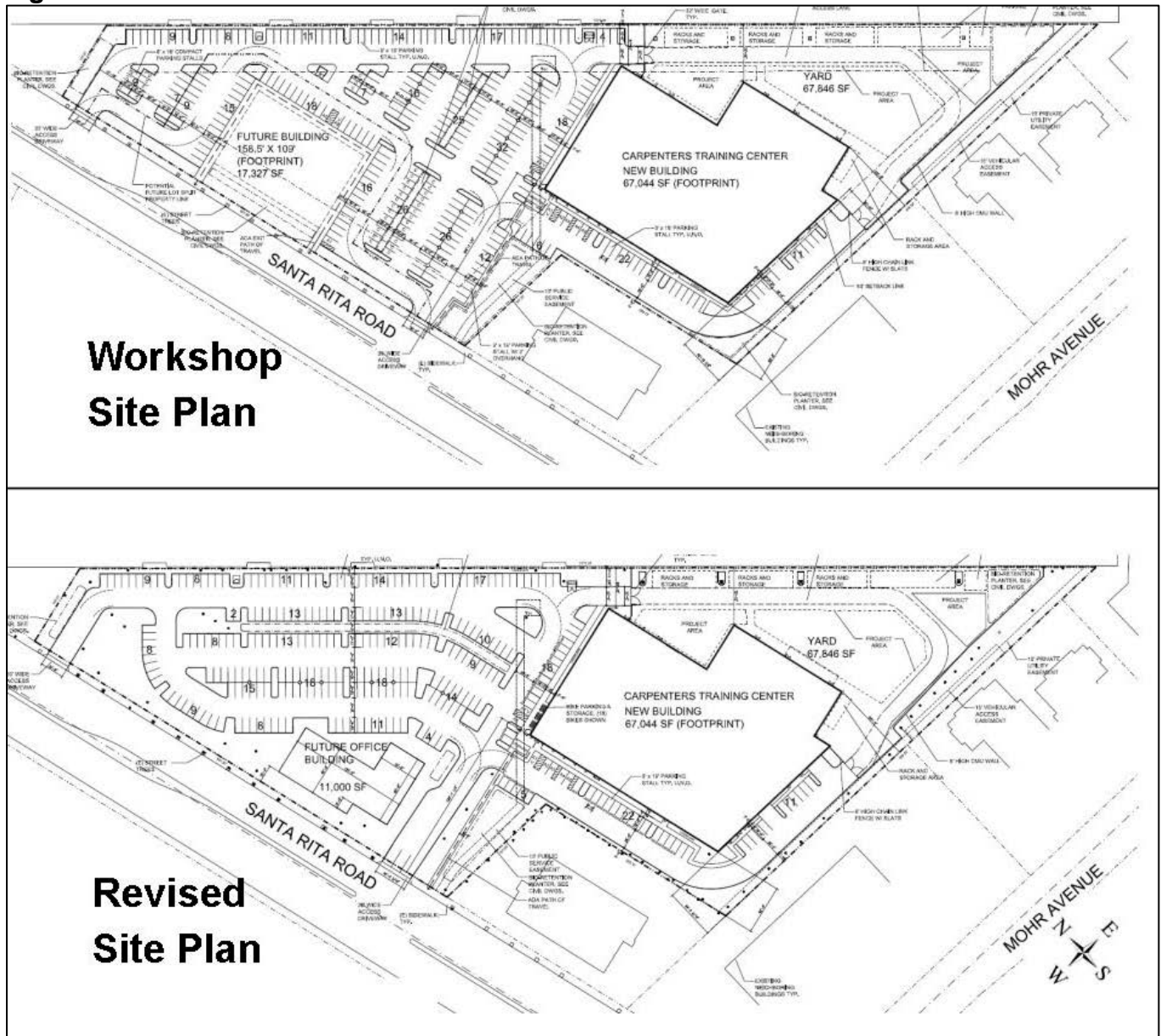
On March 1, 2017, the applicant submitted a Preliminary Review application for a PUD development plan application to demolish the existing CTC building and construct an approximately 87,000-square-foot two-story CTC building and outdoor training and storage yard and a pad for a future, approximately 17,000-square-foot office building with associated site improvements on the subject site. After reviewing the application, staff was generally supportive of the project and provided the applicant with a comment letter that encouraged the applicant to reconsider the placement of the proposed CTC building to provide more of a street presence along Santa Rita Road. Concerns were also raised regarding: the location of the outdoor training yard; potential noise impacts on adjacent neighbors; and the amount of parking provided, including whether there was sufficient parking to accommodate demand at the facility during all phases of construction and build-out.

On May 10, 2017, the applicant submitted an application for a PUD development plan to construct the new CTC and a building pad for a future, approximately 17,000-square-foot office building. The site design and layout was nearly identical to the Preliminary Review submittal. The application was then presented to the Planning Commission at a workshop held on July 26, 2017. At the workshop, the Planning Commission expressed general support for the new CTC building, but expressed concern about the timing of construction of the future office building which they felt was an important feature along Santa Rita Road. Without detailed phasing and timing for the construction of the future office building, the Commission requested that alternative site design and layouts be considered and provided to the Commission at the next hearing. In addition, the commissioners requested the applicant review the site plan to retain additional trees on-site. The staff report and minute excerpts of the July 26, 2017, Planning Commission workshop are attached to this report as Exhibit C.

Since the workshop, the applicant has worked with staff on plan revisions to address the Planning Commission's and staff's concerns as well as changes recommended within the completed Traffic Impact Analysis (TIA). The applicant has submitted a revised narrative and

plans shown in Figure 1. The location of the CTC building and yard have not changed, but the proposed parking, circulation, and future office building location and size have been revised to retain additional street trees and landscaping along Santa Rita Road. In addition, an additional phase has been added that creates additional landscaping and improvements on-site until the future office building can be constructed without leaving an empty office pad.

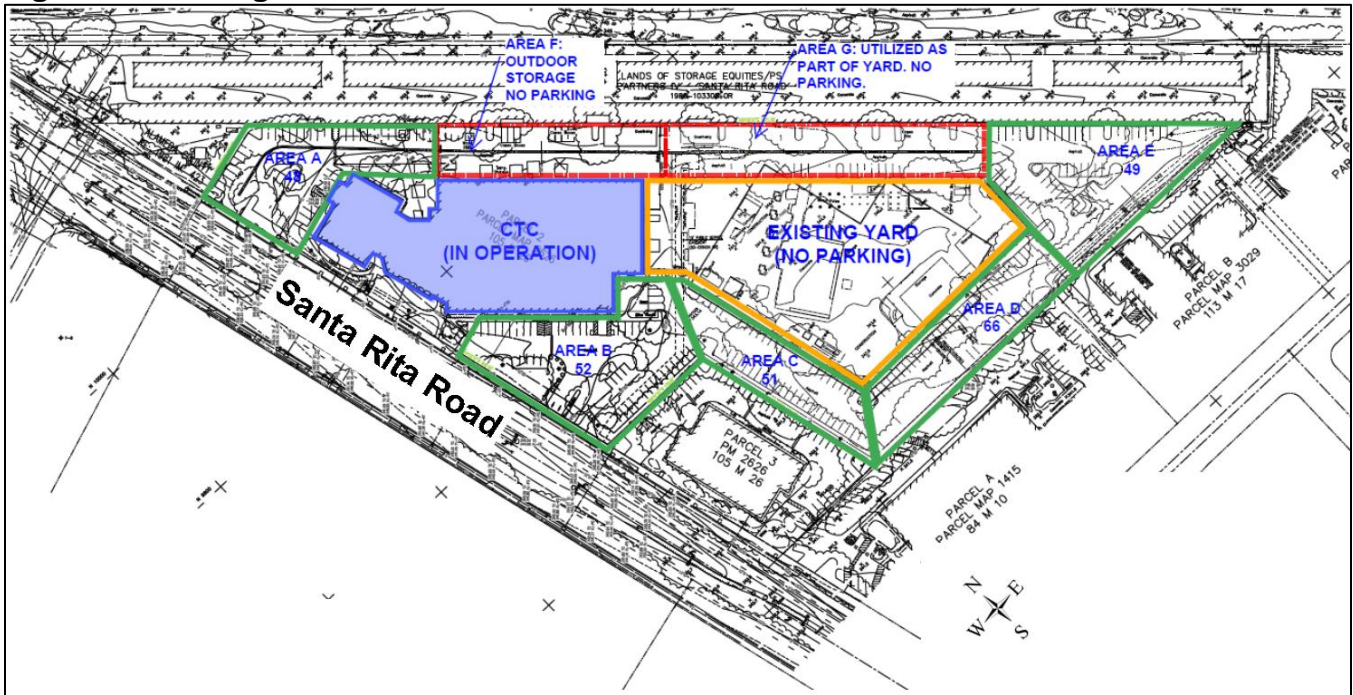
Figure 1: Old and New Site Plan



AREA AND SITE DESCRIPTION

The approximately 8.13-acre project site is currently developed with the existing CTC, including their administrative offices. Although the site was originally approved and constructed with 430 parking stalls, the applicant has indicated only 266 parking stalls are currently utilized due to an expansion of the outdoor training yard and storage areas as shown in Figure 2 that was approved in 1999. Access to the site is provided by three driveways off Santa Rita Road. The arborist report (included as Exhibit B) indicates that there are a total of 100 trees on-site and 36 trees off-site with canopies extending into the property.

Figure 2: Existing Site Area



The properties adjacent to and within the immediate vicinity of the site include a variety of commercial and residential uses such as public storage to the northeast (zoned I-P (Industrial Park) District); multi-tenant medical and professional office buildings (zoned O (Office) District) and Eden Villa assisted living and memory care facility (zoned PUD-C/O (Planned Unit Development-Commercial/Office) District) to the south; a small office building (zoned O (Office) District) directly to the west with multi-family apartments (zoned RM-2,000 and RM-1,500 (Multi-Family Residential)) and Bicentennial Park across Santa Rita Road. Figures 3 and 4 show the site and the surrounding area.

Figure 3: Surrounding Land Uses

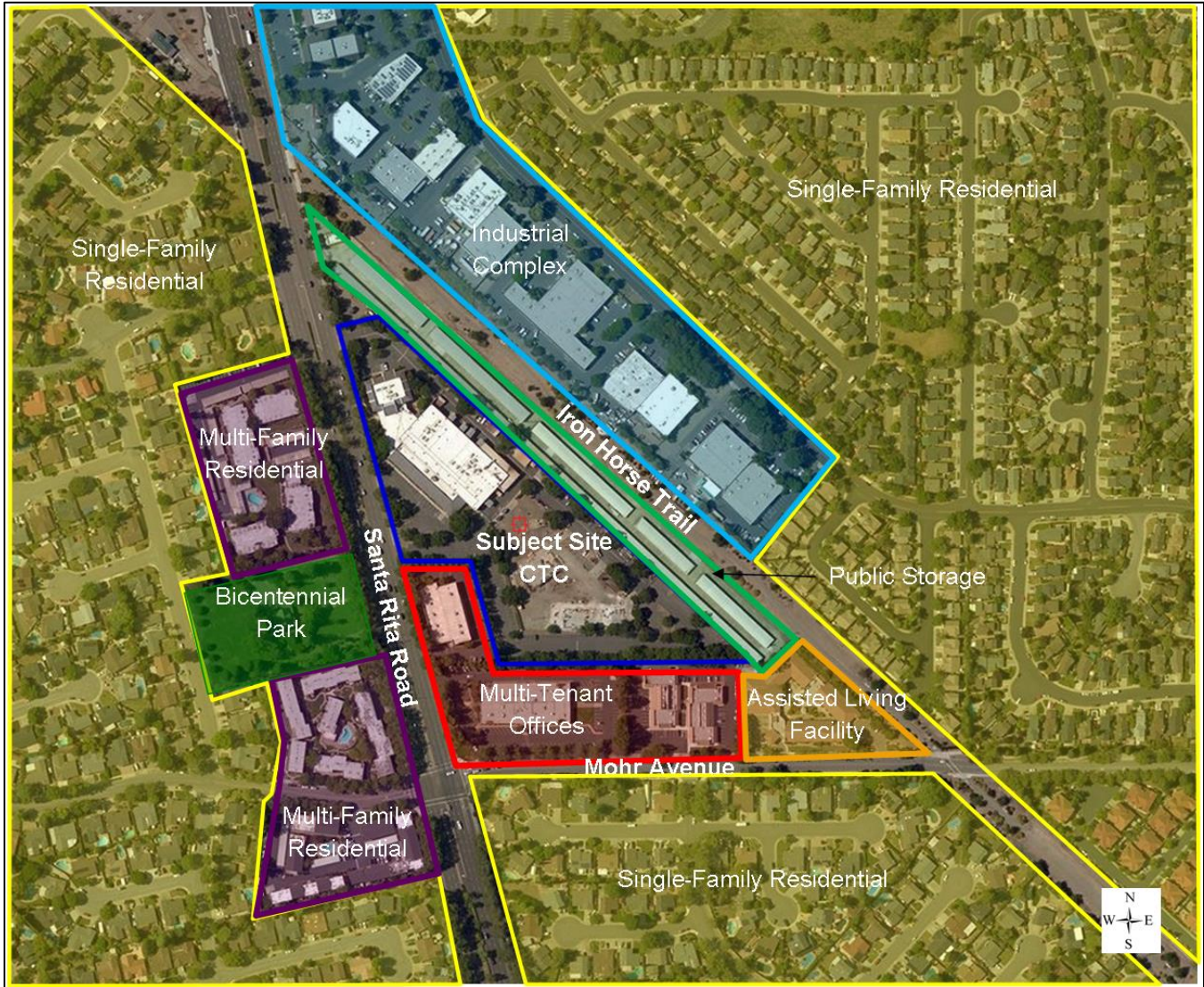


Figure 4: Surrounding Zoning

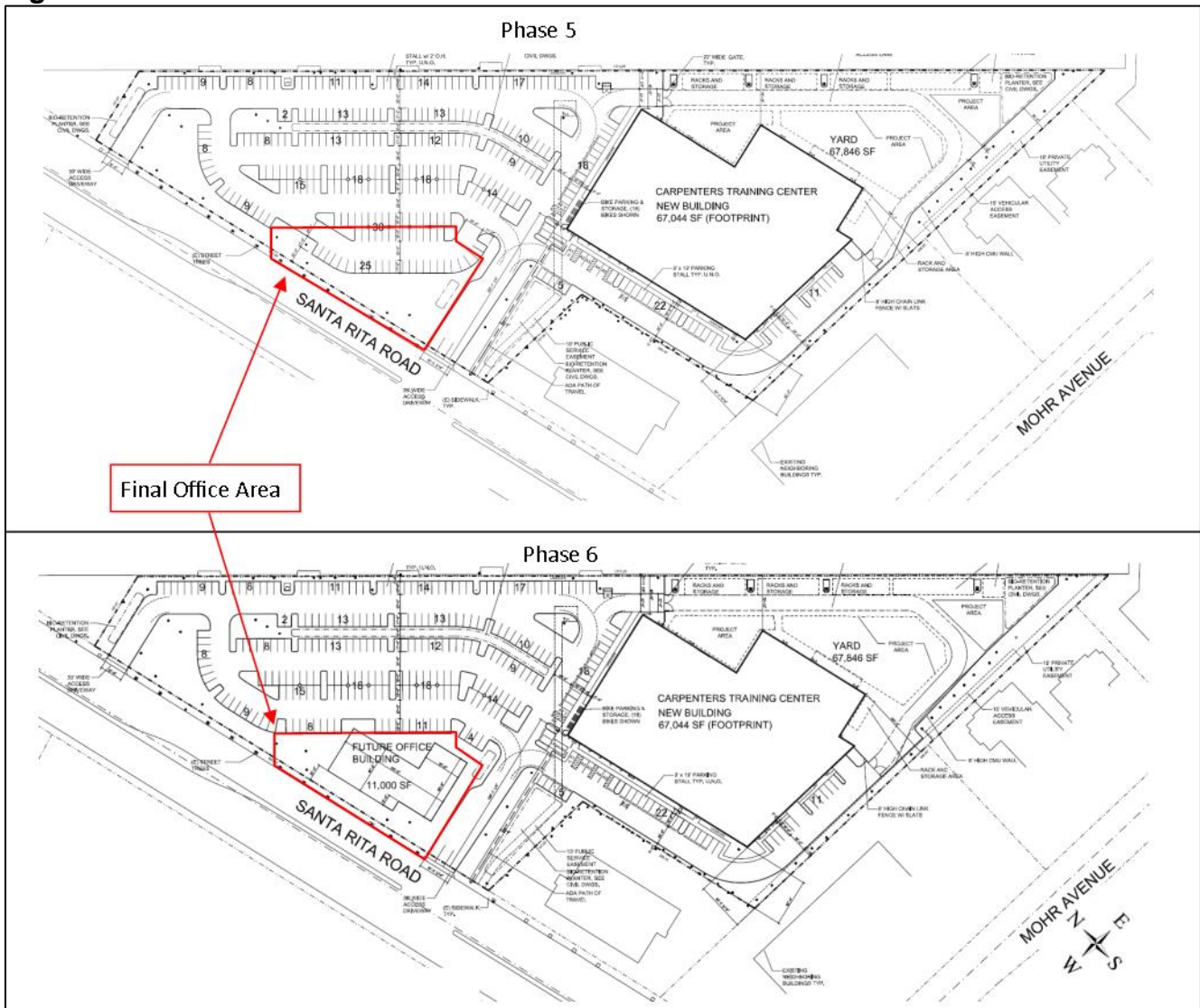


PROJECT DESCRIPTION AND ANALYSIS

The applicant is proposing to demolish the existing 67,619-square-foot CTC building and construct an approximately 87,000-square-foot two-story CTC building and a future, approximately 11,000-square-foot office building with associated site improvements on an 8.13-acre lot. The new CTC will also include an approximately 68,000-square-foot outdoor training and storage yard. It is uncertain if the applicant will have the financial ability to construct the office building in the future and since the timing of construction of the future office building is unknown at this time, the applicant is proposing to develop the entire site and perimeter landscaping with the construction of the CTC as shown in Figure 5, Phase 5. Until the office building is constructed, the CTC will include a total of 332 parking stalls throughout the site. If the office building is constructed, some of the on-site parking would be removed and adjusted to include a total of 300 parking stalls as shown in Figure 5, Phase 6. The applicant is proposing to continue operating the existing CTC during construction of the new facility in order to meet the apprentice training needs in the area and has provided a phasing plan with proposed parking calculations during all phases of construction. To address the shortfall of parking anticipated during various construction phases during the project, the applicant is proposing to obtain off-site parking agreements to allow for students to park off-site and be transported to the CTC. The final parking and transportation agreements will be provided to the

City and reviewed and approved as part of a comprehensive parking plan and agreement prior to issuance of building permits that will require off-site parking to accommodate student and construction parking during construction. Further discussion and analysis of parking can be found in the Parking section of this report. The project characteristics are described below; project plans and a narrative are included as Exhibit B.

Figure 5: Phase 5 and Phase 6 Site Plans



Land Use

Conformance with General Plan

The General Plan land use designation of the subject property is “Retail/Highway/Service Commercial/Business and Professional Offices.” The proposed commercial use is consistent with this land use designation. Below are some of the General Plan Goals, Programs, and Policies that the project is consistent with or would promote:

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

- Land Use Element Policy 4: Allow development consistent with the General Plan Land Use Map.
- Economic and Fiscal Element Goal 2: Sustain the community's quality of life with a vigorous and diverse economy.
- Economic and Fiscal Element Policy 5: Focus City efforts on supporting and assisting Pleasanton businesses success.
- Community Character Element Policy 15: Encourage new commercial area development and redevelopment, including stand-alone retail buildings, restaurants, and hotels, to incorporate attractive architectural and site-design features.
- Community Character Element Program 15.3: Require developers to include the following features, as feasible, in the development of new and the redevelopment of existing commercial areas:
 - Pedestrian amenities such as landscaping, benches, trellises, fountains, public art, and attractive lighting
 - Orientation of buildings to transit facilities, where applicable
 - Shared parking

The project, with the future office building, is consistent with these goals, policies, and programs and the uses on the site are consistent with the land use designation. The project is located along Santa Rita Road, a main City thoroughfare and has been conditioned to provide an enhanced streetscape until the future office building adjacent to the street can be constructed. The redesigned office building location and streetscape modifications have incorporated attractive and well-designed site features to be consistent with the General Plan.

Site Layout, Access and Circulation

The new CTC building would be located in the southern portion of the site. The CTC building would set back approximately 225 feet from the front or western property line along Santa Rita Road, 84 feet from the south side property line, and 22 feet from the east rear property line, with the building entry facing west towards Santa Rita Road. The proposed outdoor training and storage yard would be located in the east corner of the property, behind the CTC building. The proposal would eliminate the central driveway onto the site while retaining the north and south driveways in relatively similar locations, including a right-in and right-out at the north end of the site and a full access driveway at the south end of the site. Once the CTC is complete, the site would include a total of 332 parking spaces. Parking stalls will include a mixture of standard (19-foot by 9-foot) stalls and compact (8-foot by 16-foot) stalls. Drive aisles are proposed to be 25 feet wide throughout the parking areas with a 20-foot wide drive aisle/fire lane around the back of the building through the training and storage yard. Landscape and hardscape areas would also be provided primarily within the interior of the site, parking areas, and adjacent to the building. Existing perimeter landscaping will mostly remain in its current condition.

The future office building would be located adjacent to Santa Rita Road near the southern entry driveway. The office building is proposed as an "L" shape in order to retain adjacent Heritage Trees along the perimeter of the site adjacent to Santa Rita Road. The office building would be set back approximately 22 feet from the west property line along Santa Rita Road. To

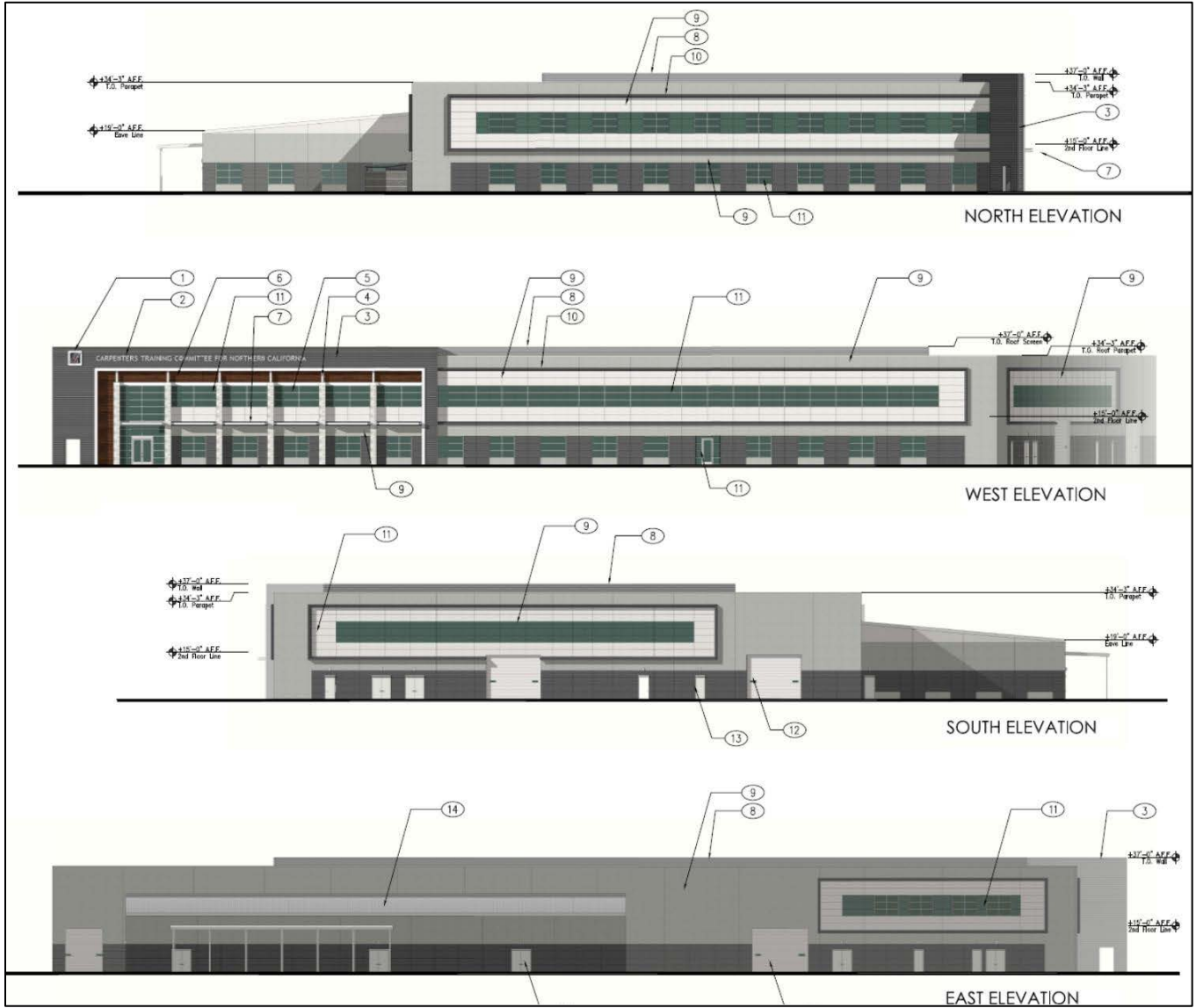
construct the office building, the on-site parking and circulation would be modified and, once complete, the site would include a total of 300 parking spaces to be shared between the CTC and the office building.

The overall site design of the proposed development provides large setbacks between the parking and Santa Rita Road with an enhanced streetscape and includes an improved pedestrian link between the CTC and the public right-of-way encouraging alternate modes of transportation. Staff considers the site plan to be compatible with the surrounding neighborhood and an improvement over current site conditions.

Architecture and Design

The new CTC building design has not been changed from what was presented to the Planning Commission at the July 26, 2017, workshop. The building design is proposed to have concrete tilt-up walls with graytone colors and a variety of accent materials and architectural features intended to provide visual relief. The entry focal feature along the west elevation of the building, visible from Santa Rita Road, would include horizontal metal panel accents with dark walnut patterned tiles around the front corner of the building. Two-story stone tile columns with steel canopies between would also be included. The plans show the north, south, and east elevations with foam band trim surrounding painted wall panels and insulated glazing. The proposed colors are shown on the elevation drawings within Exhibit B and Figure 6. The majority of the building is proposed to be two stories with a flat roof and parapet as well as a metal panel roof-top equipment screen. At the rear of the building would be a single-story section with a sloping standing seam metal roof. The building would have a maximum height of 37 feet, measured from finished grade to the top of the roof-top equipment screen, and 34 feet to the top of the parapet. Rollup doors are proposed on the south and east elevations of the building. A covered trash enclosure, matching the architectural style and colors of the building, would be located along the east property line adjacent to the Public Storage facility and would be surrounded by evergreen shrubs. Overall, staff finds the colors and materials to be acceptable. As conditioned, all heating, ventilation, and air conditioning (HVAC) equipment will be located within the buildings' roof-equipment wells. Architecture for the future office building has not been provided with this application and is therefore not under consideration at this time but has been conditioned to include the same general architectural style and design as the approved CTC building. Architecture and final design details for the future office building would require subsequent review and approval through the Design Review process to be reviewed and approved by the Director of Community Development.

Figure 6: Elevations



CTC Floor Plan and Operations

The Carpenters Training Trust Fund (CTTF) is a joint management-labor trust fund designated for the purpose of training apprentices and journeymen technicians in the fields of carpentry and carpenter sub-trades. Under the CTTF, the Carpenters Training Committee for Northern California (CTCNC) provides training for members and independent contractors throughout 46 northern California counties. The current active registered enrollment is approximately 4,500 apprentices, and 2017 enrollment is expected to grow to 5,000 apprentices. Approximately 2,000 of those apprentices will attend training at the Pleasanton facility. The apprenticeship program is designed to be 4 years in duration, with each apprentice receiving 144 hours of instruction at the facility per year while working in the field the rest of the time. Each year an apprentice attends four one-week training sessions on a quarterly rotation basis. The applicant has indicated the current facility includes eight classrooms and associated shop areas and CTTF runs between 6 to 8 classes per week with 15 to 20 students in each class. The proposed facility would increase the number of classrooms to 16, with associated shop areas with 8 to 12 classes each week with 15 to 20 students in each class. The total number of

anticipated students and staff on site per day will increase from 180 to 265 persons. The proposed floor plan is included in Figure 7.

Figure 7: Proposed Floor Plan



Classes regularly run from 7 a.m. to 4:30 p.m. Monday – Thursday. A typical weekly class schedule is provided in Table 1 and a more detailed narrative, including specifics on the current and proposed daily operations, is included in Exhibit B. Similar to current operations, the proposed new facility, would operate additional nightly and weekend training classes with up to 150 students at a time and class sizes of 20 to 25 students at a time. Nightly and weekend classes would include journeyman skill upgrade classes during the evenings from 5 p.m. to 9:30 p.m. and Saturdays from 7 a.m. to 4:30 p.m. Eighty percent of the training on weekends would be held in the outdoor training yard. In addition, the new facility would continue to lease room to the Cement Masons, who train on the weekends.

The proposed shop areas within the CTC would be constructed with double layer wood floors that allow students to nail and anchor into the upper layer of floor, which can be replaced as needed without damaging the lower permanent structural floor of the building. This will allow the majority of the hands-on training to be conducted indoors within the shop areas. As part of the weekly daily classes, training within the outdoor yard will be provided Tuesday through Thursday. Outdoor training would not occur during night classes. As proposed, outside training would typically occur on Tuesday and Wednesdays with clean-up and removal on Thursday each week. The goal is for apprentices to obtain as much hands-on teaching inside the new state-of-the-art shops with minimal outside training. Outdoor training would include training on layout and leveling with optical and laser instruments, framing, and forklift and aerial lift training. Typical temporary outdoor structures would be no higher than 3 to 4 feet for concrete foundation projects and no higher than 8 feet for wall framing projects. All temporary outdoor projects would be removed at the end of each week.

Table 1: Proposed Typical Weekly Schedule

Group A Classes (weekly classes)	Classes per week	Students per class	Students per day (min-max)
Carpenters	4-6	15-20	80-120
Drywall/Lathers	2-4	15-20	40-80
Millwrights	1	15	15
Group A Sub-Totals	7-11	15-20	135-215
Group B Classes (quarterly classes)	Classes per Quarter	Students per Class	
Acoustic Installers	2-3	10-15	
Insulators	1-2	5-10	
Hardwood Floor Layers	1	8-12	
Group B Sub-Totals	4-6 (1 class/week)	5-15	5-15
SUB-TOTALS (per week) Group A + Group B Apprentices	8-12	10-20	140-230
Staff per day (admin/teachers)			30-35
TOTAL (Parking/day) (faculty + apprentices)			170-265

Outdoor Operational Noise

At the workshop, staff noted concerns regarding potential impacts the outdoor operations and noise may have on adjacent uses, specifically the assisted living facility to the east, and requested completion of a Noise Assessment prior to bringing the project back to the Planning Commission for recommendation. The applicant has submitted a Noise Assessment which is included in Exhibit B. The Noise Assessment concluded with the construction of the proposed 8-foot tall block wall along the southern property line, the anticipated noise generated within the outdoor training yard will comply with all requirements of the City's General Plan and all associated noise impacts would be reduced to levels below General Plan requirements with impacts less than significant.

Traffic Analysis and Parking

A Traffic Impact Analysis (TIA), included within Exhibit B, was completed for the project which looked at the project as originally project consisting of an 87,000-square-foot CTC with a separate 17,327-square-foot office building. A supplemental parking analysis was also prepared which looked at the revised site plan and construction of only the CTC building which has been shown in Phase 5. The study was conducted for the purpose of identifying potential off-site traffic impacts, potential impacts to on-site access and circulation, and parking impacts. The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Pleasanton.

Off-site Traffic Impacts

As part of the TIA, three signalized intersections were evaluated, as identified below.

1. Santa Rita Road and Stoneridge Drive
2. Santa Rita Road and Mohr Avenue
3. Santa Rita Road and Valley Avenue

A project is said to create a significant impact if (1) it would cause the signalized intersection LOS to degrade below its level of service standard or (2) it would add 10 or more project trips to a signalized intersection operating below its level of service standard under no project conditions. Overall the study concluded the project as proposed would have no significant level of service impacts at the signalized study intersections under near-term or buildout conditions with or without the project.

On-site Access and Circulation

The TIA evaluated the site access and on-site circulation for the proposed project with access to the site provided via two driveways on Santa Rita Road at effectively the same locations as the existing southernmost and northernmost site driveways. Based on observations of existing peak-hour operations at the main driveway, the TIA recommended the main (south) site driveway be widened in order to accommodate two outbound lanes (one left out and one right out turn lane) and one inbound lane, and the final design take garbage and delivery trucks into consideration when designing the final curb radii and/or lane widths. The applicant has revised the plans to incorporate these recommendations which have been reviewed by the City Traffic Engineer.

Parking

The proposed project is to be completed in 6 phases. A parking analysis was conducted to determine the adequacy of the parking supply at each of the project's 6 phases of development. Parking demand for the CTC is based on surveys (parking counts) conducted

Wednesday, August 2, and Thursday, August 3, 2017, at the subject site. On the two days surveyed, the peak parking accumulation observed was 162 occupied parking spaces on-site and on-street fronting the site. On the surveyed days, the student enrollment was 122 students/apprentices. Accordingly, the peak parking demand ratio for the CTC derived from the parking survey was 1.33 occupied spaces per enrolled student. When designing for parking, the consultant considered the parking supply requirement to be 10 percent higher than the maximum surveyed demand with an effective design parking ratio of 1.46 parking spaces per enrolled student.

Although the TIA analyzed the use at a ratio of 1.46, staff believes this rate to be conservative. In addition, staff does not believe the TIA took into consideration the increase in students is not proportionate to an increase in staff. Although the student enrollment is anticipated to increase, the on-site administration and staff is not anticipated to increase at the same rate. In order to allow the greatest flexibility in designing projects compatible with the area and uses intended to be developed within a PUD, the Pleasanton Municipal Code (PMC) gives the Planning Commission and City Council the authority to determine appropriate amounts of parking that should be required. Staff believes it is appropriate to utilize the observed parking ratio of 1.33 stalls per student for this project. Using a 1.33 parking ratio, Table 2 below shows the parking supply and surplus or deficit for each phase.

Table 2: Parking Analysis

Phase	Students	Parking Required (1.33 ratio)	Proposed Supply	Surplus (Deficit)
Existing	145	193	266	76
1	145	193	130	(63)
2	145	193	180	(13)
3.1	207	275	242	(33)
3.2	230	306	269	(37)
4-5	230	306	332	26
6	230+Office	343	300	(43)

During all construction phases the on-site parking proposed will not be adequate to serve the proposed needs of the CTC. To address the shortfall of parking anticipated during various construction phases during the project, the applicant has indicated they will obtain off-site parking agreements at alternate locations and is proposing to provide a comprehensive parking plan and agreement prior to issuance of building permits that will require off-site parking to accommodate student, staff, and construction parking during construction. Staff has included Condition #2 requiring the parking plan be approved by the City and the parking agreements to be in place prior to issuance of any permits. The parking agreements must show the applicant would have the minimum number of parking stalls required as shown in Table 1 or reduce the number of classes offered during each phase of construction if off-site parking agreements cannot be obtained. Prior to approval, staff will review the proposed agreement(s) to verify the shared parking is acceptable. Once the CTC is complete, the project would include a total of 332 parking spaces, which staff believes is adequate to serve the needs of the CTC.

Once the office building is constructed, parking on-site would be removed and adjusted to include a total of 300 parking stalls. Parking would be shared between the two uses and not assigned. Parking requirements for the office building have been shown in Table 1 utilizing the

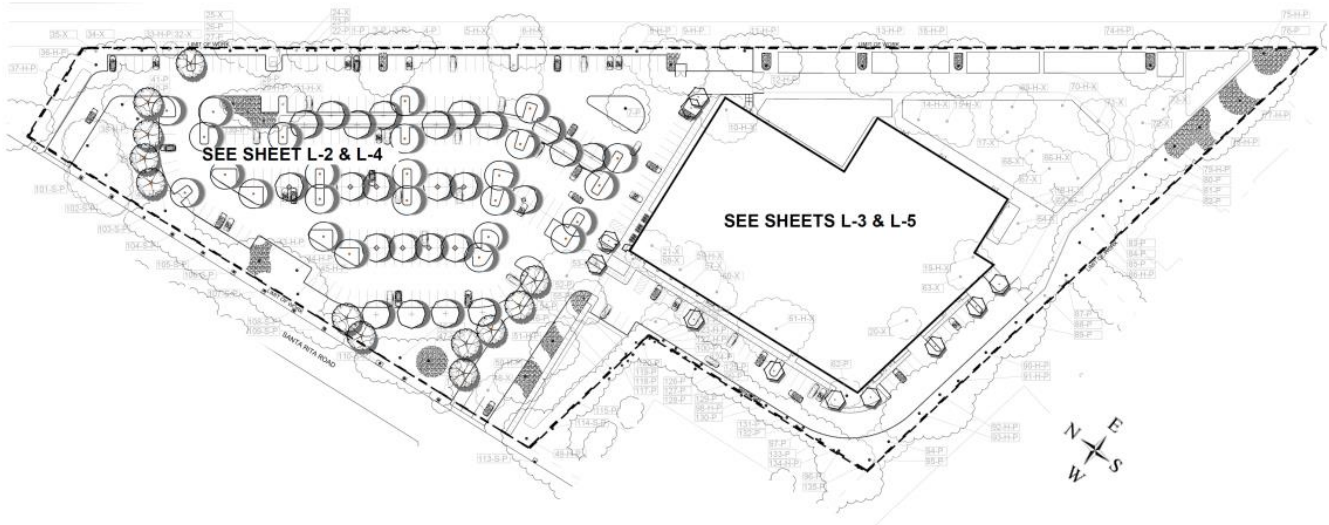
PMC requirement of 1 stall for every 300 square feet of building area. With an approximately 11,000-square-foot office building, 37 parking stalls would be required. Although the overall parking supply after the construction of the future office building would not meet the parking demand shown in Table 1, staff believes future bike and pedestrian improvements along Santa Rita Road to be designed as part of the next phase of the Bike and Pedestrian Master Plan, and conditions of approval requiring CTC and office employee public transportation and carpool/vanpool incentives will reduce the future parking demand below what is currently anticipated. Staff is satisfied adequate parking and circulation is provided with the proposed project to accommodate the proposed uses.

Trees and Landscaping

An arborist report was prepared for the proposed project which specifies the species, size, health, and value of the existing trees on the site that exceed six inches in diameter. The arborist report (included in [Exhibit B](#)) indicates there are a total of 100 trees on-site and 36 trees off-site with canopies extending into the property. Of those trees, there are 46 Heritage Trees on-site and five Heritage Trees off-site. Based on the revised site plan, it is estimated approximately 33 Heritage Trees would be preserved and 13 would be removed, and 34 non-Heritage Trees would be preserved and 20 would be removed. This is an increase of 24 trees to be preserved (10 heritage trees and 14 non-heritage trees) in response to the Commission’s comments at the workshop. No off-site trees are planned for removal. Based on the current application, trees along the perimeter of the site along the Santa Rita Road street frontage and along the southeast property lines would be retained. The majority of the trees to be removed would be from the interior of the site.

The preliminary landscape plan includes a tree/plant palette of native and non-native species that are primarily drought tolerant. New trees and landscaping would be planted throughout the site parking lot including within proposed diamond-shaped tree wells and end-cap planter islands. There are also several stormwater bioswales that would be planted with low-growing shrubs and ground cover. Figure 8 shows the proposed landscape plan. More details are available in [Exhibit B](#). Overall, staff believes the proposed plant species, quantities, and sizes are adequate.

Figure 8: Landscape Plan



A condition of approval requires that prior to occupancy of the CTC, if the applicant has not obtained permits for the future office building and started construction, the applicant will be required to submit an enhanced streetscape plan that includes, but is not limited to: enhanced landscaping; design and dedication of public art; and new curbs and gutters. The streetscape plan would be required to be reviewed and approved by the Director of Community Development prior to occupancy of the CTC.

Grading, Drainage, and Storm Water Runoff

As mentioned previously, the site is developed and is relatively flat, and the proposed project would not substantially change the existing topography. An “existing conditions” plan is included as part of Exhibit B on Sheet C1, and a preliminary grading and drainage plan is included on Sheet C2. The preliminary storm water management plan is also included and indicates several best-management practices are proposed for purposes of storm water quality control. Bio-retention planters are proposed in the parking area and along the boundaries of the property.

The City Engineering Department has reviewed the preliminary grading and drainage plan and finds it to be generally acceptable. A condition of approval requires the project to meet the requirements of the current Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit.

Green Building Measures

As required by the City’s Green Building Ordinance, commercial projects with 20,000 square feet or more of conditioned space must meet a minimum Leadership in Energy & Environmental Design (LEED™) “certified” rating, attaining at least 40 points on a project scorecard. The applicant has provided a preliminary project scorecard that outlines the green building measures proposed for the project. Some of the green building measures and features proposed as part of the project include: water efficient landscaping and reduction of water use, use of recycled content materials, use of regional materials, use of low-emitting materials such as adhesives and sealants, paints and coatings, and floor systems. With these measures in place, the project qualifies for 42 points, therefore meeting the minimum required points.

Future Office Building

The application includes a future, single-story office building of approximately 11,000 square feet. The design of the future office building is not included as part of this application and would require future Design Review approval. Since the design of the future office building is unknown at this time, staff has included a condition of approval that would allow the final size of the office building to be between 8,000- and 18,000-square-feet in order to best meet market demand at the time of construction. The future office building has been conditioned to include the same general architectural style and design as the approved CTC building with the final size and design to be reviewed and approved by the Director of Community Development. The proposed office building would be limited to office uses only, but would not allow any medical uses which require additional parking than provided. Due to financial constraints the applicant is unable to commit to the construction of the office building. The site through Phase 5 with construction of the CTC has been designed to provide increased landscape areas and parking in the area of the future office building in order to provide an acceptable streetscape until the office building is constructed or if it is unable to be constructed. The conditions of approval limit the rights to construct the office building for 10 years from the construction of the CTC. In addition, if the office building is not under construction by the completion of the CTC

building, the applicant will be required to submit an enhanced streetscape plan including the dedication of a public art piece.

PROJECT SITE ALTERNATIVES

The subject parcel is a legally created lot zoned for the current CTC operations. The proposed use would comply with the allowed uses for the PUD and the replacement CTC and future office building and site improvements would be similar to the existing CTC building and site improvements shown on the PUD development plan. Alternatives for the site could include:

1. Proposing a CTC and future office building with a different design, shape, size, and/or location;
2. Undertaking no project, under which the existing CTC building would likely remain unaltered.

The first alternative wouldn't necessarily result in significant design or operational benefits, and/or an improved design. The second alternative would not be beneficial in the long-term because it would not allow CTC to expand their operation, would not allow for a new building with improved architecture and improved safety, energy efficiency and other Green Building measures required by current codes, and would not allow for on-site storm water treatment. Therefore, staff believes the proposed project represents an acceptable development scenario.

PROS/CONS

Pros	Con
Building design is architecturally compatible with the other buildings in Pleasanton, as conditioned.	Loss of a building adjacent to the street along Santa Rita Road.
Consistent with the allowed uses.	Demolishing a building that could be refurbished.
Provide opportunity to expand the existing CTC operations within a new building with improved architecture and low-water use landscaping.	

PUD CONSIDERATIONS

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

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

The proposed project, as conditioned, meets all applicable City standards concerning public health, safety, and welfare. The subject development would include the installation of all required on-site drainage and utilities with connections to municipal systems in order to serve the new development. The proposed development is compatible with the General Plan and zoning designations for the site and would be consistent with the existing scale and character of the area. In addition, the project will include Green Building measures; will provide for the future addition of photovoltaic

panels; charging stations for electrical vehicles; carpool and vanpool parking; will provide for pedestrian connections to Santa Rita Road; and will include on-site pre-treatment of storm water runoff in vegetative swales before discharge into the City's storm drain system.

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

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

The site's General Plan Land Use Designation of "Retail/Highway/Service Commercial/Business and Professional Offices" allow for a varied mix of uses. The proposed CTC and office uses are consistent with this land use designation. The proposed FAR of 22% for the CTC and office on the site conforms to the 60% maximum FAR limit in the General Plan and is below the 35% average density. The project is not located in a specific plan area.

Therefore, staff believes the proposed development plan is consistent with the City's General Plan, and staff believes this finding can be made.

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

The subject property is bordered by a variety of commercial and residential uses such as public storage, multi-tenant medical and professional office buildings, assisted living and memory care facility, and multi-family apartments. The proposed project would utilize the existing vacant yard area and construct the new CTC prior to demolishing the existing one. The new CTC would have similar building height as the existing building. The proposed use would be compatible with the surrounding commercial, office, and assisted living facility uses. The building height and massing would be compatible with the buildings in the vicinity. New landscaping would be installed to soften the building and help screen the parking areas from off-site views. The proposed development would require grading for the construction of the building and other site improvements. Grading conducted on the site will be subject to engineering and building standards prior to any development.

Therefore, staff believes this finding can be made.

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

The site is relatively flat with minimum changes in grades proposed. 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. City building code requirements would ensure the buildings and parking lot are constructed on properly-prepared surfaces. Storm water runoff associated with the project would be treated and directed into the bio-retention planters before being released. The site is not located within an Alquist-Priolo Earthquake Fault Zone.

Therefore, staff believes this finding can be made.

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

As mentioned previously, minimal changes to the natural terrain are proposed. Development of the site would not make major topographical changes to the site's existing flat terrain, and proposed perimeter landscaping would protect and enhance the aesthetic character of the existing street system.

Therefore, staff believes this PUD finding can be made.

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

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

Therefore, staff believes this finding can be made.

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

The proposed PUD development plan conforms to the purposes of the PUD district. The primary purpose of the PUD district is to allow flexibility in the development of projects the City determines are in its best interest. Staff believes the proposed project implements the purposes of the PUD ordinance by providing an office building or enhanced landscaping adjacent to Santa Rita Road and a CTC building that is well-designed. In addition the project fulfills the desires of the applicant, and meets the City's General Plan goals and policies. The PUD process allows for ample input from the public and for an ultimate decision by the City Council regarding appropriateness of the proposed uses and development plan. Moreover, input from nearby property owners, residents, and tenants has been sought and obtained through a Planning Commission workshop; further opportunity for public comment will occur at the Planning Commission and City Council hearings.

Therefore, staff believes this finding can be made.

PUBLIC NOTICE

Notice of this application was sent to all property owners and tenants/occupants in Pleasanton within 1,000 feet of the site as shown in Exhibit E. At the time of report publication, staff received four letters of support included in Exhibit D. Any public comments received after publication of this report will be forwarded to the Commission.

ENVIRONMENTAL ASSESSMENT

The proposed project is consistent with the development density established within the Pleasanton 2005-2025 General Plan and associated Environmental Impact Report (EIR) which was adopted and certified in July 2009. From environmental review pursuant to the California Environmental Quality Act Guidelines, Section 15183, Projects Consistent with a Community Plan, General Plan, or Zoning, additional environment review is not required except as necessary to examine whether there are project-specific significant effects which are peculiar

to the project or its site. A Traffic Impact Analysis and Noise Assessment were prepared for the project and determined the new center and expanded operations did not create any significant effects peculiar to the project on- or off-site and, therefore, no environmental document accompanies this report.

SUMMARY/CONCLUSION

Staff worked with the applicant to revise the proposal to address the Planning Commission's and staff's comments concerning site layout, streetscape, and appearance along Santa Rita Road. Staff has included conditions of approval to require additional enhanced streetscape improvements to be provided if the office building is not constructed along Santa Rita Road. Although the future construction of the office building cannot be guaranteed, staff believes the proposed development merits a favorable recommendation from the Planning Commission.

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Reviewed/Approved By:

Steve Otto, Senior Planner

Melinda Denis, Interim Planning Manager

Gerry Beaudin, Director of Community Development

PUD-125, Carpenter's Training Center

Workshop to review and receive comments on an application for a Planned Unit Development (PUD) development plan to demolish an existing, approximately 68,000-square-foot building and construct an approximately 87,000-square-foot two-story Carpenter's Training Facility (CTF) building and outdoor training and storage yard, and a pad for a future, approximately 17,000-square-foot office building with associated site improvements located at 2350 Santa Rita Road. Zoning for the property is PUD-O/C-C (Planned Unit Development - Office/Central Commercial) District.

Jennifer Hagen presented the Staff Report and described the key elements of the proposal.

Vice Chair Nagler asked staff to clarify the nature of the outdoor training.

Ms. Hagen responded there would be no change from the current activities or hours, which include for example concrete masonry, framing, and electrical power tools. She clarified that the current PUD restricts power tool use but discovered that the Carpenter's Training Facility (CTF) had been using them for many years without complaints.

Commissioner Allen asked staff to what degree the Commission should be endorsing the subdivision of the site.

Ms. Hagen asked the Commission to consider the overall site concept and noted the traffic and parking analysis will be provided at the next Planning Commission meeting.

Commissioner Brown asked if the future office building was intended to be used by CTF or if it would be sold or leased to a different tenant.

Ms. Hagen said CTF would like to sell the building to be developed separately.

Vice Chair Nagler asked how many parking spaces are required under the current PUD for CTF.

Ms. Hagen answered the original approval was for 430 which was later revised to 266 through the approval of a PUD Minor Modification. The Pleasanton Municipal Code (PMC) required 215 spaces.

Commissioner Allen asked how many of those parking spaces are typically occupied and if staff knows how many people are using alternate modes of transportation such as biking or carpooling.

Ms. Hagen replied that according to the submitted narrative approximately 180 stalls are occupied during peak hours and that staff does not know the means of transportation. She assured Commissioner Allen that with the completion of the Traffic Impact Analysis the proposed parking would meet the PMC requirement.

Vice Chair Nagler asked if there would be adequate parking available during all phases of construction.

Ms. Hagen said yes and explained that once the Traffic Impact Analysis was completed staff would work with the applicant to make sure adequate parking would be available during all construction phases. For example, some training may need to be moved off-site during construction if parking is not sufficient.

THE PUBLIC HEARING WAS OPENED.

Curtis Kelly, a regional representative for CTF, spoke on the history and future goals of the organization.

Commissioner O'Connor asked why the existing building would not be demolished prior to the construction of the new building.

Mr. Kelly replied the space is required for operations to continue because the other campuses are already impacted or are too far away (Fresno). He explained how three programs would be moving off-site to Fairfield whereby alleviating some burden on Pleasanton.

Steve Guest, architect, added commentary on how the existing building has a disproportionate amount of office space to shop space and how the new building, while not the best footprint to work with, will allow for more shop space.

Vice Chair Nagler asked the applicant team to explain the timing and plans for the office building.

Mr. Guest replied the construction timing is unknown and that in the meantime it will be a graded pad.

Commissioner Allen asked if any consideration was given to keeping the CTF facing Santa Rita Road.

Mr. Guest responded the building didn't fit well in the space.

Vice Chair Nagler asked if the needs could be met across several buildings, in a campus-like design.

Mr. Guest replied it is more cost effective to build one building.

Commissioner Allen asked if it were necessary to downscale the on-site classes, what would be the alternate locations for students to take courses.

Mr. Kelly reiterated how the other campuses are all impacted and therefore there would not be any ideal off-site location.

Commissioner Brown asked if all classes have shop components or if some classes could be taught in classroom-only settings.

Mr. Kelly answered CPR and blueprint classes are classroom only courses, however, most courses require shop components as defined by state curriculum requirements.

Commissioner O'Connor asked the applicant to comment on the reasoning for leaving the pad unpaved, restricting future development layouts, with full knowledge that staff is concerned about the presence on Santa Rita Road.

Mr. Guest replied the applicant team would be willing to discuss layout options with staff to stretch the frontage on Santa Rita Road.

Vice Chair Nagler addressed the noise concern mitigation measure of building a sound wall and asked the applicant team if they would be flexible on the location of the outdoor training yard.

Mr. Guest explained how the location was chosen for accessibility to the rear of the building where equipment can be locked and stored and near classrooms to minimize the distance the students need to travel throughout the class. He added how the corner of the yard is not usable learning space but is used for bioretention, and that fire access must be considered. Mr. Guest also commented on the height of the wall, explaining how the wall is 8 feet tall but that the CTF property is roughly 4 feet higher than the adjacent assisted living facility property making the wall effectively 12 feet tall.

Commissioner Allen asked how close the nearest residents are to CTF's other facilities.

Mr. Guest answered there were no comparable layouts.

Ben Dutere, a nearby employee, spoke in support of the project.

Rocio Overa, a resident and student of CTF, spoke in support of the project.

THE PUBLIC HEARING WAS CLOSED.

Discussion Point #1

What refinements to the site plan could improve the project?

Commissioner Brown commented that he liked the design of the building but was hesitant to leave the large frontage on Santa Rita Road unoccupied or occupied by parking for an unknown length of time. He agreed that the site is oddly shaped but said; aside from maintaining current operations he doesn't see anything precluding the applicant from shifting the yard away from the adjacent assisted living facility.

Commissioner Allen agreed with Commissioner Brown, and added that she would like to see design alternatives at the next hearing. Specifically, she asked to see design alternatives with the CTF building being the focal point on Santa Rita Road. Commissioner Allen also commented on the trees and asked the applicant to consider preserving more of the Heritage Trees along the border of the property, particularly numbers 1 – 16 on the plans, the trees that back the Iron Horse Trail and on the side by Mohr Avenue.

Commissioner O'Connor agreed with the comments regarding the building frontage on Santa Rita and the Heritage Tree preservation. He added, however, he did not want to burden the applicant to the point they would consider leaving Pleasanton as they are a

valued tenant. Commissioner O'Connor asked the applicant if the wall that goes behind the medical building stops at the far right corner of the lot.

Mr. Kelly responded the wall behind the storage facility is against the CTF property line so it would dovetail into it, however, if a cyclone fence were permitted rather than a wall then the trees could be preserved. He explained how noise mitigation was of greater concern than tree preservation and therefore the trees were marked for removal.

Commissioner Allen asked Commissioner O'Connor how he is able to consider the future building without knowing if or when it will ever be developed.

Commissioner O'Connor replied that while he doesn't know what the future building will look like he doesn't want to see an unpaved pad on the site which would restrict future development. He explained his preference for landscaping and paving in a way that would encourage future development.

Vice Chair Nagler agreed with Commissioner O'Connor's comment on not becoming so rigid that CTF would leave Pleasanton. He explained to the applicant that the concern is less about ultimate site design and more about timing. Vice Chair Nagler said the concern is an empty space on a highly trafficked corridor for an undetermined length of time. He gave the applicant three options to explore: (1) explore the feasibility of a campus and whether it could provide all the spaces at full build-out that CTF could occupy or lease out; (2) construct the building as proposed, demolish the existing building, and provide a community benefit on that vacant site, such as a park or landscaping, until the site gets developed; and (3) proceed with the entire project and not phase the construction of the buildings – keep the existing building, build the new building, tear down the existing building, and immediately construct a building on Santa Rita Road.

Mark Taylor, investor's group representative, responded to the Commission's comments stating the applicant team did not spend much time on the design and layout of the front office building, however, they understand now that it is a top concern. He told the Commission the applicant is not set on the proposed design and would be willing to provide alternatives to the Commission.

Vice Chair Nagler encouraged the applicant to work with staff on alternatives.

Commissioner Allen commented on the Traffic Impact Analysis and how the type of development that occurs could change the report and potentially double the current traffic, so until the report comes out it's unclear whether or not the Commission would want to approve a subdivision for a retail or office building.

The Commission unanimously agreed with Commissioner Allen's comment.

Commissioner Brown added that of the three options Vice Chair Nagler presented he is in favor of option three, pending the results of the Traffic Impact Analysis, and that he would prefer to approve the entire project as one PUD.

Commissioner Allen mentioned she is in favor of the campus design.

Discussion Point #2

Are the design, colors, materials, and height of the proposed CTF building acceptable?

The Commission unanimously provided compliments to the architects and support for the design, colors, materials, and height of the proposed CTF building.

Discussion Point #3

Does the Commission have any initial feedback on the proposed outdoor operations?

The Commission unanimously agreed on a request for a noise study for the sound block wall to assess whether or not it would successfully mitigate noise impacts of the activities that would occur in the yard.

Discussion Point #4

What other information would assist the Commission in its decision on the proposal? Do you have any other comments on the project?

Commissioner O'Connor reiterated his previous comment in support of a multi-building or campus type design.

Commissioner Allen asked staff to address parking concerns, especially during construction phases, and to consider construction crew and equipment storage in their analysis. She also suggested consideration of a bike corral or on-site showers to encourage students and/or employees to bike.

Vice Chair Nagler agreed with the previous comments and acknowledged that the Traffic Impact Analysis report would determine any parking challenges.

PUD-125, Carpenter's Training Center (CTC)

Application for Planned Unit Development (PUD) development plan approval to demolish an existing 67,000-square-foot building to construct a new 87,000-square-foot two-story Carpenter's Training Center and pad for future 17,000-square-foot office building with associated site improvements located at 2350 Santa Rita Road. Zoning for the property is PUD-O/C-C (Planned Unit Development - Office/Central Commercial) District.

Associate Planner Jennifer Hagen presented the agenda report.

Commissioner O'Connor asked what provides assurances that the other office building would be built along Santa Rita Road.

Mr. Beaudin explained the way the conditions are written, at the discretion of the applicant, the intent is to move forward with the office building or to provide additional landscaping and public art on the site to improve the Santa Rita frontage.

Commissioner Nagler asked staff to discuss conversations staff had with the applicant following the Commission's workshop where interests were explored that resulted in tonight's application.

Mr. Beaudin relayed that staff met with the applicant and extensively discussed the Santa Rita frontage. There were fundamental issues from a business perspective that the applicant was not fully aware of at the workshop and the applicant was looking to continue to operate out of the existing facility and have a same day turnover between buildings. Additionally, the size of the building translates to a parking requirement and staff explored a longer-term solution for building frontage on Santa Rita and the possibility for shared parking or flexibility with parking requirements. They reviewed a development agreement with the knowledge that the building closer to Santa Rita Road might not come with the initial project, and staff moved to a choice scenario to try and achieve the building with the initial project and include the public art requirement as a way to create an alternative that might be acceptable to the Commission.

Mr. Beaudin explained that the applicant could discuss tax reasons and other issues when becoming a landlord and some of the challenges they had expressed at the workshop, which include maintaining mobile operating procedures at the existing facility. These create logistical challenges for construction and, ultimately with the new facility.

Commissioner Brown asked and confirmed with Ms. Hagen that 32 spaces are lost with the office building, a demand is added for 36, and this is the reason there is a deficiency of 68 spaces. He also confirmed that the parking at 332 is approximately right-sized for CTC without the office building, but once the building is built, the parking becomes insufficient.

Commissioner Allen referred to parking adequacy with CTC and she asked if this assumes 1.33 parking ratio, which does not include any buffer which was recommended by the transportation expert of 1.46.

Ms. Hagen clarified that 1.46 is deficient 4 parking stalls if the office building is never built, and this is why it is generally consistent with the traffic study.

Commissioner Allen asked if there was any room for error on parking, given they are estimates. She cited later problems with the need for more parking and asked where people would park as a backup plan.

Mr. Beaudin said with the 1.46 estimate the applicant is already 10 percent above the parking requirement for a project like this. If they run into parking issues they could discuss the number of students coming and going and consider other transit options.

Ms. Hagen added that the site as designed does not include any compact stalls and if parking was a concern in the future, re-stripping for compact spaces could provide additional spaces.

Commissioner Brown referred to page 8 of the agenda report which states, "Once the CTC site is complete it would include parking stalls, a mixture of standard and compact."

Ms. Hagen clarified that the workshop plan included compact spaces but the final revised site plan before the Commission does not include them.

Commissioner Brown asked what the typical mix was for compact and standard spaces.

Ms. Hagen stated per code, applicants could utilize up to 40 percent of compact spaces.

Mr. Beaudin added that the City's mix is closer to single digits in projects for compact parking, and staff reviews this on a case-by-case basis.

Commissioner Brown asked if the 12,000-square-foot building was one or two stories and whether it was possible to have underground or ground floor parking.

Ms. Hagen said these are all potential options. As shown, it is the footprint of a single story, 11,000-square-foot building up to 30 feet tall or two stories. The applicant could condense the footprint in Phase 6 to accommodate additional parking or consider unique parking designs or other options to gain the extra spaces within the footprint.

Commissioner Nagler asked about the current landscape conditions and the proposed landscape plan after Phase 5, voicing concerns with views from the street.

Ms. Hagen noted that the majority of landscaping along the street and project frontage will be retained. As conditioned, the City will require public art which will most likely include additional trees.

Commissioner Ritter questioned alternatives and deficiencies in parking during phases.

Mr. Beaudin explained that the recommendation in the staff report is to approve the project based on findings and subject to conditions of approval, but staff received comments and questions about the lack of a requirement with "teeth" to have the office building on Santa Rita as well as potential parking deficiencies during construction and at potential full buildout should the office building be constructed.

He stated Figure 2 of the staff report shows the deficit that exists at various stages of construction based on the 1.33 parking ratio. At ultimate buildout, the deficit does reach 70 spaces with the higher parking ratio.

Chair Balch asked and confirmed with staff that Alternative 1 is to entirely change the site plan which would not include the smaller office building because the proposed building would be the feature building on Santa Rita.

Chair Balch and Commissioners recited individual disclosures on the project and Chair Balch called on the applicant team to present.

THE PUBLIC HEARING WAS OPENED.

Stephen Guest, RMW Architects/Applicant, introduced their project team members: David Crawford, project architect; Bob Alvarado, Executive Officer of the Northern California Carpenter's Regional Council; Curtis Kelly, Northern District Manager; Mark Taylor, McMorgan and Company; and David Blackman, RMW Architect's land use attorney.

Mr. Guest explained their focus to arrive at a conclusion that works for the carpenters on the site, to build their training facility and meet City requirements.

Bob Alvarado, Executive Officer, Northern California Carpenter's Regional Council, stated they have been at the existing site since 1981 and he spoke of the need for phasing and said they agreed to build an office building. He referred to his concern with Condition 6A which interferes with the idea of phasing, and they hope for a condition that allows them to return to design review within five years, given the need for phasing. The time would allow them time to save \$4 to \$5 million for the smaller building. He agreed with the upgraded landscaping and asked that they be able to work with the City on the time between completion and construction of the new office building. They can determine the number of students getting picked up, those driving and those who carpool, and agree to work with the City.

Chair Balch said parking has come up as an issue. At Phase 6 when the office building is completed there will be 68 spaces. The City of Pleasanton charges approximately \$20,000 per space for in-lieu fees and they consider parking very important. He asked if the applicant could discuss compact spaces.

Mr. Guest said one of the things the traffic study did was create the factor which is based on cars per students and cars driven by the faculty which are calculated into the student factor. Projecting this forward does not acknowledge that the faculty will not grow proportionally with the student body. If they can get the factor down to 1.26 versus 1.46, then parking with the future office building comes very close to the balance.

David Crawford, Project Architect, said there are currently 35 faculty members to 180 total students. At buildout, the parking ratio will be lower, as the 336 required spaces would drop to 290 for the center alone. He explained that if they could receive some accommodation for delaying building the office building in the future, as the student load grows and parking ratio lowers, the project comes closer to being viable. They will also have a period of time to validate this with further study of actual parking. He also noted that other training facilities in Northern California which park at 3.2 per 1,000 square feet which works for them.

Allison Wong, Congressman Eric Swalwell's office, expressed support for the project and cited the need for educational expansion in the Tri-Valley area.

Mark Schershel, Contractors and Employers Association, said he serves on their training committee and voiced support and approval of the project.

Paul Sanftner, Supervisor Nate Miley's office, said Supervisor Miley wrote a letter of support for the project on August 25 to the Commission and said he was excited to have the project move forward.

Cindy Chin, Assemblywoman Catharine Baker's office, said Assemblywoman Baker has also written to the Commission on August 28 and reiterated her support of expanding the facility. The facility provides opportunities to non-college bound high school graduates and partners with community based organizations, school districts and college districts. The project will continue to provide a valuable service to the community and she asked for approval.

Frank Nunez, CEO, Wall and Ceiling Alliance, Pleasanton, stated they have partnered and worked with the carpenters for decades and depend on their training expertise and skilled labor. They have partnered with the training program, provide assistance and have benefitted greatly from it, as does the community. He did not believe parking to be a problem on the south end of town, thinks their alliance is able to share some spaces, and he encouraged the Commission to support the project.

David Mitchell, Apprentice carpenter, spoke in support of the future training center and explained how the center provided a much needed service for him when he got out of the military to build a career. He asked for the Commission's support for the project as proposed.

Rick Stout said he also was in the military and when he got out he did not have the experience to get a corporate or warehouse job. The program helps people facilitate the transition from military to civilian, teaches vital skills for a career and carpenters build communities. He spoke of various safety measures and workers and asked for support of the project.

Rocio Olvera, Pleasanton, said she is a 17-year old apprentice currently attending carpentry classes and voiced complete support of the new project.

Bob Alvarado agreed that their team could review compact parking to add 8-10 spaces, voiced his willingness to work with the City and Commission on the parking and said they need some time. They are a non-profit organization, pay 38 percent on unrelated business income and have a limited budget. However, if a building needs to be put on Santa Rita Road to get the project done, they will work with the City to accomplish this.

Vice Chair Nagler said the first alternative raised by staff was to solve the street frontage issue by putting the building on the street. The implication of that is that they cannot remain in the current building during construction. While expensive and difficult, he asked if the applicant has considered this seriously as an alternative such as using other training centers temporarily or working out of another location.

Mr. Alvarado said they have considered this and found that the facilities in Fairfield, Morgan Hill, and Hayward are maxed out, and Fresno is too far away. They must have a building that has shop space, parking and classrooms and this area works for them.

Commissioner Ritter asked what percentage of students drive or use BART.

Mr. Alvarado said it is difficult for students to take BART because they need their tools. Those here for multiple days can use a small toolbox but it is difficult for them to get from BART to the center which is an issue with carpools, as well.

Commissioner Allen said she very much wants a street presence and referred to design alternatives for the building. She asked if any design alternatives have been explored to demolish the existing building and still have enough foot print to build the new CTC if there was not the office building.

Mr. Alvarado stated they are full and limited. He explained the way they train is that students drive to the center with their tools. They have four classroom hours and they walk from those classrooms to the shop. One alternative early on was to make a campus style but this does not work for them.

THE PUBLIC HEARING WAS CLOSED.

BREAK

Chair Balch called for a break at 8:30 p.m. and thereafter reconvened the regular meeting.

Chair Balch stated he fully supports the concept and would like to confirm CTC can park the site appropriately, noting the applicant is short 60 to 70 parking spaces.

Commissioner Allen said she also supports the concept of CTC and would like a design she could support which provides an important service to the community. Her two concerns are the parking issue and the second is the need for a more prominent street presence. She noted Pleasanton does not have many properties this large that have an opportunity to be redeveloped, especially on a busy street. She likes the new building which is superior to the existing building but said people will not see the building but instead, a huge parking lot. She noted high schools and other institutions sometimes must rebuild because of earthquakes, fires, or safety issues and they find ways to do it while keeping the school running, sometimes by using portables. She voiced disappointment that there was not more movement based on the strong request of the Commission to create a vital street presence, especially with the CTC building and suggested more work to arrive at solutions to make this a win/win.

Commissioner O'Connor echoed comments by Commissioner Allen, believes there is space to build while the old facility is still running, and thought portables might be considered as an alternative. If the main facility were built on Santa Rita Road there would not be a parking problem.

Commissioner Ritter clarified there would not be such a parking issue if the main facility were built closer to the road and asked if the secondary building could be designed with either rooftop parking or something similar to the Rose Hotel.

Mr. Beaudin replied that staff has not explored this option but he would anticipate the costs of these improvements to be prohibitive.

Commissioner Ritter suggested staggered training times which might change the parking ratio; however, he was not sure this was possible or not. Generally, he supports the training program

and hoped for solutions to make the project work. He also asked staff and the applicant to again review parking ratios given there were different percentages identified.

Vice Chair Nagler referred to the idea for rooftop parking and questioned whether the applicant could build what would have been a two-story building but make it a three-story building with the ground floor being parking. He asked how this would be such an additional engineering feat and expense.

Mr. Beaudin explained that the parking structure and piers are usually a concrete structure even when it is at grade, and it is expensive.

Vice Chair Nagler said this is an incredibly important project for the City and believes the Council and Commission are trying to find ways to approve the project. He anticipated seeing creativity in the response from the applicant based on what was discussed in the workshop and was disappointed with what was being returned as a parking lot with a building in the distance behind it. He thought all of the reasons for this have been well-articulated but the fact is that the Planning Commission must be concerned with not only how important the project is but whether this is the proper land use for a very prominent and important property on Santa Rita Road. He felt there were two ways to approach the challenge; one is to have the new building on Santa Rita Road and put up portables as a way to temporarily house the training and use the outside yard. The other is, if the building is to be where it is and if there is to be parking where proposed, he did not know what this would look like with public art and additional landscaping. He asked the applicant team to apply the same kind of creativity to what the rest of the community will see every time they drive by the property, and whether or not this requires the second building was something to be thought about. If the plan does include an additional building, then the parking must be addressed. Also, tax consequences aside, he was not sure why a partnership could not be explored with a developer or with someone who enters into a partnership with CTC to take title of the additional property or share in the development so they do not have to wait five years to have the building on the street. In summary, Vice Chair Nagler suggested the applicant and consultants do more work on the project to identify a solution and to return in the future, recognizing what the Commission was struggling with which is a real problem given their obligation to the community.

Commissioner Brown agreed with Commissioners' comments. He recognized that they like the building and the Carpenter's Training Center in Pleasanton and acknowledged the asset to the Bay Area and to the City. The property is two overlapping triangles. There are constraints and given the size of the footprint, they are moving from one triangle to another and moving away from the frontage which is making the request for the office building non-beneficial and expensive.

Ultimately, if the applicant does not have the office building, they meet the parking requirements and they could proceed. But, the challenge is the Commission's role to protect the community's interests to not see a parking lot fronting a major road or a parking lot with either temporary or long-term trees masking the parking lot.

He was hoping for a compromise to put parking on the top or bottom that would allow CTC's business needs, have a much better facility for its students and to address community interests. Not discussed was that the existing building is at a 45-degree angle to the front of

the street now, and he was not sure a temporary space could be created in the future office building area to add capacity. The current plan does not solve parking and frontage requirements and he was hesitant to solve it for the applicant.

Chair Balch said he believes the Commission is uniform in its comments. The Commission would love this to work, but frontage is important. He said he was more worried that if the Commission approved the project as presented, 50 to 70 people would not have a parking space and, in this area this is not feasible. It might be that the training facility could downsize or that the parking ratios might be incorrect, but the underlying element was that parking is needed for people being trained at the site.

Commissioner Ritter asked if the applicant ever discussed selling the front portion of the property to a developer and possibly consider applying for a lot line adjustment.

Mr. Beaudin said they discussed this in concept but it comes down to the parking requirements for a 67,000-square-foot training facility. When removing property, it makes less land for parking.

Commissioner Ritter asked if a parking structure was considered for this area.

Mr. Beaudin stated staff did not talk about structured parking on the site with the applicant given the cost per space.

Chair Balch said he likes the design of the storefront jetting out. If the applicant returned and kept the building in that spot but somehow moved the new building closer to the old building and created a grand entry, even though there would be parking viewed to get there he said he might be more amenable to that sort of plan if there was not another solution. He referred to the first rendering on Sheet AAO which he liked, but noted the view was not completely accurate.

Vice Chair Nagler agreed and said more thought must go into it.

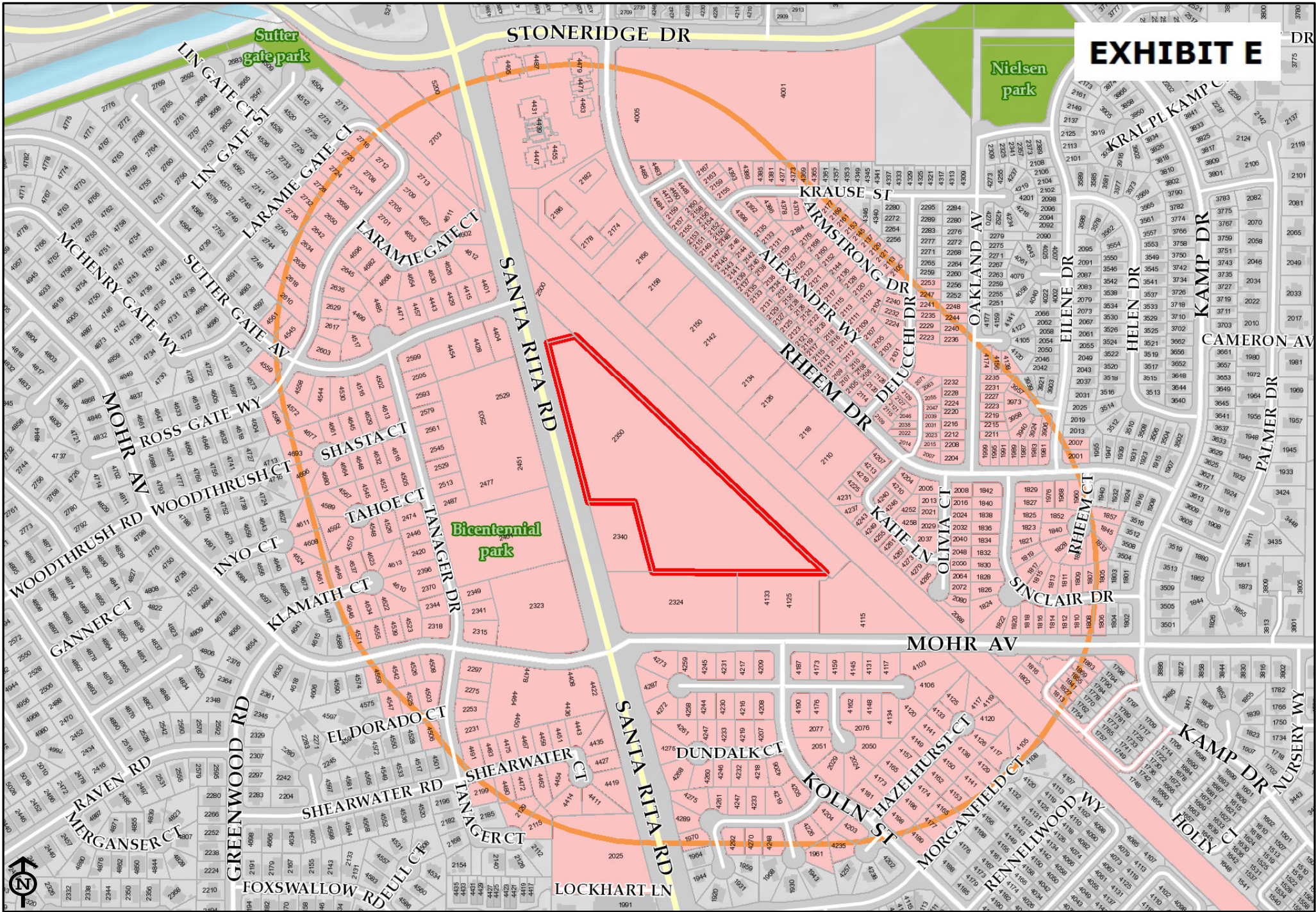
Commissioner Allen moved to continue PUD-125 to a meeting date uncertain, with emphasis to the applicant on a plan that addresses parking, building presence on Santa Rita Road and streetscape.

Commissioner Nagler seconded the motion.

ROLL CALL VOTE:

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

EXHIBIT E



1:5,450

0 0.05 0.1 mi

0 340 680 Feet

PUD-125, 2350 Santa Rita Road, Carpenter's Training Center

The City of
PLEASANTON
Planning Division
July 11, 2017

