



Planning Commission Staff Report

April 23, 2008
Item 6.a.

- SUBJECT:** PUD-62/PGPA-13
- APPLICANT:** Windstar Communities, Inc.
- PROPERTY OWNER:** San Francisco Bay Area Rapid Transit District (BART)
- PURPOSE:** Applications for General Plan Amendment and Planned Unit Development (PUD) rezoning and development plan to construct a mixed-use, high-density residential/commercial development.
- GENERAL PLAN:** The current General Plan Land Use Designation is Retail/Highway/Service Commercial; Business and Professional Offices
- ZONING:** The current zoning for the property is PUD-C-O (Planned Unit Development – Commercial-Office) District.
- LOCATION:** 6110 Stoneridge Mall Road
- ATTACHMENTS:**
1. Exhibit A, Proposed Plans, Green Point Checklist, Traffic Study, Tree Report, Noise Study, Parking Demand Analysis, Survey of Magnetic Fields at the Lafayette BART Substation and Proposed BART Substation dated December 1990
 2. Exhibit B, Recommended Conditions of Approval
 3. Exhibit C, Proposed List of Permitted and Conditionally Permitted Commercial Uses
 4. Location Map
 5. Aerial Photograph of the Site
 6. Minutes of the May 9, and August 22, 2007, Planning Commission Work Session Meetings
 7. March 20, 2008, Housing Commission Staff Report and Affordable Housing Agreement
 8. Draft Mitigated Negative Declaration

I. BACKGROUND

Project History

San Francisco Bay Area Rapid Transit District (BART) and Pleasanton have long planned a BART station near Stoneridge Mall. In 1990, the BART Board of Directors certified an Environmental Impact Report (EIR) for the extension of BART from the Bay Fair Station to Dublin/Pleasanton. Due to funding constraints, the BART Board of Directors adopted an alternative that only included the East Dublin/Pleasanton BART station. However, the EIR included an evaluation of the environmental impacts associated with construction of a West Dublin/Pleasanton BART station near the Stoneridge Mall in addition to or in place of the East Dublin/Pleasanton Station. The adjacent Pleasanton and Dublin parcels owned by BART, totaling approximately 17 acres, were planned as parking for the station. A joint development alternative for the adjacent BART parcels was also evaluated in the EIR. The joint development alternative assumed either high-density retail or office uses for the Pleasanton parcel and assumed office uses on the Dublin parcel.

In an effort to finance the construction of the West Dublin/Pleasanton BART station, BART later entered into a public/private partnership with West Dublin/Pleasanton Station Venture (a joint venture between Jones Lang LaSalle and Ampelon Development Group) and the cities of Pleasanton and Dublin. In 2000, BART, the cities of Pleasanton and Dublin, and Alameda County entered into a Memorandum of Understanding (MOU) to help finance the station. BART also sold and entered into long-term ground leases for private development of its properties adjacent to the station which, together with other BART and cities'/county's project revenues, will enable the station and its parking structures to be built.

In 1999-2000, BART and West Dublin/Pleasanton Station Venture created plans for a mixed-use development on the adjacent BART-owned parcels, which included a five-story, approximately 170,000-square-foot office building on the Pleasanton parcel and a 240-room, eight-story hotel and a 160-unit high-density residential development on the Dublin parcel. Some ancillary retail uses were also contemplated on the Pleasanton site. Due to the changed project scope, BART prepared a Supplemental EIR (SEIR) in 2000 to analyze the environmental impacts. The BART Board of Directors certified the Supplemental EIR in 2001.

The two-story BART station building will be located in the median of Interstate-580 (I-580) and connect to the BART-owned parcels in Pleasanton and Dublin by constructing pedestrian bridges. Construction of a four-story/five-level BART parking garage on both the Pleasanton and Dublin BART properties is underway. Construction on the BART parking garages started at the end of 2006 and BART expects to complete the garages at the end of 2008. Construction of the BART station started in the summer of 2007 and should be finished in 2009.

Due to changing market conditions, the scope of the private development has changed since it was first conceived. On the Pleasanton side, the applicant is requesting to replace the 170,000-square-foot office building with a mixed-use, 350-unit apartment and approximately 14,000-square-foot commercial/retail development. In Dublin, the private development includes a 150-room hotel, a 309-unit apartment project, and a 7,500-square-foot commercial building.

The private development of the adjacent BART-owned lands is subject to city review and approval. General Plan Amendments and PUD rezoning and development plan applications are subject to review and approval by the City Council, following recommendation by the Planning Commission. The Planning Commission's recommendation on the proposed applications will be forwarded to the City Council for review and final decision.

May 9, 2007, Planning Commission Workshop

In order to receive early feedback from the Planning Commission and any interested individuals regarding the proposed project, a Planning Commission work session was held on May 9, 2007. No one other than the applicant and its consultants spoke at the hearing. The Commission reached general consensus on the following comments (additional comments made by the Commission are located in the attached minutes):

- The proposed mixed-use apartment/commercial land use was acceptable for the site.
- The Commission indicated that the "urban" grocery store use was an acceptable use and requested that it be a full-service grocery store so residents would not need to drive off-site to a grocery store. The Commission also suggested other service uses such as a pharmacy, dry cleaner, or mail/packaging store that would complement, but not compete with the Stoneridge Mall stores.
- The positioning of the buildings was acceptable.
- Requested that the common open space between the buildings be increased in area and that at least one on-site tot lot be provided.
- Requested that the building architecture be redesigned to look unique and with a Pleasanton design character.
- Provide more units with private open space such as balconies or porches.
- Concern raised over freeway noise impacts on the residents.
- Encouraged the applicant to incorporate as many green building measures as possible.

August 22, 2007, Planning Commission Workshop

On August 22, 2007, the Planning Commission held a workshop to review the applicant's revised plans. As a result of the May workshop, the applicant made several modifications to its plans:

Site Plan

- Slightly modified the footprints of the apartment buildings.
- In order to reduce freeway noise within the central common area between the buildings, the upper floors of the northwest and northeast buildings were connected. An open passageway would be located on the first floor.
- Increased the area and modified the layout of the common open space/recreation area between the buildings.
- Added a tot lot with children's play equipment in the common open space/recreation area between the buildings.
- Increased the number/size of the private residential patios within the interior courtyards.
- Added a sports court in the common open space area between the guest parking lot and apartment building.

Building Design

- Added shed roofs with composition shingles at several locations. Added a gable roof at the northwest corner.
- Incorporated horizontal fiber cement siding (e.g., Hardiplank[®]) at the recessed building wall locations.
- Added reveal lines to the stucco walls.
- Increased the number of balconies.
- Added cornices with brackets at several locations.
- Added entry porches for some of the first floor apartments along the west elevation.

- Added raised planters at the base of the west elevation.
- Added window sills and planter boxes to some of the apartment windows.
- Separated some of the connected/stacked apartment windows into individual windows.
- Changed the porch entry stairs on the southeast elevation from front facing to side facing.

No public spoke at the workshop. The Planning Commission provided the following comments on the work session discussion points (additional comments made by the Commission are located in the attached minutes):

- Most Commissioners felt that the revised positioning of the buildings was acceptable. One Commissioner noted that ideally, she would like to remove the northern part of the building closest to the freeway in order to have the apartments located further back from the freeway.
- There was consensus that the revised layout of the open space between the buildings was acceptable. Most Commissioners believed that the size of the common open space was acceptable and that the on-site recreation facilities and amenities were adequate. One Commissioner wanted to ensure that this complex would have adequate amenities to make the residents' quality of life equal to what other residents enjoy.
- There was general consensus that the revised building design and materials were acceptable. One Commissioner requested that the tower element be softened or articulated further. Another Commissioner was concerned with the height of the buildings and would like one of the stories to be removed.

II. SUBJECT PROPERTY AND SURROUNDING AREA

The BART-owned site is an approximately 8.5-acre site between I-580 and Stoneridge Mall Road. The proposed apartment/commercial development would be located on an approximately 6.9-acre parcel (outlined in red below), while the BART parking garage is located on an approximately 1.2-acre parcel and the existing electrical substation is located on an approximately 0.3-acre parcel. The development area of the site under consideration is relatively flat and contains non-native grasses and a grove of trees towards its center. Street trees are also located along the Stoneridge Mall Road frontage. A paved driveway with a single-lane road off Stoneridge Mall Road provides access to a BART electrical substation with concrete block enclosure that is located to the east. BART subdivided the site into three parcels in 2006 to separate the apartment/commercial site from the future BART parking garage (currently under construction) and existing electrical substation.



2005 aerial photograph of the site and surrounding area

The property is bordered on the north by I-580, on the west by a four-story office building, on the east by the Stoneridge Corporate Plaza office complex, and on the south by Stoneridge Mall, on the opposite side of Stoneridge Mall Road.



Property as viewed from Stoneridge Mall



Property as viewed from Stoneridge Corporate Plaza

III. PROJECT DESCRIPTION

The applicant, Windstar Communities, Inc., has requested General Plan Amendment and Planned Unit Development (PUD) rezoning and development plan approvals to construct “Windstar Stoneridge Station,” a mixed-use, high-density residential/commercial development containing 350 apartment units and approximately 14,000 square feet of commercial/retail space on a portion of the BART-owned property adjacent to the future West Dublin/Pleasanton BART station.

The project features are summarized below:

1. Changing the General Plan Land Use Designation to add “High Density Residential” (“HDR”) to the existing “Retail/Highway/Service Commercial; Business and Professional Offices” designation.
2. Rezoning the property from the Planned Unit Development – Commercial-Office District to Planned Unit Development – High Density Residential/Commercial District and establishing allowable uses for the site.
3. Constructing two multi-family residential buildings housing 350 apartment units on an approximately 6.9-acre site. The proposed density is 51 dwelling units per acre. The buildings would be clustered together with landscaped corridors and active and passive recreation areas in between the buildings on a raised podium. The 350 units include 213 one-bedroom units ranging from 616 to 903 square feet in area, 130 two-bedroom units ranging from 992 to 1,346 square feet in area, and 7 three-bedroom units measuring 1,368 square feet in area. Please see the “Building Summary” table on the cover sheet of the proposed plans for a detailed breakdown of the unit types. All of the units would be equipped with a washer and dryer. Approximately 277 of the units would have private open space areas in the form of balconies or front porches. The porch and balcony areas range from 38 to 83 square feet in area. Approximately 73 of the units would not have private open space. Units lacking private open space primarily face the freeway, but also include a few units along the west elevation facing the BART parking garage. Four common lobby areas with couches, chairs, and/or tables would be located on the ground (“Street Level”) floor. Pedestrian access to the apartment units would be from internal corridors. The ground floor units along the western and southeastern elevations would also have porch entrances. Elevators and interior staircases would provide access between floors.
4. A total of 70 units (20 percent) would be rented at rates affordable to very-low-income households (50 percent of the annual median income for Alameda County).
5. The project includes several active and passive recreation areas for the apartment residents. Interior recreation areas include a 1,190-square-foot fitness center and a 1,362-square-foot

club room. Exterior recreation areas include a pool, spa, children's play area, barbecue area, water features, lawn, and seating areas. The prior workshop plans included a sports court in the common open space area between the guest parking lot and apartment building. The sport court has been removed due to the applicant's concerns with balls bouncing from the sport court into the nearby parking lot and apartment buildings. This area is now proposed as a passive open space area. In addition to the on-site amenities, residents of the project will also have use of the park in the adjacent Stoneridge Corporate Plaza office complex that is that is open to the public during daylight hours. The park area contains landscaped areas with a small amphitheater, pond, and gazebo.

6. Approximately 13,566 square feet of first floor retail space will be located at the southern end of one of the apartment buildings. An approximately 2,350-square-foot leasing office would be located at the southernmost corner of the building. An approximately 720-square-foot retail "kiosk" building would be located next to the southeastern corner of the BART parking garage. An approximately 1,040-square-foot space along the western side of the building would be utilized by the Pleasanton Police Department and BART Police as an administrative office. In total, 412,630 square feet of building area is proposed, including the apartments, resulting in a 137-percent floor area ratio (FAR) on the 6.9-acre site.
7. An approximately 13- to 28-foot wide plaza area with decorative paving and tree wells would be located in front of the retail and leasing office areas along the project frontage. BART will install a bus stop/kiss-n-ride pull-out along the project's Stoneridge Mall Road frontage.
8. The buildings would have four apartment floors over two levels of parking or, for the units with lofts, four apartment floors plus a loft level over one level of parking. For the retail portion, four apartment floors would be over the ground-level retail floor. The buildings would have a maximum height of approximately 68 feet, as measured from the grade at the exterior of the building to the top of the tower element located at the southwest corner of the building. Other portions of the building vary from 49- to 66-feet tall.
9. The buildings would be set back a minimum of 13 feet from the front (Stoneridge Mall Road) property line, a minimum of 5 feet from the southeastern property line abutting the Stoneridge Corporate Plaza office complex, a minimum of 142 feet from the northern property line abutting I-580, and a minimum of 46 feet from the future BART parking garage to the west. The buildings have been located towards the southern portion of the site to avoid an approximately 90- to 120-foot wide potential future CalTrans right-of-way along the northern portion of the site (shown on Sheet C-2) that may be needed for a future I-580 to I-680 flyover and to avoid the existing underground electrical lines between the BART electrical substation and the BART tracks in the freeway median.
10. A tree-lined pedestrian corridor with decorative paving would be located between the BART garage and proposed apartment buildings. A plaza area with a staircase to the pedestrian

bridge over the freeway would be located at the north end of the corridor. The corridor would also function as an emergency vehicle access (EVA) road.

11. Vehicular access to the site would be provided from the existing Stoneridge Corporate Plaza driveway off Stoneridge Mall Road. Two new drive aisles would connect to this driveway: the southernmost driveway would access a 233-space podium parking garage at the “Street Level” (163 spaces for the apartment residents and 70 spaces for the retail and leasing office); the northernmost driveway would provide access to a 297-space subterranean resident parking garage at “Level A” and a 222-space surface parking lot for apartment guests.
12. The two new drive aisles will result in the loss of 13 parking spaces at the Stoneridge Corporate Plaza site. Thirteen new spaces would be created at Stoneridge Corporate Plaza, resulting in no net loss of parking for the office complex.
13. On-site parking would be provided through two levels of garage parking and uncovered surface parking spaces. A total of 460 resident parking spaces would be located in the two parking garage levels (297 subterranean spaces and 163 podium spaces). At least one covered space would be provided for, and assigned to, each apartment unit. Seventy-two of the resident parking spaces would be tandem spaces, with the tandem stall assigned to the same unit as the space in front. Retail and leasing office parking would be provided through 70 garage parking spaces (58 spaces for retail uses and 12 spaces for the leasing office). Electronic gates would separate the retail/leasing office parking from the resident parking. A total of 222 uncovered parking spaces for apartment guests would be located at the northern (rear) portion of the site adjacent to the I-580 freeway. After hours parking for apartment guests would also be allowed in the 70 retail/leasing office spaces in the parking garage.
14. A storage room for residents would be located in the “Level A” garage. A bicycle storage area would be provided in the “Street Level” garage.
15. Related site modifications/improvements, including grading, tree removal, and installation of new paving and landscaped areas. The existing BART electrical substation at the northeastern portion of the site would be retained.

Please see the proposed site plan on the following page.



Site Plan of the Proposed Development

IV. ANALYSIS

Land Use

Conformance with the General Plan

The subject parcel is designated by the Land Use Element of the Pleasanton General Plan for “Retail/Highway/Service Commercial; Business and Professional Offices” land uses, which allows commercial and office uses. The proposed commercial portion of the project is consistent with this land use designation. In order to also allow high-density residential on the property, an amendment to the General Plan Land Use Element is needed. The “High Density Residential” Land Use Designation would be added to the existing commercial Land Use Designation. The proposed General Plan Amendment would further the following General Plan Programs and Policies:

Land Use Element

Program 13.3: Encourage transit-compatible development near BART stations, along transportation corridors in business parks and the Downtown, and at other activity centers to create effective destinations of transit.

Program 13.4: Promote pedestrian-oriented mixed-use centers, including residential, commercial, and employment activities, easily accessible by foot, bicycle, or transit.

Program 13.5: Permit higher residential and commercial densities in the proximity of transportation corridors.

Housing Element

Policy 9: Promote mixed-use development where appropriate throughout the city, such as residential uses constructed over commercial uses and adjacent to transit. Use the PUD process to reduce residential development standards in mixed-use developments, such as sharing parking and reducing open space. Apply for federal and state grants offered for mixed-use development near transit centers.

Policy 41: Disperse high-density housing throughout the community, especially in the Downtown and in other areas near public transit, major thoroughfares, shopping, and employment centers.

The proposed land use of this site has been discussed as part of the City's General Plan Update. The City Council included 350 residential units at this site in its preferred land use plan that will be used as the basis for completing the Draft General Plan and the Draft Environmental Impact Report for the General Plan Update.

The proposed density of 51 dwelling units per acre (du/acre) complies with the General Plan "High Density Residential" density range of 8+ dwelling units per acre. While densities at other large apartment complexes in the City are lower, in the 20-29 du/acre range, staff feels that the higher density is appropriate at this site given its transit-oriented location next to a BART station and proximity to a regional mall and large office complexes. Furthermore, staff believes that a lower-density project (e.g., near the 25 du/acre range) would not look compatible next to the taller office buildings, hotel, and BART parking garage. Also, while the project density is fairly high, the structures have been attractively designed and contain many architectural elements/treatments to help break up the building mass and height.

Zoning and Uses

The current zoning for the property is Planned Unit Development – Commercial-Office (PUD-C-O) District. The property would be rezoned to Planned Unit Development – High Density Residential/Commercial (PUD-HDR/C) District to allow the mixed-use project.

The permitted uses for the property would include multi-family residential, leasing office for the complex, and City of Pleasanton/BART Police office. Regarding the retail uses, staff, with consultation with the applicant, prepared a list of proposed uses which we believe would be appropriate for this site. Examples of permitted uses include barbershops and beauty shops, dry cleaners, florists, pharmacies, and restaurants excluding bars or take-out establishments (please see the entire list of permitted uses in the attached Exhibit C). As discussed in the prior workshops, the applicant noted that it would like to locate an “urban” grocery store in all or most of the 13,566 square feet of retail space attached to the apartment complex. The Commission supported this use. A grocery store is listed as a permitted use in Exhibit C.

Affordable Housing and Housing Commission Recommendation

The City’s Inclusionary Zoning Ordinance requires that at least 15 percent of the units (53 units) be made affordable to very-low- and/or low-income households in perpetuity. At its September 20, 2007, meeting, the Housing Commission reviewed and recommended approval of an Affordable Housing Agreement (Agreement) with Windstar, which included 53 affordable units (15 percent), with 26 of the units rented at rates affordable to very-low-income households (50 percent of the annual median income for Alameda County) and 27 of the units rented at rates affordable to low-income households (80 percent of the annual median income).

Windstar later requested an amendment to the Agreement to increase project affordability and to amend the unit income mix. The request was made in part, to facilitate Windstar’s financing plan to pursue tax credits and tax-exempt bonds for the project. The amended Agreement changed the project’s affordability so that 20 percent of the units (70 units) will be rented at rates affordable to very-low-income households (50 percent of the annual median income). The affordable units would generally be divided proportionately among the one-, two-, and three-bedroom units, such that 45 one-bedroom units, 24 two-bedroom units, and one three-bedroom unit would be reserved for lower-income households. These units would be located randomly throughout the complex so as not to cluster the units.

In recognition of the financial impact of these additional units, the amended Agreement waives the City’s in-lieu park dedication fees for 62 of the affordable units. This waiver has a value of approximately \$500,000. To assure these funds are available for future park uses, the City will use its Lower Income Housing Fund to “backfill” the fee payment. While the City has recently been reluctant to use the Lower Income Housing Fund for the payment of private development

fee waivers, the uniqueness of obtaining this significant amount of very-low-income units warrants this usage. The City Council will make the final determination on the fee waiver.

The Housing Commission reviewed the amended agreement on March 20, 2008, and unanimously recommended approval of the Agreement and fee waivers. Please see the attached staff report and Agreement for additional details.

Since the start of the planning for this development, staff has pursued opportunities to maximize affordable housing, particularly for very-low-income households, for this development. With the amended Agreement, the project will provide a significant number of very low-income units with a minimal cost to the City.

Site Plan

Staff is satisfied with the site design. The project proponents have created a site design which clusters the buildings around common open space areas that will shield the occupants from freeway noise. The buildings had to be positioned to the south of the site to avoid a potential future CalTrans right-of-way, but this positioning creates a strong and attractive focal point as viewed from Stoneridge Mall Road.

Overall, staff believes that the proposed site plan and positioning of the buildings are appropriate for the subject property.

On-Site Common and Private Open Space

The project includes several active and passive recreation areas for the apartment residents. Interior recreation areas include a fitness center and a club room. Four common lobby areas with couches, chairs, and/or tables would also be provided. Exterior recreation areas include a pool, spa, children's play area, barbecue area, water features, lawn, and seating areas. Residents of the project will also have use of the park in the adjacent Stoneridge Corporate Plaza office complex that is that is open to the public during daylight hours. The park area contains landscaped areas with a small amphitheater, pond, and gazebo. Staff feels that the proposed project provides sufficient common open space and amenities.

Regarding private open space, a porch or balcony area would be provided for 277 of the 350 units. Units lacking private open space primarily face the freeway due to noise concerns, but also include a few units along the west elevation facing the BART parking garage which are also subject to higher noise levels and which the applicant felt that balconies could not be aesthetically integrated into the design. Although staff would normally want private open space provided for each unit in an apartment complex, staff believes that it would be acceptable to omit open space from some of the units in this case since it would be undesirable to utilize a balcony facing the freeway or parking garage. Furthermore, many of the units without balconies

are slightly larger in floor area, which would help mitigate the loss of the balcony space. The porch and balcony areas would range from 38 to 83 square feet in area. Staff finds the private open space dimensions to be acceptable.

Traffic and Circulation

The project site has frontage on Stoneridge Mall Road, which is a five-lane collector street, including a two-way left-turn lane in the center. Vehicular access to the site would be provided from the existing Stoneridge Corporate Plaza driveway off Stoneridge Mall Road that is currently an unsignalized intersection. The subject site will be located adjacent to the future West Dublin/Pleasanton BART station, BART garage, and bus stop/BART kiss-n-ride pull out. A tree-lined pedestrian corridor with decorative paving would be located between the future BART garage and the proposed buildings. The corridor would also function as an emergency vehicle access (EVA) road.

The Pleasanton General Plan requires site-specific traffic studies for all major developments which have the potential to exceed Level of Service (LOS) “D”, and requires developers to implement the mitigation measures identified in these studies. Traffic and circulation mitigations for the BART station itself were addressed in the SEIR and in two Memorandums of Understanding (MOU) between BART, the City of Pleasanton, and Stoneridge Mall. A traffic study prepared by Kimley-Horn and Associates, Inc., acting as the City’s traffic consultant, was prepared to analyze the traffic and circulation for this project.

The traffic study analyzed the “Near-Term” and “Long-Term” traffic scenarios with and without the project. The near-term scenario includes the existing traffic plus traffic from approved but not yet built projects. The long-term (or build-out) scenario consists of development that has not received final plan approval from the City but has been identified to be completed in the long term with the build out of the Pleasanton General Plan. A 175,000-square-foot office building was previously anticipated on this site for the long-term condition in the City’s traffic model. The proposed project will replace this planned office use with a mixed-use development containing 350 apartments and approximately 14,286 square feet of retail space (13,566 square feet below the apartment building plus the 720-square-foot kiosk).

The proposed 350 apartments and approximately 14,286 square feet of retail space would generate a total of 195 AM peak hour trips (46 trips inbound and 149 trips outbound) and 271 PM peak hour trips (166 inbound and 105 trips outbound). It should be noted that these figures represent a conservative, worst-case scenario and do not include any trip reductions for the following:

- Internally captured trips - Due to the mixed-use residential/retail uses (e.g., an apartment resident walks to the on-site retail business rather than drive off site to another location). Typical reductions between 1% and 14% are normally used.

- Transit reductions - Given that this project would be located next to a BART station and bus stop and a certain percentage of the residents and employees at the site would utilize nearby transit. Typical reductions between 1% and 30% are normally used.
- Pass-by trips - Vehicles that are already on the road that choose to stop as they pass by the site. A typical pass-by reduction of 34% is normally used during the PM peak hour for the retail use.

Twelve intersections were analyzed in the traffic study based on the number of trips that the project adds to the intersections and the existing level of service (LOS) at the intersections.

Of the twelve intersections that were studied, four of these currently do not meet the General Plan requirement of LOS “D” or better as follows:

- Stoneridge Mall Road at Fabian Court – LOS “E” in the PM peak hour
- Johnson Drive at Stoneridge Drive – LOS “E” in the PM peak hour
- Hopyard Road at Stoneridge Drive – LOS “E” in the AM peak hour
- Hopyard Road at Owens Drive – LOS “F” in the PM peak hour

Adding traffic from the approved but not built/completed projects will result in one additional intersection (five total) not meeting the LOS “D” or better standard plus Stoneridge Mall Road at Fabian Court would degrade from LOS “E” to LOS “F”:

- Stoneridge Mall Road at Fabian Court – LOS “F” in the PM peak hour
- Johnson Drive at Stoneridge Drive – LOS “E” in the PM peak hour
- Hopyard Road at Stoneridge Drive – LOS “E” in the AM peak hour
- Hopyard Road at Owens Drive – LOS “F” in the PM peak hour
- Stoneridge Mall Road at Embarcadero Court – LOS “F” in the PM peak hour

Adding the traffic from the approved projects plus the proposed project will result in two additional intersections (seven total) not meeting the LOS “D” or better standard plus Hopyard Road at Stoneridge Drive would reach LOS “E” in the PM peak hour:

- Stoneridge Mall Road at Fabian Court – LOS “F” in the PM peak hour
- Johnson Drive at Stoneridge Drive – LOS “E” in the PM peak hour
- Hopyard Road at Stoneridge Drive – LOS “E” in the AM and PM peak hours
- Hopyard Road at Owens Drive – LOS “F” in the PM peak hour
- Stoneridge Mall Road at Embarcadero Court – LOS “F” in the PM peak hour
- Stoneridge Mall Road at Stoneridge Corporate Plaza/project driveway – LOS “F” in the PM peak hour
- Foothill Road at Dublin Canyon Road – LOS “E” in the AM peak hour

In addition, the project would add one or more vehicles to the already exceeded vehicle queues at the Stoneridge Drive/Stoneridge Mall Road and Foothill Road/Dublin Canyon Road intersections.

In the long-term or build-out scenario without the project, but with the previously assumed 175,000-square-foot office building, eight of the study intersections would not meet the LOS “D” or better standard:

- Stoneridge Mall Road at Fabian Court – LOS “F” in the PM peak hour
- Johnson Drive at Stoneridge Drive – LOS “F” in the PM peak hour
- Hopyard Road at Stoneridge Drive – LOS “E” in the AM and PM peak hours
- Hopyard Road at Owens Drive – LOS “F” in the PM peak hour
- Stoneridge Mall Road at Embarcadero Court – LOS “F” in the AM and PM peak hours
- Stoneridge Mall Road at Stoneridge Corporate Plaza/project driveway - LOS “F” in the AM peak hour on the eastbound approach and LOS “F” overall in the PM peak hour
- Foothill Road at Dublin Canyon Road – LOS “E” in the AM peak hour
- Stoneridge Mall Road at BART driveway – LOS F in the PM peak hour

In the build-out scenario with the project (and without the previously assumed 175,000-square-foot office building), the same eight study intersections would not meet the LOS “D” or better standard plus the Stoneridge Mall Road at Stoneridge Corporate Plaza/project would degrade from LOS “D” to LOS “E” in the PM peak hour for the eastbound approach but would improve from LOS “F” to LOS “E” in the AM peak hour on the eastbound approach:

- Stoneridge Mall Road at Fabian Court – LOS “F” in the PM peak hour
- Johnson Drive at Stoneridge Drive – LOS “F” in the PM peak hour
- Hopyard Road at Stoneridge Drive – LOS “E” in the AM and PM peak hours
- Hopyard Road at Owens Drive – LOS “F” in the PM peak hour
- Stoneridge Mall Road at Embarcadero Court – LOS “F” in the AM and PM peak hours
- Stoneridge Mall Road at Stoneridge Corporate Plaza/project driveway – LOS “E” in the AM and PM peak hours on the eastbound approach and LOS “F” in the AM and PM peak hours on the westbound approach
- Foothill Road at Dublin Canyon Road – LOS “E” in the AM peak hour
- Stoneridge Mall Road at BART driveway – LOS “F” in the PM peak hour

As noted above, the traffic study identifies seven intersections not meeting the LOS “D” standard in the near-term existing plus approved plus project scenario. In the long-term scenario with the project, one additional intersection (eight total) would not meet the LOS “D” standard. The following mitigation measures will be required in order to meet the LOS “D” standard:

- Stoneridge Mall Road at Fabian Court – This signalized intersection operates at an unacceptable level of service with and without the proposed project. The level of service

improves with the project and, therefore, no mitigation was included in the traffic study. Adjustment to the signal timing will change this signal to an acceptable level of service with and without the project. The City of Pleasanton will be responsible for this signal timing change.

- Johnson Drive at Stoneridge Drive – An additional westbound through lane needs to be added on Stoneridge Drive, for a total of four westbound through lanes through the intersection. The traffic generated by the project represents one percent of the of the total near-term intersection volume. Because this mitigation is considered to be City wide, but is not covered by the current City or Tri-Valley Traffic Impact Fees, the project will be required to pay its pro-rata share of this improvement.
- Hopyard Road at Stoneridge Drive – The eastbound right-turn lane on Stoneridge Drive needs to be a “free” right turn lane. The traffic generated by the project represents one percent of the of the total near-term intersection volume. Because this mitigation is considered to be City wide, the project’s payment of the City and Tri-Valley Traffic Impact Fees is considered to be its mitigation of this improvement.
- Hopyard Road at Owens Drive – There are several mitigations needed for this intersection as outlined in the traffic study. The traffic generated by the project represents one percent of the of the total near-term intersection volume. Because this mitigation is considered to be City wide, the project’s payment of the City and Tri-Valley Traffic Impact Fees is considered to be its mitigation of this improvement.
- Stoneridge Mall Road at Stoneridge Corporate Plaza/project driveway – The traffic study indicates that this intersection needs to be signalized. The traffic generated by the project represents 17 percent of the of the total near-term intersection volume. The project will be responsible to install this signal. The applicant would be eligible for reimbursement for the installation of this signal should other future developments benefit from this improvement provided those future developments are not otherwise exempted from paying for this improvement. For example, Stoneridge Mall has a development agreement which would not require that it pay its pro-rata share of this improvement.
- Stoneridge Mall Road at Embarcadero Court – This signal is warranted in the existing condition without the project. The traffic generated by the project represents eight percent of the of the total near-term intersection volume. The City will install this signal using funds paid by developers in the Stoneridge Mall area, which will include this project’s pro-rata share.
- Foothill Road at Dublin Canyon Road – One of the southbound Foothill Road through lanes needs to be restriped to a southbound left-turn lane, creating a triple left turn at the intersection. The traffic generated by the project represents two percent of the of the total

long-term intersection volume. Because this mitigation is considered to be City wide, the project's payment of the City and Tri-Valley Traffic Impact Fees is considered to be its mitigation of this improvement.

- Stoneridge Mall Road at BART driveway – In the long-term traffic scenario, this intersection will operate at an unacceptable level of service with and without the proposed project. The level of service improves with the project and, therefore, no mitigation was included in the Traffic Study. The City of Pleasanton will work with BART and the Stoneridge Mall owners to develop appropriate mitigations to this intersection, which could include the installation of a traffic signal.

In addition, Stoneridge Mall Road at Stoneridge Drive has a westbound right-turn queue that exceeds the pocket length in the near-term and will experience a ten-car increase in queue length due to the project. The mitigation to this queue length increase is to restripe the third westbound through lane on Stoneridge Drive to a through/shared right-turn lane. The City will construct this improvement using funds paid by developers in the Stoneridge Mall area, which will include this project's pro-rata share.

The applicant has requested that the project's pro-rata share of the above mitigations take into account the aforementioned trip reductions. The City Traffic Engineer believes that some trip reductions are warranted given the project type and location, and will work with the applicant to determine the appropriate traffic fees for this project. A condition of approval has been included to address this item.

On-Site Circulation

Staff and the traffic consultant believe that the project driveway, emergency vehicle access road, and on-site circulation around the buildings have been designed to provide adequate sight distances and to accommodate the safe turning radius of emergency vehicles.

Pedestrian Connection to Stoneridge Mall

There currently is not a crosswalk between Stoneridge Mall and the subject site or the future BART station and parking garage. The applicant would install a crosswalk across Stoneridge Mall Road near the existing Stoneridge Corporate Commons driveway. Staff believes that pedestrians from the apartment building and BART station will also cross Stoneridge Mall Road near the new BART driveway. Staff believes that a safe crossing should be provided at this location as well. A condition of approval for the recent Mall expansion addressed this issue:

The project developer shall consult with representatives of the San Francisco Bay Area Transit District (BART) in developing the design for a pedestrian crossing of Stoneridge

Mall Road between the mall property and the BART station property. Preliminarily, the crossing will be located at street level, will include a sidewalk landing on the mall property, and will be connected to the pedestrian sidewalk to be located along the east side of the parking deck. Traffic controls for the crossing, e.g., stop signs or signals, shall be worked out to the satisfaction of the Planning Director and the City Engineer at the crossing's design stage. The pedestrian crossing shall be installed to the satisfaction of the City Engineer. The project developer shall use their best efforts to install the pedestrian crossing before the BART station becomes operable.

The Mall's owners have delayed its plans for expansion, so the BART station will be completed before the Mall is expanded. Since the BART station is not responsible to install the crosswalk and since the proposed project would generate pedestrian traffic that would cross at this location, staff believes that the applicant should install the crosswalk near the BART driveway should it develop before the Mall expansion. The applicant would need to work with BART, the Mall's owners, and the City to determine the best location for the crosswalk. Additionally, given the number of pedestrians anticipated to cross at the BART driveway location, the City's Traffic Engineer believes that flashing beacons, a raised median, advanced signing and pavement marking, and/or in pavement flashers would be needed. If the applicant installs the crosswalk, it would be eligible to enter into a reimbursement agreement to recover some of the costs of the crosswalk (e.g., half the costs) from the Mall.

Parking

On-site parking would be provided through two levels of garage parking and uncovered surface parking spaces. A total of 460 resident parking spaces would be located in the two parking garage levels. At least one covered space would be provided for, and assigned to, each apartment unit. Retail and leasing office parking would be provided through 70 garage parking spaces (58 spaces for retail uses and 12 spaces for the leasing office). Electronic gates would separate the retail/leasing office parking from the resident parking. A total of 222 uncovered parking spaces for apartment guests would be located at the northern (rear) portion of the site adjacent to the I-580 freeway. After hours parking for apartment guests would also be allowed in the 70 retail/leasing office spaces in the parking garage.

Apartment Parking Demand

For an apartment project of this size and bedroom mix, the Pleasanton Municipal Code requires 531 resident spaces and 50 visitor spaces, for a total of 581 spaces (1.66 spaces per unit). The project would provide 460 resident spaces and 222 visitor spaces, for a total of 682 spaces (1.95 spaces per unit). Although the combined number of resident and guest spaces complies with the Municipal Code requirements, the 460 proposed resident parking spaces is 71 fewer than the 531 spaces normally required by the Pleasanton Municipal Code.

The PUD district allows flexibility in creating development standards, such as parking requirements, for unique situations. For example, since the project would be located next to a BART station, it might not generate as much parking demand as is assumed by the City's Municipal Code. Therefore, a parking demand analysis was prepared for the project by Nelson\Nygaard Consulting Associates. Based on Nelson\Nygaard's research on residential vehicle ownership rates, parking supply ratios, parking requirements for comparable rental and/or transit-oriented development (TOD) projects, Institute of Transportation Engineers' *Parking Generation Manual*, and review of literature on best practices in parking management for TOD projects, Nelson\Nygaard estimated that the parking demand for the apartments would conservatively be between 357-420 spaces not assuming any shared parking with the retail spaces. Since 682 apartment spaces are proposed, Nelson\Nygaard concluded that the proposed residential parking supply for this project will be more than adequate to accommodate all resident and guest parking demand entirely on-site.

Although the parking demand analysis indicates that the project would not need as much parking as required by Code and the property's PUD zoning would allow the City to approve fewer parking spaces on the subject site than normally required by Code, staff believes that the project should come as close to providing the Code required parking since it is unknown exactly how the project's proximity to the BART station would affect parking demand. Also, since there is no on-street parking to accommodate potential overflow parking, it is important to minimize the potential for spillover parking in the adjacent mall and office parking lots.

As noted above, the 460 proposed resident parking spaces are 71 fewer than the 531 spaces normally required by the Pleasanton Municipal Code. Since all 222 of the spaces in the rear parking lot are not needed to meet the 50 visitor spaces required by Code, staff recommends that 71 of the 222 visitor spaces be designated for use by the residents.

The 222 surface parking spaces at the rear of the site are located in a potential future CalTrans right-of-way along the northern portion of the site that may be needed for a future I-580 to I-680 flyover. If CalTrans needs all of the potential right-of-way for a future I-580 to I-680 flyover, then the 222 parking spaces at the rear of the site would need to be removed, resulting in a total of 460 total parking spaces for the apartments (1.31 spaces per unit). Although 460 spaces would fall within the 357-420 space parking demand range that Nelson\Nygaard estimated was needed for the apartments, it would be 121 spaces fewer than required by the Municipal Code. In addition, there would be no visitor parking for the apartments except for the proposed "after hours" guest use of the 70 retail/leasing office parking spaces in the garage. Since the future retail tenants and, more particularly, the future retail tenants' hours are unknown at this time it is uncertain if shared parking between the apartment and retail uses would be entirely successful to accommodate all apartment guest parking. Therefore, staff has included a condition which would require the applicant to provide additional on- or off-site parking to meet the parking demand for the project and/or implement measures to reduce parking demand on the site should the 222 space parking lot at the rear of the site be partially or totally removed by CalTrans. The

exact number and location of the additional parking spaces and any measures to reduce parking demand would be subject to the review and approval by the Planning Director.

Since the resident parking on the two garage levels would not have individual walls dividing the individual spaces or garage doors, it would be less likely for tenants to use the area for storage instead of parking. To further ensure that the parking spaces wouldn't be used for storage purposes, staff has added a condition requiring that the lease agreements prohibit storage of materials in the parking spaces. The condition also prohibits the parking of boats, campers, recreational vehicles, and trailers on site or in any parking space.

Retail and Leasing Office Parking Demand

The Municipal Code parking requirements for the retail and leasing office uses are as follows:

Leasing Office: The 2,350-square-foot leasing office would require eight spaces based on the City's standard office parking ratio of one space per 300 gross square feet.

Retail Space: The 13,566-square-foot retail space would require 45 spaces if occupied by general retail uses based on the City's retail parking ratio of one space per 300 gross square feet and 90 spaces if entirely occupied by a grocery store (worst-case scenario) based on the City's standard grocery store parking ratio of one space per 150 gross square feet.

Kiosk: The 720-square-foot "kiosk" building would require two spaces if leased to a retail use or four spaces if leased to a restaurant or café based on the City's standard restaurant/café parking ratio of one space per 200 gross square feet.

The 12 proposed leasing office spaces would meet Municipal Code parking requirement of eight spaces. Since the retail tenants are unknown at this time, the 58 proposed retail parking spaces may or may not meet the Municipal Code parking requirement of 47 to 94 spaces for the retail space and kiosk. However, it is anticipated that parking demand would be less given that the project would be located within walking distance of the BART station, the proposed apartments, and surrounding retail and office buildings. The parking study by Nelson\Nygaard estimated that the retail portion of the project would conservatively generate a parking demand of 40 spaces and that the proposed 58 retail spaces would meet parking demand. In the event that the proposed 58 retail parking spaces would not meet the demand generated by the commercial employees and customers, as determined by the Planning Director, then the applicant would be required to designate some of the 222 surface parking spaces at the rear of the site for employee parking. Since the residential uses would only need 121 of the 222 spaces (based on Code requirements), there would be excess parking in this lot for the commercial uses. The exact number and location of the commercial parking spaces in the 222-space parking lot would be subject to the review and approval by the Planning Director.

Noise

External noise sources that could affect the site include traffic noise from Interstate 580 to the north, Interstate 680 to the east, adjacent City streets, and adjacent land uses. For multi-family housing projects, the City's General Plan requires that outdoor recreation areas not exceed 60 dB L_{dn} and that indoor noise levels not exceed 45 dB L_{dn}. Staff notes that the outdoor noise standard applies to the common outdoor recreation areas such as pools, spas, play areas, seating areas, etc., but not to the private balconies, patios, or porches. A noise study was prepared to ensure that the project will meet General Plan noise standards. The noise study indicates that in order to meet the General Plan interior noise standard, the exterior wall construction of the units closest to the I-580 freeway will need to be constructed with either resilient channels, double-stud with resilient channels, or two layers of gypsum board. In addition, the windows and exterior doors of the units would need to meet Sound Transmission Class (STC) ratings between 28-49, depending on the location and type of wall construction. In order to meet the exterior noise standard at the outdoor recreation areas between the buildings, a solid gate with a minimum density of three pounds per square foot (e.g., wood or lexan) will need to be installed at the breezeway entrance along the northern building elevation. A condition of approval requires that the applicant comply with the recommendations of the noise study.

Noise Impacts on Adjacent Properties

The development of commercial and residential uses on the property will generate added urban noise, such as traffic, loading and unloading of delivery trucks, children playing, etc. However, given the existing noise levels produced by nearby freeway and street traffic, and the existing commercial and office uses in the area, noise levels will not change substantially from that currently experienced in the area. Further, ambient noise levels could actually decrease for the existing uses south of the project site due to the shielding of freeway traffic noise by the proposed apartment buildings. During operation, the commercial uses will be required to meet the City's Noise Ordinance and General Plan noise policies.

Short-term construction noise would also be generated during construction of this site. The City normally allows construction hours from 8:00 a.m. to 5:00 p.m., Monday through Friday, with Saturday construction allowed if there are no nearby residents that could be impacted by construction noise or activities. Since the nearest residences at the Stoneridge Apartments are located approximately 1,600 feet away and should not be impacted by construction hours, staff has recommended that Saturday construction also be allowed. Staff is also recommending a condition that would allow the Planning Director to approve earlier construction "start times" for specific construction activities (e.g., concrete foundation/slab pours) if it can be demonstrated to the satisfaction of the Planning Director that the construction and construction traffic noise will not impact nearby residents. Construction equipment would be required to meet DMV noise standards and be equipped with muffling devices.

School Impacts

A condition of approval requires the project developer to work with the Pleasanton Unified School District and the City Planning Director to develop a program, in addition to the school impact fees required by State law and local ordinance, to offset this project's long-term effect on school facility needs in Pleasanton. This program will be designed to fund school facilities necessary to offset this project's reasonably related effect on the long-term need for expanded school facilities to serve new development in Pleasanton. Construction will not be allowed to start until the terms of this program and/or funds have been approved by the City. The Pleasanton School District has not requested any additional mitigation beyond the above-noted program and impact fees.

Grading/Drainage

The majority of the lot is relatively level with surface elevations varying from approximately 337.4 to 351.6 feet. Except for the garage excavation, the applicant is proposing to generally maintain the existing grades on the property. The finished floors of the buildings would range from 343 to 347 feet. Approximately 61,000 cubic yards of excess soil will need to be off-hauled from the site. The haul route will be subject to the approval of the City Engineer.

Parking lot and roof drainage would drain into bioswales (vegetation-lined swales) and biofiltration planters that would filter contaminants from the parking lot and roof drainage before entering the arroyos and, ultimately, the bay. In addition, a condition of approval requires the applicant to install a covered car wash that will drain to the sanitary sewer system or be collected in a holding tank for removal by a disposal and recycling service. These are the types of stormwater runoff measure strongly supported by the Regional Water Quality Control Board and local agencies like Pleasanton implementing the urban clean water runoff program.

Overall, staff finds the proposed grading and drainage plan to be acceptable, as conditioned, and that it incorporates a sufficient number of stormwater runoff measures.

Architecture and Design

As a result of the Commission's input at the workshops, the building design has changed from contemporary styled with minimal articulation to well-articulated buildings with a style that would complement, and be compatible with, the "Pleasanton design character." It should be noted that other apartment buildings in Pleasanton may have more of a "residential" appearance, staff and the applicant did not want to go towards a significantly residential appearance for this project given its location next to more contemporary styled buildings, which staff feels would have made the apartment buildings appear out of place.

Staff believes that the proposed buildings are very attractively designed and will complement the surrounding developments (BART station and parking garage, Stoneridge Mall, and office complexes). The building design is “four-sided” with no side minimized with respect to articulation or detailing. Each side of the building would vary in design and color scheme to provide variety and interest. Portions of the building walls would pop-in or -out to provide variation in the wall plane and break up the building mass. The roofline of the buildings would undulate and include several shed or gable roof elements to break up the building mass and add interest. Building walls would have stucco or horizontal fiber cement siding (e.g., Hardiplank®) with brick accents at certain locations. Other details include cornices with brackets and window sills and window planter boxes at some locations. The retail portion of the building would feature brick veneer walls with large storefront windows with horizontal metal canopies. Building colors include off-white, tan, brown, and olive body colors with brownish-gray composition shingles on the shed and gable roofs. A color/material board will be available for viewing at the hearing. Staff believes the colors and materials are appropriate to the architectural style and will be complementary to existing adjacent developments.

The design of the freestanding kiosk building was not provided. Therefore, a condition of approval requires the kiosk design be submitted for review and approval by the Planning Director. The condition requires that the kiosk building design be compatible with the project architecture.

Green Building

As required by the City’s Green Building Ordinance, the proposed project is required to qualify for at least 50 points on Alameda County Waste Management Authority’s “Multifamily Green Building Rating System.” The applicant has proposed to incorporate green building measures into the project to allow it to qualify for 76 points. Some of the proposed green building measures include: installing water-efficient toilets, urinals, shower heads, and faucets; using recycled flyash in the concrete mix; installing Energy Star® appliances; using FSC-certified wood for 40% of the dimensional studs; installing gearless elevators (use less energy and do not require lubricating oils); utilizing zero or low volatile organic compound (VOC) emitting paints and adhesives; and using environmentally preferable flooring and interior finish materials. Please see the attached Green Building checklist for the complete list of the proposed Green Building items.

The applicant has proposed to exceed the 50-point minimum. Staff appreciates that the applicant has included a considerable number of green building measures in the project.

BART Electrical Substation

The existing BART electrical substation at the northeastern portion of the site would remain. At the workshop, the Commission had requested that the applicant provide information regarding

potential hazards (e.g., electromagnetic fields, pcbs, etc.) to the future apartment residents. This information has been included for consideration by the Planning Commission.

Landscaping

A preliminary landscape plan was submitted showing planter areas on the site. Planting details of a typical building stoop and a cross section of the EVA/pedestrian corridor have also been provided. No details have been provided on the species, quantity, and size of the proposed plants.

Although the landscape plan is conceptual, staff feels that the density of trees indicated on the plan is generally appropriate. Shrub and groundcover locations also appear to be appropriate. Standard conditions of approval regarding landscaping will ensure a much more detailed plan at the building permit stage when final landscape and irrigation plans are reviewed and approved by the Director of Planning and Community Development.

Tree Removal and Mitigation

The site contains a grove of approximately 65 trees towards its center. This grove predominantly contains black locust trees, but also contains one almond and one English walnut tree. The grove originally contained approximately 130 black locust trees, but BART removed approximately 65 trees in 2006 to accommodate the BART parking garage. Three London plane street trees are also located along the site's Stoneridge Mall Road frontage. The applicant is proposing to remove all of the existing trees on the site to accommodate the proposed development. Pursuant to the City's Tree Preservation Ordinance, a tree survey and analysis for this project site has been prepared by James R. Clark, Ph.D., Consulting Arborist with HortScience. The report indicates that the black locust, almond, and English walnut trees are in poor overall condition and are unsuitable for preservation and the London plane trees are in good condition. The applicant is proposing to mitigate the tree removal by planting approximately 300 new trees. Staff finds the tree mitigation to be acceptable.

Signage

Conceptual retail signage has been shown on the renderings, consisting of signs mounted on the top of the metal storefront canopies. Staff finds the general type and location of the retail signs to be acceptable. No signage information has been provided for the apartment identification. A condition has been included that requires the applicant to submit a comprehensive sign program for the entire site prior to installation of any signs.

V. PUD CONSIDERATIONS

The Zoning Ordinance of the Municipal Code sets forth purposes of the Planned Unit Development District and "considerations" to be addressed in reviewing a PUD development plan.

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

The proposed project, as conditioned, meets all applicable City standards concerning public health, safety, and welfare. The subject development would include the installation of all required on-site utilities with connections to municipal systems in order to serve the new development. As conditioned, the project will not generate volumes of traffic that cannot be accommodated/mitigated by existing City streets and intersections and required improvements. The structures would be designed to meet the requirements of the Uniform Building Code, Fire Code, and other applicable City codes. The proposed development is compatible with the adjacent uses and would be consistent with the existing scale and character of the area. The project also would provide affordable rental housing (70 units) and help the City to meet its requirements for provision of lower income housing.

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

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

The subject parcel is designated by the Land Use Element of the Pleasanton General Plan for "Retail/Highway/Service Commercial; Business and Professional Offices" land uses, which allows commercial and office uses. The proposed commercial portion of the project is consistent with this land use designation. In order to allow the proposed residential uses, the "High Density Residential" land use designation would be added to the site's existing commercial land use designation. The proposed project would further several General Plan Programs and Policies encouraging mixed-use and/or higher density development near public transit. The project's location near employment centers and public transportation (including a future BART station and bus stop), and its location in an area already developed with adequately-sized infrastructure, meets other General Plan policies and programs such as locating high-density housing near public transit, major thoroughfares, shopping, and employment centers and encouraging residential infill in areas where public facilities are adequate to serve it. The project also meets the affordable housing objectives stated in the General Plan.

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

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

The site is an infill property surrounded by a freeway, future BART station and parking garage, multi-story office buildings, and a regional mall. The proposed uses for the site would be compatible with the surrounding uses. The building height would be compatible with the multi-story office buildings and future BART parking garage immediately adjacent to this site. The buildings have been attractively designed and would be compatible with the design of the surrounding structures. The buildings contain many architectural elements/treatments to help break up the building mass and height. New landscaping would be installed in the perimeter planter areas to soften the buildings and help screen the surface parking areas from off-site views. The majority of the lot is relatively level. Except for the garage excavation, the existing grades on the property would generally be maintained. Grading conducted on the site will be subject to engineering and building standards prior to any development.

Therefore, staff feels that the PUD development plan is compatible with the previously developed properties and the natural, topographic features of the site, and staff believes that this finding can be made.

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

Graded areas have been minimized to the extent feasible to preserve the natural topography of the site. City building code requirements would ensure that building foundations, on-site driveways, and parking areas are constructed on properly prepared surfaces. The proposed development would provide adequate drainage to prevent flooding. Parking lot and roof drainage would drain into bioswales and biofiltration planters that would filter contaminants from the parking lot and roof drainage before entering the arroyos and, ultimately, the bay. Erosion control and dust suppression measures will be documented in the building permit plans and will be administered by the City's Building and Public Works Departments. The site is not located within an Alquist-Priolo Earthquake Fault Zone. The flood hazard maps of the Federal Emergency Management Agency (FEMA) indicate that the subject property is not located in a flood hazard zone. Therefore, staff believes that this finding can be made.

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

The project site is in a developed area of the City and would not involve the extension of any new public streets. The building and parking areas would be located on level areas of the site. The proposed building will be compatible in size and scale with surrounding structures. Of the approximately 68 trees to be removed, 63 are black locust trees, three are London plane trees, one is an almond tree, and one is an English walnut tree. The black locust, almond, and English walnut trees are in poor overall condition and the three London plane trees are in good condition. New landscaping would be installed to mitigate the loss of the existing trees. Therefore, staff believes that this finding can be made.

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

The public improvements associated with this project would be consistent with City design standards. The driveway entrance is located and configured to provide adequate line-of-sight viewing distance in both directions perpendicular to the vehicle, and to facilitate efficient ingress/egress to and from the project site. All on-site drive aisles meet City standards for emergency vehicle access and turn-around. Adequate access is provided to all structures for police, fire, and other emergency vehicles. Buildings are designed to meet the requirements of the Uniform Building Code and other applicable City codes and all buildings would be equipped with automatic fire suppression systems (sprinklers).

Although the site is not located within an Alquist-Priolo Earthquake Fault Zone, it would be subject to seismic shaking during an earthquake. The State of California provides minimum standards for building design through the California Building Standards Code. The California Uniform Building Code is based on the UBC and has been modified for California conditions with numerous more detailed and/or stringent regulations. Specific seismic safety requirements are set forth in Chapter 23 of the UBC. The State earthquake protection law requires that buildings be designed to resist stresses produced by lateral forces caused by earthquakes. The City implements the requirements of the California Building Code through its building permit process. The proposed project will be required to comply with the applicable codes and standards to provide earthquake resistant design to meet or exceed the current seismic requirements. Site specific soils analyses would be conducted in conjunction with the building permit review.

Therefore, staff believes that the plan has been designed to incorporate adequate public safety measures.

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

The proposed PUD development plan conforms to the purposes of the PUD district. One of these purposes is to insure that the desires of the developer and the community are understood and approved prior to commencement of construction. Another is to provide a mechanism whereby the City can designate parcels and areas requiring special consideration regarding the manner in which development occurs. Staff believes that the proposed project implements the purposes of the PUD ordinance in this case by providing a high-density residential rental housing complex that is well-designed and sited on the subject property, that fulfills the desires of the applicant, and that meets the City's General Plan goals and policies, including those which promote high-density housing near public transit and encourage the development of affordable housing. Moreover, input from the adjacent property owners and tenants has been sought and obtained through two Planning Commission workshops and hearings at the Housing Commission; further opportunity for public comment will occur at the Planning Commission and City Council hearings.

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

VI. PUBLIC COMMENT

Public notices were sent to all property owners and tenants within a 1,000-foot radius of the subject property. At the time this report was written, staff had not received any public comment.

The owner of Stoneridge Mall, Simon Property Group, has the authority through private CC&R's to review and approve the proposed development on this site. The applicant indicated that it received approval by the Simon Property Group.

Since the proposed project will share a drive aisle and slightly modify some of the parking of Stoneridge Corporate Plaza, the property owner's agent of Stoneridge Corporate Plaza, Carole Sullivan, had requested prior to the last work session that she be able to review the aspects of the project that could affect the Stoneridge Corporate Plaza property. The applicant met with Ms. Sullivan and indicated that she doesn't object to the proposed project.

VII. ENVIRONMENTAL ASSESSMENT

A draft Mitigated Negative Declaration has been prepared for the proposed project. Based on an initial study, staff believes that the project-related impacts are mitigated, with the mitigation measures incorporated in the project's design or required by conditions of approval, and that there would be no significant or unmitigated environmental impacts. Staff, therefore, believes

that the Negative Declaration can be issued in conformance with the California Environmental Quality Act (CEQA). If the Planning Commission concurs with this environmental assessment, it must make the finding that the Negative Declaration is appropriate prior to approving the project.

VIII. CONCLUSION

Staff feels that the site design is appropriate and efficient for this type of development. Staff feels that the applicant has included an adequate amount of usable open space and landscaped areas within the project given the site constraints and transit-oriented type of development. Staff feels that the building design is very attractive and that the architectural style, finish colors, and materials will complement the surrounding development. The proposed project also would provide 70 rental units available to lower income households which would help the City to meet its lower income housing goals.

IX. STAFF RECOMMENDATION

1. Find that the project would not have a significant effect on the environment and adopt a resolution recommending approval the attached draft Mitigated Negative Declaration;
2. Find that the proposed General Plan Land Use Amendment is consistent with the Goals and Policies of the General Plan;
3. Find that the proposed PUD rezoning from the Planned Unit Development – Commercial-Office District to Planned Unit Development – High Density Residential/Commercial District and development plan are consistent with the General Plan and purposes of the PUD ordinance;
4. Make the PUD findings for the proposed development plan as listed in the staff report; and
5. Adopt resolutions recommending approval of Cases PGPA-13, an amendment to the General Plan Land Use Element to add “High Density Residential” to the existing “Retail/Highway/Service Commercial; Business and Professional Offices” Land Use Designation and PUD-62, PUD rezoning the site from the Planned Unit Development – Commercial-Office District to Planned Unit Development – High Density Residential/Commercial District and development plan approval to construct a mixed-use, high-density residential/commercial development, subject to the conditions of approval listed in Exhibit B, and forward the applications to the City Council for public hearing and review.

For questions or comments about this proposal, please contact: Steve Otto, Associate Planner at 925-931-5608 or sotto@ci.pleasanton.ca.us.