

# 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](#)

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## 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.

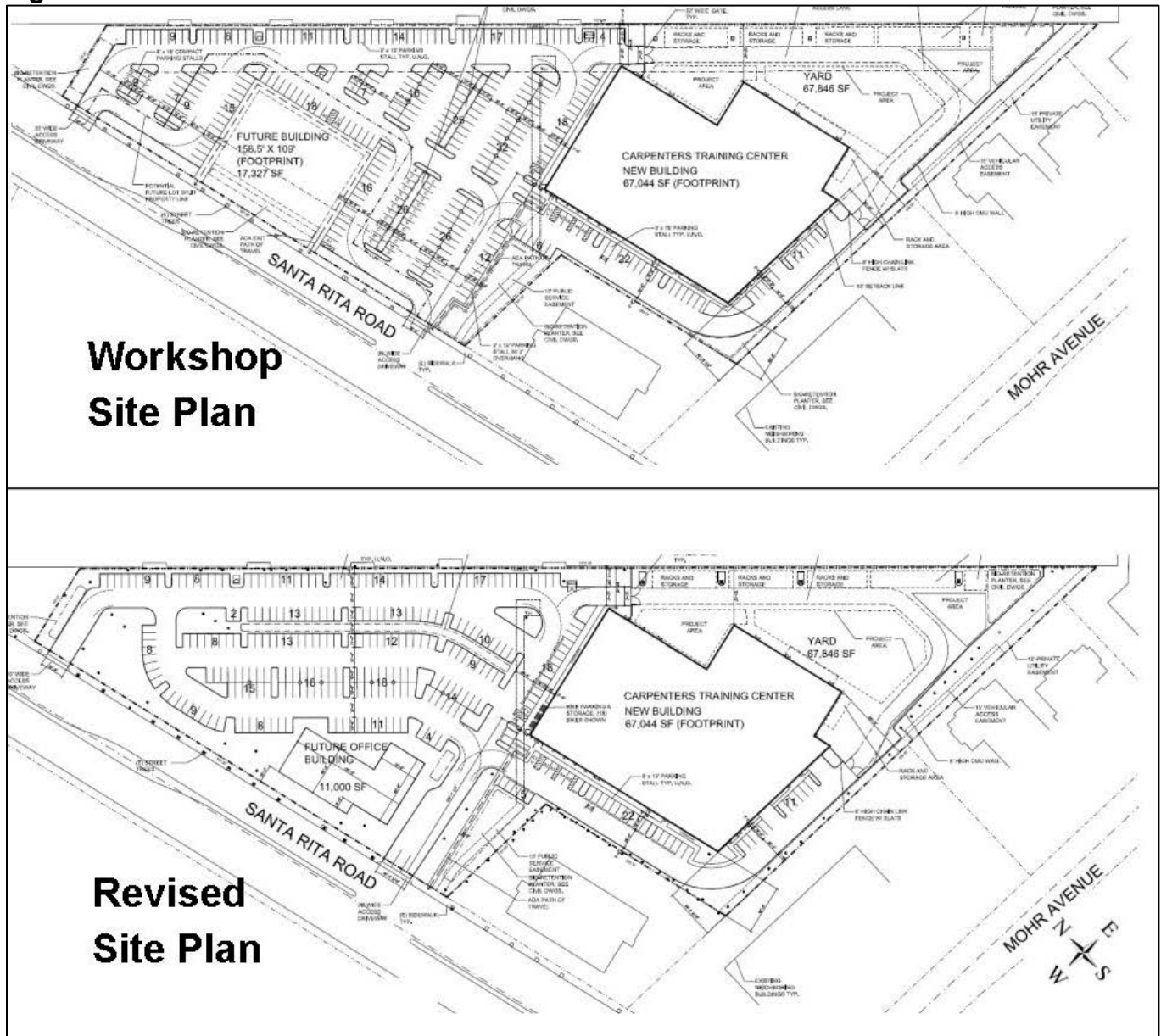
On March 1, 2017, the applicant submitted a Preliminary Review application for a PUD development plan application to demolish the existing CTC building and construct an approximately 87,000-square-foot two-story CTC building and outdoor training and storage yard and a pad for a future, approximately 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.

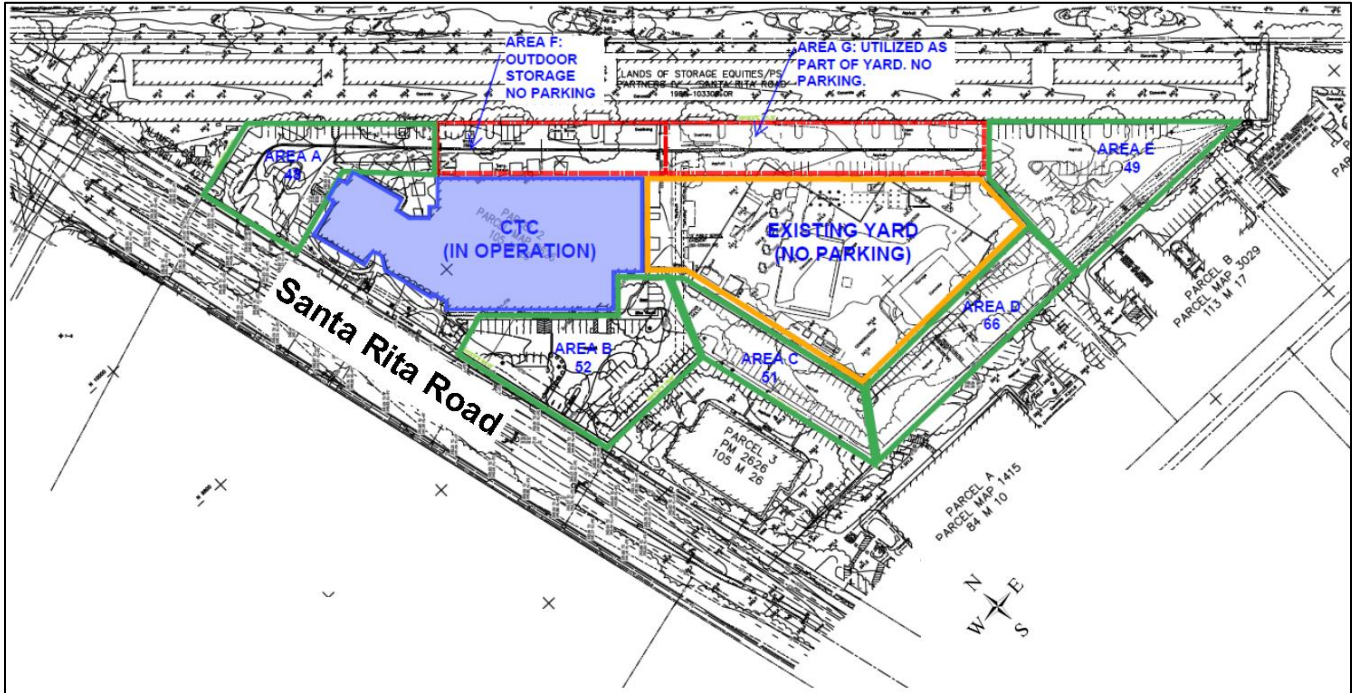
**Figure 1: Old and New Site Plan**



**AREA AND SITE DESCRIPTION**

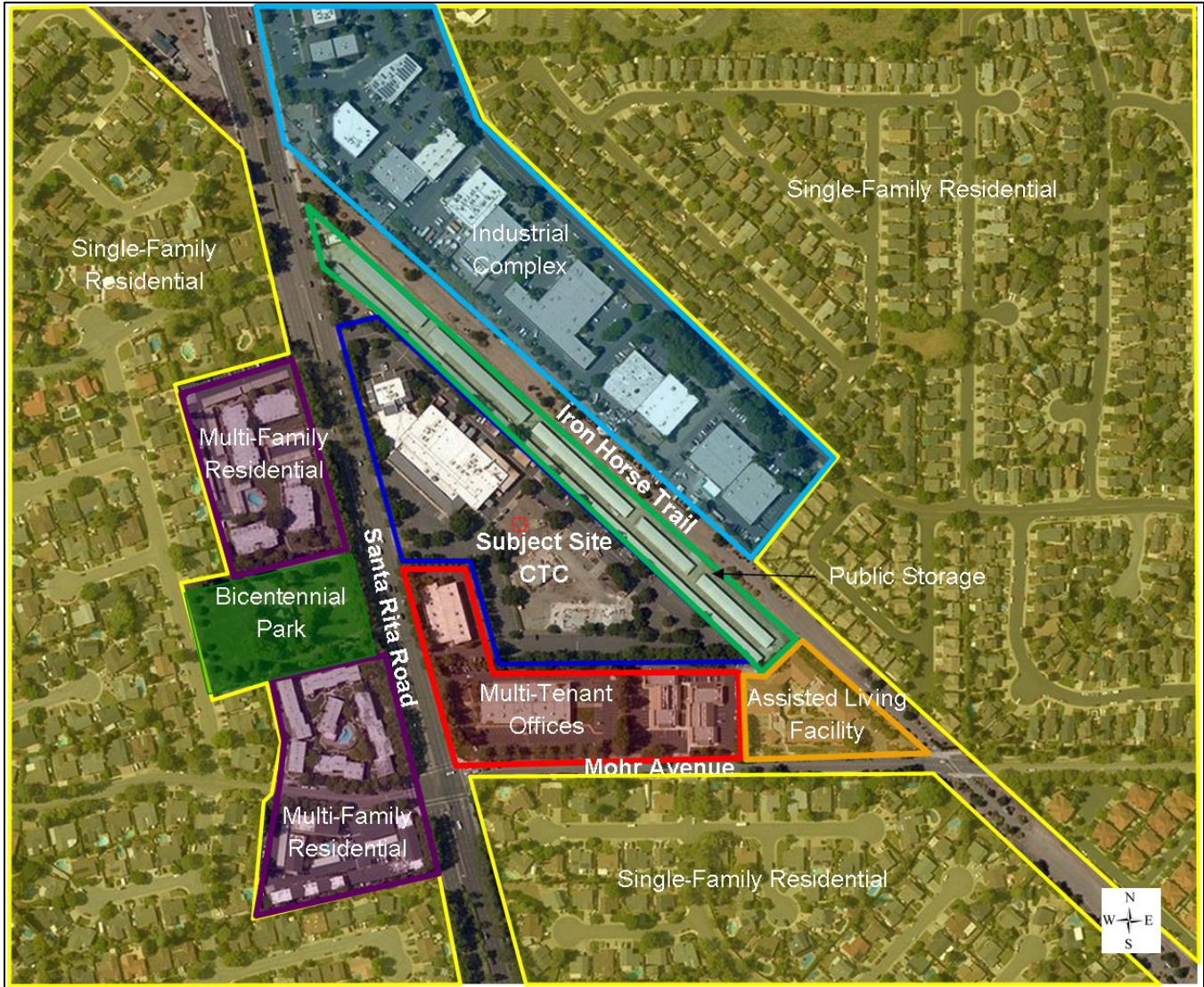
The approximately 8.13-acre project site is currently developed with the existing CTC, including their administrative offices. Although the site was originally approved and constructed with 430 parking stalls, the applicant has indicated only 266 parking stalls are currently utilized due to an expansion 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**

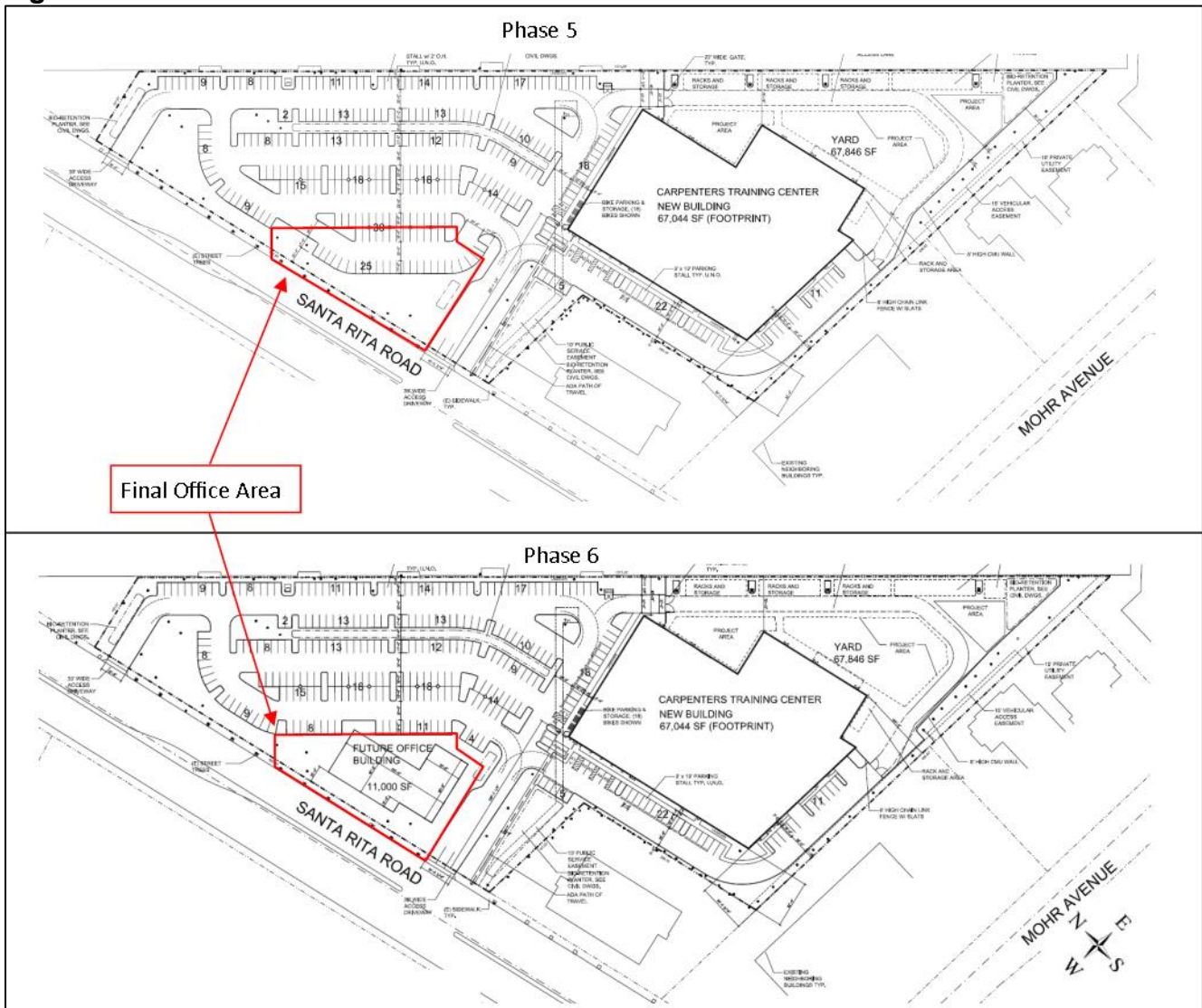


**PROJECT DESCRIPTION AND ANALYSIS**

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



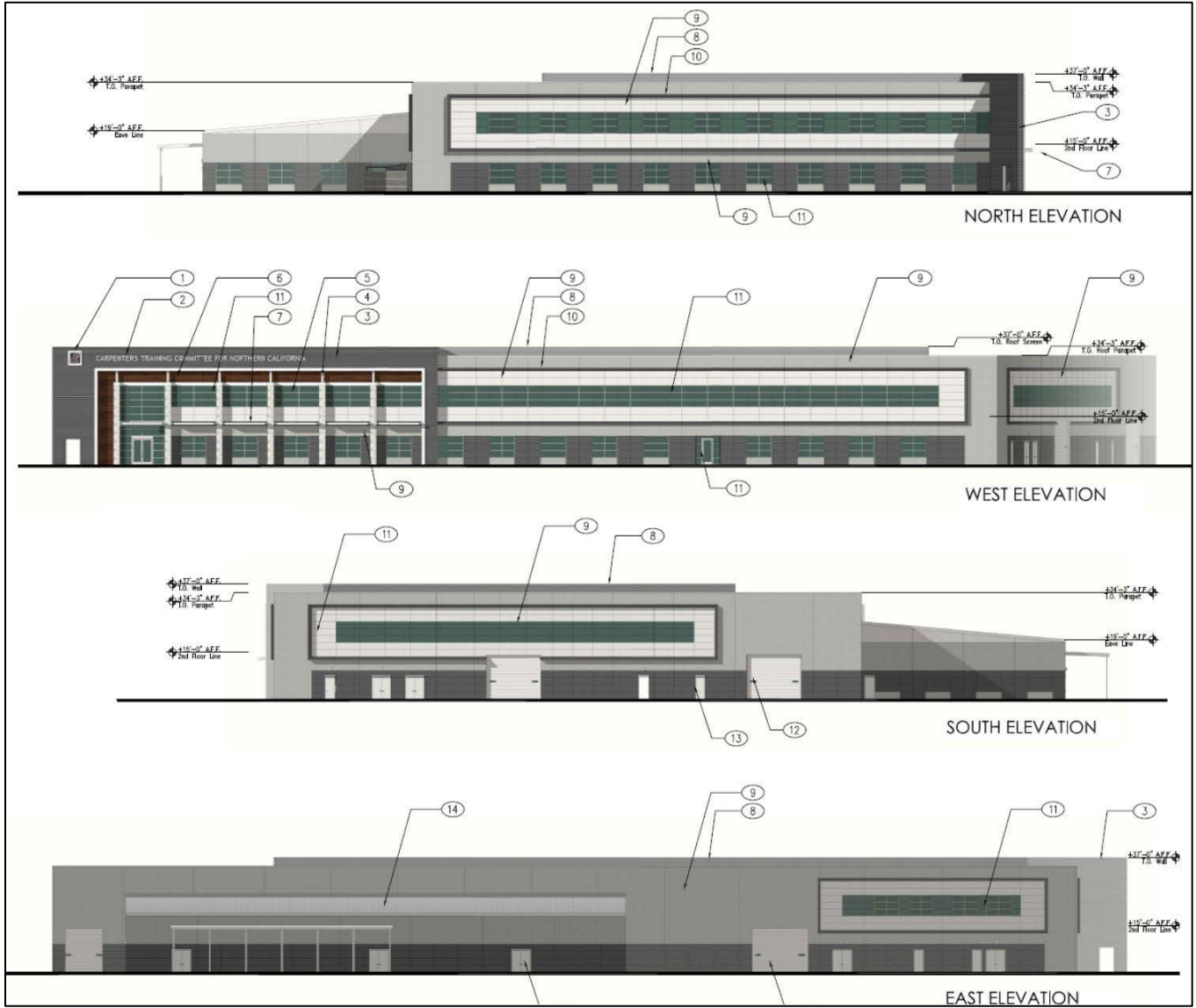
construct the office building, the on-site parking and circulation would be modified and, once complete, the site would include a total of 300 parking spaces to be shared between the CTC and the office building.

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**

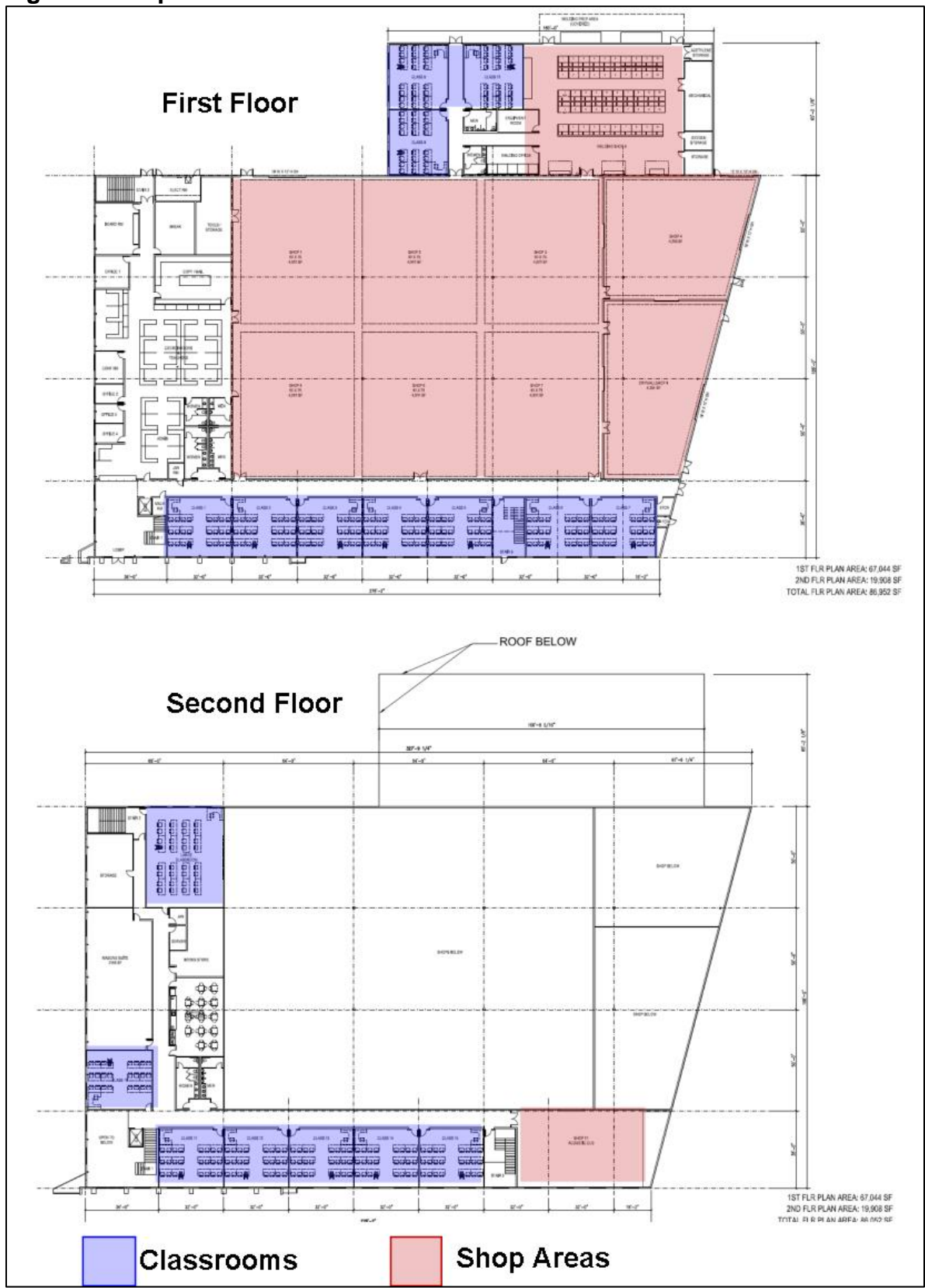


**CTC Floor Plan and Operations**

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**

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

### 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

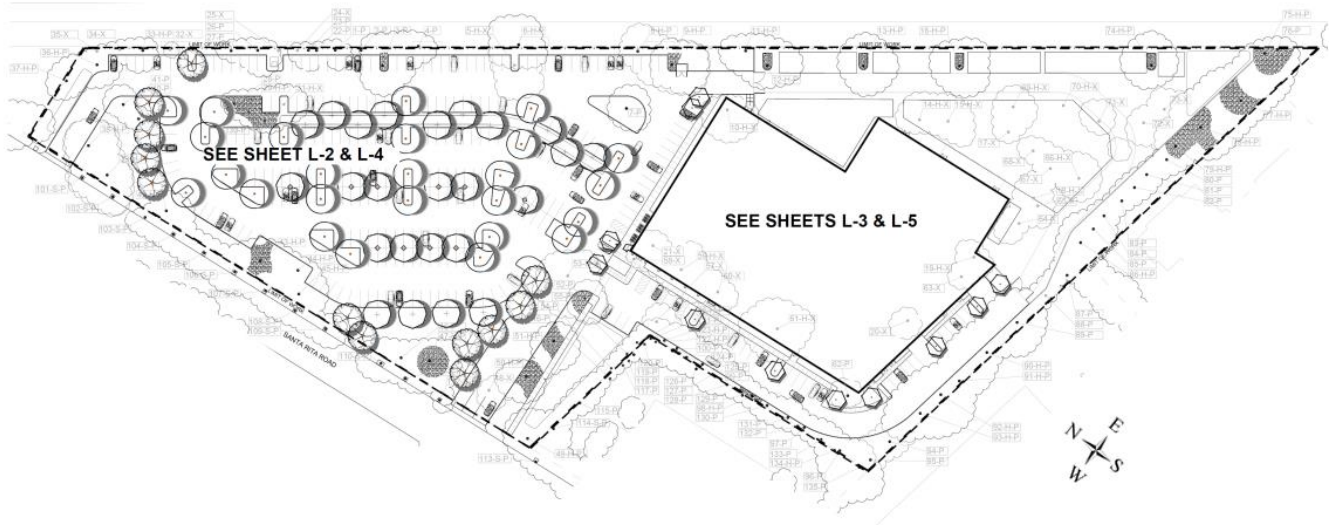
PMC requirement of 1 stall for every 300 square feet of building area. With an approximately 11,000-square-foot office building, 37 parking stalls would be required. Although the overall parking supply after the construction of the future office building would not meet the parking demand shown in Table 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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