

# Planning Commission Staff Report

March 14, 2012 Item 6.a.

SUBJECT:	PUD-85-08-12D (Site 1), PUD-81-30-86D (Site 2), & P11-0856	
APPLICANT:	Bob Linder / BRE Properties, INC.	
PROPERTY OWNERS:	WP Carey (Site 1) and BRE Properties Inc. (Site 2)	
PURPOSE:	Applications for: (1) two PUD (Planned Unit Development) Development Plan approvals to construct: (a) a mixed-use high- density residential/commercial development containing 251 residential units, 4 live/work units, and approximately 5,700 square feet of retail space at the property located at the southeast corner of Owens Drive and Willow Road (PUD-85-08-12D); and (b) a high-density residential development containing 247 residential units, 4 live/work units, and a .55-acre public park at the property located at the northern corner of Gibraltar Drive and Hacienda Drive (PUD-81-30-86D); and (2) an amendment to the Phase I and Phase II Development Agreements between the City of Pleasanton and Prudential Insurance Company of America to: (a) extend the term of the Development Agreement to five years from the date of approval of the two Development Plans referenced above; and (b) incorporate approval of the development standards and design guidelines of the Hacienda Transit Oriented Development (TOD) Standards and Guidelines (P11-0856).	
	Also consider the Initial Study and Mitigated Negative Declaration prepared for the projects (Site 1, PUD-85-08-12D, and Site 2, PUD-81-30-86D).	
LOCATION:	The southeast corner of Owens Drive and Willow Road (Site 1) and the northern corner of Gibraltar Drive and Hacienda Drive (Site 2).	
GENERAL PLAN:	Mixed Use / Business Park (Industrial / Commercial and Office)	
ZONING:	PUD – MU (Planned Unit Development – Mixed Use)	
EXHIBITS:	A-1. Draft Conditions of Approval for Site 1 A-2. Draft Conditions of Approval for Site 2	

- B-1. Site Plan, Building Renderings, Elevation Drawings, Landscaping Plans, and Civil Drawings dated "Received November 10, 2011" for Site 1
- B-2. Site Plan, Building Renderings, Elevation Drawings, Landscaping Plans, and Civil Drawings dated "Received November 10, 2011" for Site 2
- C. October 17, 2011, Planning Commission Meeting Minutes Excerpt
- D. February 8, 2012, Joint City Council/Planning Commission Staff Report
- E. Hacienda TOD Standards and Guidelines
- F. Alternative Retail Depth Plans
- G. November 17, 2011, Housing Commission Staff Report with Affordable Housing Agreements for Site 1 and Site 2
- H. November 17, 2011, Housing Commission Meeting Minutes Excerpt
- I. GreenPoint Multifamily Checklists for Site 1 and Site 2
- J. Development Agreement Amendments
- K. Location and Noticing Maps
- L. Public Correspondence
- M. Mitigated Negative Declaration

# BACKGROUND

On March 1, 2011, City Council adopted the *Hacienda Transit Oriented Development (TOD) Standards and Design Guidelines*. These Guidelines were an outcome of the Settlement Agreement for the *Urban Habitat v. City of Pleasanton* litigation and the Hacienda TOD Task Force. The standards and guidelines provide direction in regard to uses, density, affordability, building mass and height, setbacks, open space, parking, access, and street character for three vacant sites in Hacienda Park (i.e., Sites 1, 2, and 3). The Core PUD regulations found in the *Hacienda TOD Standards and Design Guidelines* apply only to these three specific sites in Hacienda; the standards do not apply to all of Hacienda Park. All development applications for the sites require review by the City through the Planned Unit Development (PUD) process, which will include review and recommendation by the Planning Commission and action by the City Council. Accordingly, the applicant has submitted two formal PUD applications for Sites 1 and 2.

Prior to presenting the applications to the Planning Commission for a formal recommendation to the City Council, and in order to receive input from the Planning Commission, City Council, and public regarding the proposed mixed-use apartment/commercial project (Site 1) and the residential live/work project (Site 2), staff presented the project at two separate work sessions. The first work session was held on October 17, 2012 with the Planning Commission and the second work session was a joint work session with the City Council and Planning Commission on February 8, 2012. The outcome of the work sessions is discussed in the *Work Sessions* section of this report.

## Work Sessions

<u>Planning Commission Work Session</u>: At the October 17, 2011, Planning Commission meeting, the Commission was asked six questions regarding the two sites. Those questions are noted in *italics* with a summary of the Commission's comments thereafter.

A. Would the Planning Commission support exceptions to the Hacienda TOD Standards and Guidelines if the project were to move forward as proposed?

The Commission believed it could support exceptions to the live/work building depth given the uncertainty that the uses would be used as retail space and could support the substitution of alleys for internal streets because the alley street type of design that is proposed for both sites allows for more open space. The Commission requested that the main vehicular entries of the two sites be accentuated so people know they are the entryways and requested that the applicant return with visuals of what the entries will look like.

B. Are the building designs appropriate in their physical context adjacent to large office buildings?

Most of the Commissioners felt that the design for the two sites was appropriate, but requested that more consideration be given to the roof tops on Site 2. One Commissioner commented that more detailing on Site 2 should be added to reduce the "institutional" look. A request was made to have "really good" visuals when the application returns for a recommendation so that the Commissioners can get a better sense of what the project is going to look like standing on the ground and looking up. One Commissioner noted that she would have like to have seen more places where people can congregate within the complex.

C. Are the proposed building colors and materials acceptable?

The Commission felt that using different colors for each site was appropriate. They agreed with the applicant that the colors of Site 1 complemented the adjacent office buildings and the colors of Site 2 complemented the adjacent residential development. The Commission requested that larger color chips/samples be provided to help determine the actual colors since the plans are computer generated colors and don't truly represent the colors.

D. Is the positioning of the buildings acceptable?

The Commission was supportive of the positioning of the buildings for both sites. One Commissioner noted that the corner of Willow Road and Owens Drive (Site 1) was well designed and liked the positioning of the garages and how they are not exposed to the to the streets.

# E. Is the size of the public park on Site 2 acceptable (.55-acres)?

Commissioners felt the park size was acceptable, although they wished it could have been larger. Some expressed a desire to expand the park onto the adjacent Shaklee property to make a larger park, at some point in the future.

# *F.* What information would the Planning Commission wish to see to assist its decision on the proposals?

The Commission requested more viewscapes and detailed visuals to the greatest extent possible and additional detail work on the entryways for both sites when the application returns for a formal recommendation. The request was made to also have feedback from the Pleasanton Police Department indicating that the plans for Site 1 were reviewed and confirmation from the applicant that there will be on-site management security for both sites. One Commissioner requested specific details on the connection to the Iron Horse Trail to the two sites and whether there will be gates or if it will be open and the type of access across the parking lots to the trail. The request was made that the tot lot amenities, with their locations noted, and the view across the tot lots be incorporated into the plans when the application returns to the Commission for a formal recommendation. One Commissioner requested that bike parking or locker details be included in the plans to see what they look like and how they are accessed. The request was also made to have confirmation that the projects conform to the Pleasanton Pedestrian and Bicycle Master Plan.

The Planning Commission work session meeting minutes can be found in Exhibit C for the Commissions reference.

Based on the feedback received at the October 17, 2011, Planning Commission work session, the applicant made revisions to the plans to address the Commissions comments. Those revisions were reflected in the plans presented to the City Council/Planning Commission at their joint work session.

<u>Joint City Council/Planning Commission Work Session:</u> At the February 8, 2012, joint City Council/Planning Commission work session, the Council and Commission were asked to review the plans and provide feedback on the project. The comments and/or requested information discussed at the joint work session are summarized below.

• Commission: The Commissioners were pleased with the revisions that were made to the plans since the October 17, 2011, work session meeting. A Commissioner, as well as the Council, stated their concerns with the depth of the retail, live/work units being less than 40-feet. There was concern that those units would not be successful unless they had a minimum of 40-feet in depth. Commissioners requested additional retail depth information for the next meeting to help assess if having less than 40-feet in depth would be appropriate. (See discussion of alternative plan for live/work spaces and the requested data in Table 1 on page 14 of this report.) Overall, the Commission felt that they could support exceptions to the TOD guidelines should the project move forward as proposed.

 Council: Two Councilmembers felt that the designs of the sites were too industrial. One Councilmember requested that the photo simulated trees be removed from the elevation drawings to help assess what the true design would be and suggested that trellises be incorporated into the design of the building entrances to soften the appearance. The Council noted their concern with the Owens Drive changes occurring only on the "BRE side." The Council expressed its desire to have a larger park that incorporated the vacant land on the Shaklee site. Councilmembers also noted that they would like to have the proposed trail improvements completed at the time of construction of the two Sites.

Staff notes that the joint City Council/Planning Commission meeting minutes are not available at this time; however, the February 8, 2012 joint City Council/Planning Commission staff report is included as Exhibit D.

The applicant has considered the comments provided by the Commission and the Council and has requested to formally move forward with the plans that were presented at the February 8, 2012, meeting. Therefore, the applications are being presented to the Planning Commission for a formal recommendation to the City Council for review and final decision.

### SITE DESCRIPTIONS

Site 1 is an approximately 8.4-acre, relatively flat vacant lot located on the southeast corner of Owens Drive and Willow Road. Site 2 is an approximately 8.1-acre, relatively flat vacant lot located on the northern corner of Gibraltar Drive and Hacienda Drive. Both Sites are south of the Dublin/Pleasanton BART station, west of the Iron Horse Trail, and bordered by Shaklee's corporate headquarters and the Kaiser campus. Site 2 currently has an access drive to the Shaklee site, which will be removed upon development of the property.

Please refer to the next page for Figure 1



#### Figure 1: Aerial View of Site 1 and Site 2

### **PROJECT DESCRIPTIONS**

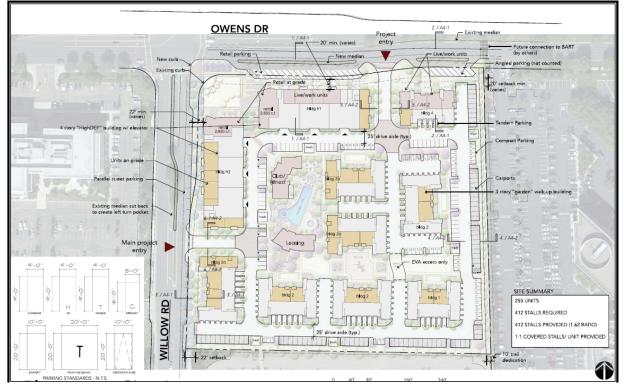
The applicant proposes to build: 1) a mixed-use high-density residential/commercial development containing 251 residential units, four live/work units, and approximately 5,700 square-feet of retail space, and (2) a high density residential development containing 247 residential units and four live/work units. Site specific project details can be found in the *Site 1* and *Site 2* sections on page 7 and page 9 of this report. As discussed in the *Hacienda TOD Standards and Guidelines*, both projects would include roadway changes to Owens Drive, Willow Road, and Gibraltar Drive, including lane reductions by replacing the travel lanes with a combination of parking lanes, frontage roads, bike lanes, and sidewalks.

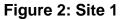
### Roadway Changes

Owens Drive between Willow Road and the BART traffic signal will be reduced from a six-lane roadway to a two-lane roadway, one lane in each direction, with a frontage road on both sides, and diagonal parking on the south side of Owens Drive. Staff notes that the applicant will only be responsible for the eastbound Owens Drive roadway changes; BART will be responsible for the westbound Owen Drive changes. Willow Road between Owens Drive and Gibraltar Drive will be reduced from a four-lane roadway to a two-lane roadway with parallel parking on the west side of Site 1. Gibraltar Drive between Hacienda Drive and Willow Road will be reduced from a four-lane roadway to a two-lane roadway with diagonal parking on the north side of Gibraltar Drive along the frontage of Site 2.

# Site 1: Mixed-Use Residential with Live/Work and Commercial

<u>Site Access:</u> There are two vehicular access entrances to the site: one from Willow Road and one from Owens Drive. The entrance on Willow Road would serve as the main entrance to the site. Please refer to Figure 2 below.







<u>Site1</u>

<u>Density:</u> The project would include eight buildings housing 251 residential units and two mixed-use buildings containing four residential units and approximately 5,700 square-feet of retail/commercial space on an approximately 8.4-acre site. The density of the project is 30.29

dwelling units per acre, which is consistent with the *Hacienda TOD Standards and Guidelines* requirements. The residential buildings are located along the southern and eastern sides of the property, with two of the buildings located generally in the center of the site. One mixed-use building is proposed at the north side of the property (fronting Owens Drive) with the second mixed-use building located on the west side of the property (fronting Willow Road).

<u>Unit Sizes:</u> The 251 units include 12 studio units ranging from 595 to 771 square-feet in area, 126 one-bedroom units ranging from 605 to 935 square-feet, 107 two-bedroom units ranging from 1,023 to 1,438 square-feet, 6 three-bedroom units that are approximately 1,319 square-feet, and 4 live/work units ranging from 1,630 to 1,730 square-feet. Please refer to the "Project Data" table on the cover sheet of the plans for Site 1 (Exhibit B-1) for a detailed breakdown of the unit types. Pedestrian access to the units would be from internal corridors with the ground floor units having porch entrances.

<u>Parking</u>: The buildings would have two to three apartment floors over first floor parking with a total of 412 parking spaces (covered and uncovered) proposed. Each covered space includes storage space and bike storage areas as required by the Guidelines. A total of 25 of the 412 parking spaces are dedicated to visitor parking, which is consistent with the Guidelines.

<u>Building Heights:</u> The residential units are three- and four-stories tall and provide one covered parking space per unit in addition to surface parking. The maximum height of the three-story building is approximately 35-feet and the maximum height of the four-story building is approximately 57-feet, as measured from the grade of the exterior of the building to the top element of the buildings.

<u>Leasing and Fitness Buildings:</u> In addition to the eight residential buildings and two mixed-use buildings, there are two additional structures proposed on site: an approximately 3,380 square-foot club/fitness building and an approximately 2,875 square-foot leasing office.

<u>Trail Connection:</u> A 10-foot wide tree-lined trail that leads to the Dublin/Pleasanton BART station is proposed along the east side of the property, adjacent to the Kaiser parking lot.

<u>Public and Private Space:</u> A tree-lined pedestrian path with decorative paving is proposed adjacent to the mixed-use buildings and streets (i.e., Owens Drive and Willow Road) with a plaza area proposed at the northwestern corner of the site. In addition to private patios or balcony space for the residences, the project includes active and passive recreation areas. The residences are provided with community amenities that include a pool, spa, cabanas, water feature, lawn, turf recreation area, tot lot, and lounging areas.

<u>Retail/Commercial:</u> Two, approximately 2,850 square-foot first floor retail/commercial spaces (combined total of approximately 5,700 square-feet) will be located at the southeast corner of Owens Drive and Willow Road, adjacent to the proposed plaza area with decorative pavers.

# Site 2: Mixed-Use Residential and Live/Work

<u>Site Access</u>: There are two vehicular access entrances to the site: one from Hacienda Drive and one from Gibraltar Drive. The entrance on Gibraltar Drive would act as the main entrance to the site. Please refer to Figure 3 below.

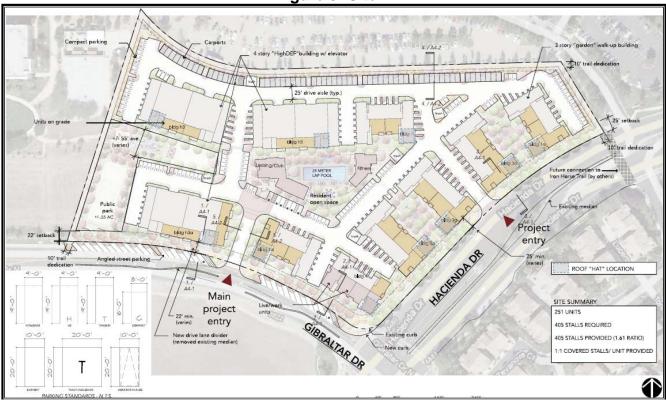


Figure 3: Site 2



Site 2

<u>Density:</u> The project would include 10 buildings housing 247 residential units and four live/work units on an approximately 8.1-acre site. The density of the project is 30.72 dwelling units per acre, which is consistent with the *Hacienda TOD Standards and Guidelines* requirements. The residential buildings are located along Hacienda Drive and Gibraltar Drive with three of the buildings located at the northern (rear) part of the property. There is an approximately 3,570 square-foot leasing/club building and an approximately 1,680 square-foot fitness building located in the center of the property.

<u>Public Park:</u> An approximately 23,598 square-foot (.55-acre) public park is proposed at the southwest portion of the property, facing Gibraltar Drive. The park will contain a multi-purpose grass field that leads into two separate tot lot areas. Staff notes that the *Hacienda TOD Standards and Guidelines* require a public park to be located on Site 1 or 2.

<u>Unit Sizes:</u> The 247 units include 18 studio units ranging from 595 to 771 square-feet in area, 125 one-bedroom units ranging from 732 to 935 square-feet, 95 two-bedroom units ranging from 1,023 to 1,234 square-feet, 9 three-bedroom units that are approximately 1,319 square-feet, and 4 live/work units ranging from 1,630 to 1,730 square-feet. Please refer to the "Project Data" table on the cover sheet of the plans for Site 2 (Exhibit B-2) for a detailed breakdown of the unit types. Pedestrian access to the units would be from internal corridors with the ground floor units having porch entrances.

<u>Parking:</u> The buildings would have two to three apartment floors over parking, which provide one covered parking space per unit in addition to on-site parking, with a total of 405 parking spaces (covered and uncovered) proposed. Each covered space includes storage space and bike storage areas. A total of 25 parking spaces, of the 405 parking spaces, are dedicated to visitor parking, which is consistent with the Guidelines.

<u>Building Heights:</u> The residential units are three- and four-stories tall. The maximum height of the three-story building is approximately 36-feet and the maximum height of the four-story building is approximately 54-feet, 6-inches as measured from the grade of the exterior of the building to the top element of the buildings.

<u>Leasing and Fitness Buildings:</u> In addition to the residential buildings and live/work units, there are two additional structures proposed on site: a club/fitness building and leasing office. The two buildings have a combined square-footage of approximately 5,250 square-feet.

<u>Trail Connection</u>: A 10-foot wide tree-lined trail that extends towards the Dublin/Pleasanton BART station is proposed along the northwest, and east sides of the property, adjacent to the Kaiser parking lot and proposed public park.

<u>Public and Private Space:</u> A courtyard area with decorative paving is proposed adjacent to the live/work buildings at the corner of Gibraltar Drive and Hacienda Drive. In addition to private patios or balcony space for the residences, the project includes active and passive recreation areas. There is a club room for residents attached to the leasing office and a stand-alone fitness center located east of the leasing office. The proposal also includes exterior recreation

areas: a pool, children's pool, spa, cabanas, fire pit, barbeque area, a turf recreation area, and lounging areas.

# ANALYSIS

#### General Plan

The subject parcels are designated by the Land Use Element of the Pleasanton General Plan for "Mixed Use / Business Park (Industrial / Commercial and Office)" land uses, such as office, commercial, hotel, institutional, and residential uses. The residential and commercial portions of the projects are consistent with this land use designation. The proposals are consistent with the following General Plan Land Use Element Policies and Programs:

### Sustainability

- Policy 2: Integrate land-use and transportation planning in order to ensure patterns that facilitate safe and convenient mobility of people and goods at a reasonable cost, and to increase travel alternatives to the single-occupant automobiles.
- Program 2.1: Reduce the need for vehicular traffic by locating employment, residential, and service activities close together, and plan development so it is easily accessible by transit, bicycle, and on foot.
- Program 2.3: Require transit-compatible development near BART stations, along transportation corridors, in business parks and the Downtown, and at other activity centers, where feasible.
- Program 2.4: Require higher residential and commercial densities in the proximity of transportation corridors and hubs, where feasible.
- Program 2.6: Require design features in new development and redevelopment areas to encourage transit, bicycle, and pedestrian access, such as connections between activity centers and residential areas, and road design that accommodates transit vehicles, where feasible.
- Program 2.8: Require land development that is compatible with alternative transportation modes and the use of trails, where feasible.

#### **Overall Community Development**

- Policy 4: Allow development consistent with the General Plan Land Use Map.
- Program 4.1: Ensure consistency between the General Plan Land Use Map and the zoning designation for all properties within the City's sphere of influence.

### Residential

Policy 9: Develop new housing in infill and peripheral areas which are adjacent to exiting residential development, near transportation hubs or local-serving commercial areas.

- Policy 10: Provide flexibility in residential development standards and housing type consistent with the desired community character.
- Program 10.1: Use planned unit development (PUD) zoning for residential properties that have unique characteristics or to accommodate development that does not fit under standard zoning classifications.

### Mixed Use

- Policy 16: Encourage mixed-use development which encompasses any combination of commercial development, housing units, or community facilities in an integrated development. In areas served by transit, encourage mixed use and residential densities that support affordable housing and transit.
- Policy 18: Establish a well-planned mixture of land uses around the BART Stations.

### Zoning and Uses

The project site is zoned PUD – MU (Planned Unit Development – Mixed Use) which permits residential, live/work, and commercial uses. The project is consistent with this PUD District.

The permitted and conditionally permitted uses for the two sites, including the live/work units, are those listed on page 13 and 14 of the *Hacienda TOD Standards and Design Guidelines*.

#### Hacienda TOD Standards and Design Guidelines

The following comments pertain to the two development proposals and their consistency with the Standards and Guidelines. For the Commission's reference, the Standards and Guidelines are included as Exhibit E and reference page number for each item below is noted in *italics* with <u>comments</u> provided thereafter. Unless otherwise noted, the comments pertain to Sites 1 and 2.

 As defined in the Standards and Guidelines, an alley is a "public or private vehicular drive that is used to access private garages, structured parking, and/or surface parking." As proposed, both site designs use alleys as accessways within the sites rather than internal streets as required by the Standards and Guidelines.

### Page 22, B1 (Site Design and Planning - Site Circulation)

<u>Comments:</u> As proposed, the two sites do not meet this requirement; however, the applicant is requesting an exception to this TOD requirement since using the alleyways preserves more open space on site. As discussed at the two work sessions, staff, the Commission, and the City Council felt that they could support an exception to this requirement because the projects provide more open space and a better site plan without internal streets.

2. The median strip that separates Owens Drive from the diagonal parking should incorporate shrubs for screening. The guidelines require parking to be screened by low walls and landscaping.

# Page 30, B7.1 (Parking Location and Treatment – Development Standards)

<u>Comments</u>: The landscaping plans have not been revised to reflect the installation of shrubs; however, the applicant is not requesting an exception and has indicated that this requirement will be met. Staff has added a condition of approval to reflect this requirement (Exhibit A-1, No. 6).

3. The live/work units for Site 2 do not meet the minimum 50% requirement of building frontage along Gibraltar Drive.

# Page 12, Live/Work bullet point 2 (Retail and Live/Work Requirements)

<u>Comments:</u> As proposed, the building frontage on Gibraltar Drive has 28% live/work. The applicant is requesting an exception to this requirement as they feel they are meeting the intent of the Guidelines. During the joint City Council/Planning Commission meeting, the Council expressed their concern with the amount of live/work building frontage that was being provided.

4. The live/work units on Site 1 do not meet the minimum storefront depth of 40-feet. Furthermore, as proposed, it does not appear that the live/work units could later be converted to retail or service uses given the proposed depth.

# Page 47, D4.3 (Retail and Live/Work Storefronts - Development Standards)

<u>Comments:</u> The proposed plans indicate a 30-foot depth for the retail, live/work buildings on Site 1 and 2; however, the applicant has since provided alternative retail depth plans for Site 1 and 2 for the Commission's consideration (please refer to Exhibit F).

As shown in the alternative plans for Site 1, the retail, live/work building (building "A"), located on the west side of the project entry, could have a 40-foot depth if the City would support moving the building 4-feet south, thereby eliminating the landscaping at the rear of the garage entrances, and extending the building 6-feet to the north (towards Owens Drive), which would provide 8-foot deep internal storage areas at the rear of the spaces, but would reduce the front (Owens Drive) setback from 20-feet to 14-feet. Staff notes that the minimum setback is 20-feet; 14-feet of pedestrian area and 6-feet of landscaping (page 15 of the TOD guidelines). Relocating the building and increasing the depth would change the appearance of the building; however, the alternative design breaks up the wall massing as there will no longer be a continuous wall line along Owens Drive.

The alternative plan for the retail, live/work building (building "B"), located adjacent to the proposed trail on Site 1, would require extending the building 10-feet north, towards Owens Drive, in order to have a 40-foot depth. Extending the building towards Owens Drive would reduce the front setback on Owens Drive from 35-feet to 31-feet. The alternative proposal would also allow the applicant to extend the patio covers of the

live/work units on the upper floor. Similar to the other retail, live/work building on Site 1, the change would alter the appearance of the building along Owens Drive; however, instead of having a "break" in the wall, the front façade would have a continuous wall.

The retail, live/work building on Site 2 (building "C"), located on the corner of Gibraltar Drive and Hacienda Drive, would require extending the building up to 6-feet towards Gibraltar Drive in order to have a depth of 40-feet. Extending the building towards Gibraltar Drive would reduce the front setback from 32-feet to 30-feet. Staff notes that the minimum setback is 33-feet (page 18 of the TOD guidelines). Similar to building "B" on Site 1, the alternative proposal would allow the applicant to extend the patio covers of the live/work units on the upper floor. The alternative plan would alter the appearance of the building; instead of having a "break" in the wall, the front façade would have a continuous wall.

Staff is of the opinion that the reduction in front setback for building "A" and "B" is not appropriate in order to meet the 40-foot retail, live/work depth requirement. Staff believes that reducing the setback to 16-feet, versus the required 20-feet, and providing a retail, live/work depth of 38-feet is more appropriate for Site 1. Staff would also recommend a 38-foot retail, live/work depth for Site 2 and could support reducing the setback as proposed since it is not as a significant of a reduction as Site 1 (i.e. 3-foot reduction versus a 6-foot reduction). Therefore, an exception to the TOD Standards and Guidelines would be required in order to reduce the setback to 16-feet for Site 1 and 30-feet for Site 2 and to reduce the depth of the retail, live/work units on both sites to 38-feet.

During the February 8, 2012 joint work session, the Council and Commission requested information on retail spaces in Pleasanton and surrounding cities. For the Commission's consideration, Table 1 provides retail information from Pleasanton, Dublin, Walnut Creek, and Livermore.

Table 1: Retail Depth			
City	Complex Name	Depth	
Pleasanton	Hacienda Plaza (5676 Stoneridge Drive)	Approximately 54-feet	
Pleasanton	Pleasanton Gateway (6770 Bernal Avenue)	Approximately 60-feet	
Pleasanton	Downtown (310 Main Street, Stes A-C)	Approximately 69-feet	
Pleasanton	Downtown (349 Main Street)	Approximately 47-feet	
Dublin	Tralee (6599 and 6601 Dublin Blv)	Average is Approximately 40-feet	
Walnut Creek	Avalon Village (7001 & 7011 Sunne Lane and 1001 Harvey Drive)	Average is Approximately 40-feet, 6-inches	
Livermore	Downtown (2056 First Street)	Approximately 85-feet	

PUD-85-08-12D, PUD-81-30-86D, and P11-0856

Planning Commission

As proposed, and with the staff recommended retail, live/work depth of 38-feet for both sites, the developments would require the following exceptions to the TOD guidelines:

- 1. Allow alleys for site access for Site 1 and 2.
- 2. Reduce the minimum 50% live/work frontage requirement on Gibraltar Drive for Site 2.
- 3. Allow the retail, live/work units to have a minimum depth of 38-feet for Site 1 and Site 2, and
- 4. Reduce the front setback of Site 1 from the required 20-feet to 16-feet and reduce the front setback of Site 2 from the required 33-feet to 30-feet.

#### Affordable Housing and Housing Commission Recommendation

The TOD Standards include requirements for affordability for these two Hacienda sites. The Standards for affordability were established based on the Settlement Agreement for the *Urban Habitat v. City of Pleasanton* litigation as it relates to development in Hacienda Park. The Settlement Agreement set forth that unit affordability standards would conform with the 15% affordability required in the City's Inclusionary Zoning Ordinance.

As part of the project review for these two sites, staff referred the proposed projects to the Housing Commission for their review and recommendation. At its November 17, 2011, meeting, the Housing Commission reviewed and recommended approval of an Affordable Housing Agreement with BRE, for the two subject sites. Of the 255 units on Site 1, 38 would be affordable to very low income households and of the 251 units on Site 2, 38 would be affordable to very low income households. A summary of the terms of the Affordable Housing Agreement for each site can be found in the *Discussion* section of the Housing Commission staff report (attached as Exhibit G). The Housing Commission meeting minute excerpts are included as Exhibit H.

### Traffic and Circulation

A Traffic Impact Analysis report was completed for the review and adoption of the Hacienda TOD Standards and Guidelines in January of 2011. In November of 2011, the City prepared a Supplemental Traffic Analysis for these two subject sites (the supplemental report can be found in Appendix E of the Mitigated Negative Declaration in Exhibit M). The purpose of the supplemental study was to determine and address the transportation effects of the proposed developments.

The AM and PM vehicular trips for the proposed projects were developed based on trip generation rates contained in the Institute of Transportation Engineers (ITE) publication Trip Generation, 8th Edition. This is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies at numerous locations in areas of various populations. The proposed projects are estimated to generate 267 AM peak hour trips and 337 PM peak hour trips. The ITE standard reflects trip rates based on single use destination land uses that are not in close proximity to transit. Several studies have been completed to measure the reduction in vehicle trips that result from development adjacent or in

close proximity to transit. The Hacienda Owners Association funded a literature review in 2004 to summarize these various studies and the review found that between 20 and 40 percent fewer trips have been recorded at locations where development occurred next to transit. As indicated in the supplemental traffic report, the lower end of the trip reduction was used to account for the two projects proximity to the East Dublin/Pleasanton Bart station and LAVTA bus system; which reduced the trips by 20%; 214 trips in the AM peak and 270 trips in the PM peak.

The proposed projects also include roadway changes to Owens Drive, Willow Road and Gibraltar Drive. The travel lanes for these three streets are replaced by a combination of parking lanes, frontage roads, bike lanes and sidewalks. The lane reductions, however, do impact the traffic signal operation at the signalized intersections by increasing the queue lengths. The intersection of Willow Road at Gibraltar Drive is designed to have permissive left turns (left turn vehicles must yield to oncoming traffic and wait for gaps in traffic to make their left turn). With the reduction of travel lanes on Willow Road, all northbound and southbound through movements will occur in a single lane. This increases the line of vehicles crossing the roadway and reduces the number of available gaps in traffic for the opposing left turn. The traffic volumes at this location do not suggest that a protected left turn is necessary, but the project provide left turn pockets on Willow Road to allow for the left turn vehicles to wait for a gap in traffic outside of the through traffic stream.

In order to develop both sites, the following roadway/circulation changes are required: Owens Drive between Willow Road and the BART traffic signal will be reduced from a six-lane roadway to a two-lane roadway, one lane in each direction, with a frontage road on both sides, and diagonal parking on the south side of Owens Drive. As stated in the *Roadway Changes* section of this report, the applicant will only be responsible for the eastbound changes to Owens Drive. Willow Road between Owens Drive and Gibraltar Drive will be reduced from a four-lane roadway to a two-lane roadway with parallel parking on the west side of Site 1. Gibraltar Drive between Hacienda Drive and Willow Road will be reduced from a four-lane roadway to a two-lane roadway with diagonal parking on the north side of Gibraltar Drive along the frontage of Site 2.

Staff has included conditions of approval to address the roadway and signal changes/improvements for the two projects (Exhibit A-1 and Exhibit A-2, Traffic Division section).

### 

The TOD Standards established minimum parking requirements for the two sites. Those requirements are as follows:

Residential - 1.5 spaces per unit Live/Work - 2 spaces per unit Visitor Parking - 1 space per every 10 units Non-Residential Uses – 3 spaces per 1,000 square feet

*Site 1:* With 251 residential units, four live/work units, 255 total units that require visitor parking (251 residential plus four live/work units), and 5,700 square-feet of retail/commercial space,

the minimum parking requirement for Site 1 is 426 parking spaces (376 spaces for the 251 units, 8 spaces for the live/work units, 25 visitor parking spaces for the 255 total units, and 17 spaces for the 5,700 square-feet of retail space). As proposed, Site 1 will provide 435 parking spaces (420 on-site parking spaces, including all angled parking spaces, and 15 street parking spaces – located on the east side of Willow Road).

*Site 2:* With 247 residential units, four live/work units, and 251 total units that require visitor parking (247 residential plus four live/work units), the minimum parking requirement for Site 2 is 403 parking spaces (370 spaces for the 247 units, 8 spaces for the live/work units, and 25 visitor parking spaces). As proposed, Site 2 will provide 405 on-site parking spaces and, therefore, would exceed the parking requirements. Staff notes that the on-site angled parking on Gibraltar Drive is included in the 405 parking count.

# <u>Noise</u>

The project applicant prepared site-specific acoustical studies to determine what, if any, special building treatments would be necessary to ensure an appropriate indoor noise level in the proposed residential units. The study, included as Appendix D in the Mitigated Negative Declaration (Exhibit M), accounts for noise emanating from various sources, including nearby roadways (including I-580), BART, and the Livermore Municipal Airport. The study provides detailed recommendations regarding building materials and mechanical systems to ensure that interior noise levels in the proposed new residential units do not exceed applicable standards. The recommendations are location-sensitive; units closer to noise sources require more noise attenuating materials to comply with the applicable standards.

The 2005-2025 General Plan Environmental Impact Report (EIR) acknowledged the potential for development consistent with the General Plan to result in increased exterior noise. The main noise source associated with new development was found to be traffic. The General Plan EIR analyzed locations in the City where significant noise increases would occur as a result of General Plan related growth and included mitigation measures reducing all such impacts to a less-than-significant level. Program 1.2 of the General Plan Noise Element stated that vibration sensitive land uses proposed to be located near railroad tracks should be evaluated for compatibility in a site-specific vibration analysis using the Federal Transit Administration's (FTA) vibration impact criteria. As stated in the January 2011 Mitigated Negative Declaration for the Hacienda TOD Standards and Design Guidelines, sensitive land uses proposed for areas near the BART station need to be examined for potential vibration effects. The report concluded that vibration from passing BART trains would not expose people to significant levels of vibration. The shortest distance between the project sites and the BART rail alignment is approximately 650-feet. The FTA's screening criteria for vibration assessment stipulate that residential projects within 200-feet of a rail rapid transit line should be examined more closely through a vibration study to determine if any vibration effects would occur. Beyond the screening distance, vibration effects are assumed not to be significant. Furthermore, construction is not anticipated to require pile driving, and therefore no project specific construction-period vibration study would be required.

The City's General Plan requires that outdoor recreation areas not exceed 60 dB Ldn and that indoor noise levels not exceed 45 dB Ldn. 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. The noise study indicates that special building treatments (i.e., construct exterior walls with either resilient channels, double-stud with resilient channels, or two layers of gypsum board and have windows and exterior doors of the units meeting Sound Transmission Class (STC) ratings between 34-36 for Site 1 and 32-34 for Site 2) will be required in order meet the noise standards.

#### Noise Impacts on Adjacent Properties

The development of commercial and residential uses on the two sites will generate added urban noise, such as traffic, 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. Furthermore, ambient noise levels could actually decrease for the existing uses south of the project sites due to the shielding of freeway traffic noise by the proposed buildings.

To ensure compliance with noise requirements conditions of approval have been added requiring the applicant to adhere to the noise attenuation measures outlined in the noise study. Furthermore, the City's *Noise Ordinance* and standard conditions of approval limit construction activity to certain hours when it will be less disturbing to neighbors.

# Grading/Drainage

The majority of the two lots are relatively level. Except for minor grading, the applicant is proposing to generally maintain the existing grades on both properties. Parking lot and roof drainage would drain into bioretention areas (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. 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.

# Landscaping

Preliminary landscaping plans were submitted showing planting details for the two sites. Although the landscape plans are conceptual, staff feels that the amount and species type of the proposed landscaping for both sites is consistent with the TOD Guidelines. 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 Community Development.

### Green Building

As required by the City's Green Building Ordinance, the proposed project is required to qualify for at least 50 points on BuildItGreen's GreenPoint Rated Multifamily Checklist. The applicant has proposed to incorporate green building measures into Site 1 that allow the project to qualify for 77 points and 76 points for Site 2. 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; 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. Staff has included the Multifamily GreenPoint checklists in Exhibit I for the Commission's consideration.

## Trail Connection and Public Park

The applicant is proposing a 10-foot wide tree-lined trail that leads to Dublin/Pleasanton BART station along the east side of Site 1 and the northwest and east sides of Site 2. The applicant will construct 8-foot of paved area and 2-foot of landscaping for the length of the trail on both sites. Staff notes that the two trails are not continuous. Access across the Shaklee and Kaiser properties, both of which are adjacent to the two subject sites, would be required in order to have a continuous trail. Trail improvements on the Shaklee and Kaiser properties will not occur until such time that they choose to submit for future site improvements.

The TOD Standards and Guidelines require a public park to be located on Site 1 <u>or</u> 2; however, the TOD Standards and Guidelines do not address a minimum size requirement for the park. The applicant is proposing an approximately 23,958 square-foot (.55-acre) public park at the southwest portion of Site 2, facing Gibraltar Drive. The park has a multipurpose field, BBQ areas, seating areas, and provides access to the northwest trail located on Site 2.

Staff finds the trail and public park to be appropriate and has included conditions of approval for the construction/improvements of the trails in Exhibit A-1 and Exhibit A-2.

# On-Site Common and Private Open Space

The project includes several active and passive recreation areas for the residents. Interior recreation areas include a fitness center and a club room. Exterior recreation areas include a pool, spa, children's play area, barbecue area, water features, lawn, and seating areas. Residents of the two projects will also have use and/or access to the public park on Site 2. Private open space is provided through the use of a porch or balcony area for the residential units on both sites. The applicant has met the TOD requirements for private and public open space for both sites and staff feels that the proposed projects provide sufficient common open space and amenities on each site.

### Architecture and Design

As a result of the Commission's input at the October 17, 2011 workshop, the building designs were revised to incorporate more delineation between the residential and retail uses, highlighted the stairwells/lobby areas with accent colors, overhangs, and recessed entryways, and incorporated building caps to the buildings for additional architectural character. Staff notes that that other apartment buildings in Pleasanton may have more of a "residential" appearance; however, staff and the applicant did not want to go towards a significantly residential appearance for this project given its location next to more office and contemporary styled buildings, which staff believes would have made the proposed buildings appear out of place.

Staff believes that the proposed buildings are attractively designed and will complement the surrounding developments (BART station, office complexes, and residential properties). The building design are "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 to break up the building mass and add interest. The live/work building on Site 2 would feature brick veneer walls that will complete the adjacent residential subdivision. A color/material board will be available for viewing at the hearing. Staff believes the colors and materials for both sites are appropriate to the architectural style and will be complementary to existing adjacent developments.

# <u>Signage</u>

Conceptual signage has been shown on the renderings, consisting of signs mounted on the top of the metal storefront canopies or building facades. Staff finds the general type and location of the 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 both sites prior to installation of any signs.

# School Impacts

A condition of approval requires the project developer/applicant to work with the Pleasanton Unified School District and the Director of Community Development to develop a program, in addition to the school impact fees required by State law and local ordinance, to offset these projects long-term effects on school facility needs in Pleasanton. This program will be designed to fund school facilities necessary to offset these projects reasonably related effects on the long-term need for expanded school facilities to serve new developments in Pleasanton. Construction will not be allowed to start on either site 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.

### Climate Action Plan

On February 7, 2012, the City of Pleasanton adopted a Climate Action Plan (CAP). The CAP was reviewed by the Bay Area Quality Management District and was deemed a "Qualified Greenhouse Gas Reduction Strategy" in accordance with the District's CEQA guidelines. Implementation of the CAP will occur over several years and will consist of amendments to regulations and policies related to Land Use and Transportation, Energy, Solid Waste, and Water and Wastewater, which will result in reductions in greenhouse gas emissions in compliance with the targets set by AB 32 California's Global Warming Solutions Act. In advance of full implementation of the City's CAP, staff has analyzed the consistency of this project with the CAP and is recommending several conditions of approval which address specific supporting actions included in the CAP.

As a high density, mixed use, transit oriented project located near BART, several high frequency and commuter bus lines, and located within a major employment center, the BRE projects are generally consistent with Goal 1 of the CAP: to reduce vehicle miles traveled (VMT) through mixed use, infill and higher density development. In addition, several Strategies and Supporting Actions related to parking, transit use, water conservation, energy conservation from the CAP are implemented in the proposed conditions of approval in Exhibit A-1 and Exhibit A-2.

# **Development Agreement Modifications**

On December 6, 1983 the City Council adopted Ordinance No. 1113 approving the original Development Agreement between the City of Pleasanton and the developer Callahan-Pentz Properties, Pleasanton, a California General Partnership. This agreement outlined the facts, understandings, and intentions related to the development of the Hacienda Business Park Planned Unit Development. The Planned Unit Development, PUD-81-30, was adopted by the City Council as Ordinance 1109 on November 22, 1983. The Development Agreement was approved for a period of twenty-five (25) years which would protect the interests of the citizens in the quality of their community and environment through the approved Planned Unit Development (PUD-81-30) as well as protect the investment of the developer through the planned buildout of Hacienda Business Park.

As discussed in the Background section of this report, the City Council adopted the Hacienda *Transit Oriented Development (TOD) Standards and Design Guidelines* to provide direction in regard to uses, density, affordability, building mass and height, setbacks, open space, parking, access, and street character for three vacant sites in Hacienda Park (i.e., Sites 1, 2, and 3). Since the Development Agreement and subsequent amendments did not included and/or address these TOD Standards and Guidelines, and because the Development Agreement will expire before development can occur, the applicant is requesting to modify the Development Agreement to 1) extend the term of the Development Agreement to five years from the date of approval of the two Development Plans, and incorporate approval of the development standards and design guidelines of the Hacienda TOD Standards and Design Guidelines.

Staff supports the request to extend the Development Agreement and believes that the Planning Commission should provide a positive recommendation to the City Council. Please refer to Exhibit J for the Development Agreement Amendments.

# PUD CONSIDERATIONS

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

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

The proposed projects, as conditioned, meet all applicable City standards concerning public health, safety, and welfare. The subject developments would include the installation of all required on-site utilities with connections to municipal systems in order to serve the new developments. As conditioned, the project will not generate volumes of traffic that cannot be accommodated/mitigated by the existing City streets and intersections or required road changes/improvements outlined in the TOD standards. The structures would be designed to meet the requirements of the Uniform Building Code, Fire Code, and other applicable City codes. The proposed developments are compatible with the adjacent sites and there uses and would be consistent with the existing scale and character of the area. The project also would provide affordable rental housing (38 units on each site) and help the City to meet its requirements for provision of lower income housing.

Therefore, staff believes that the proposed PUD development plans are 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 parcels are designated by the Land Use Element of the Pleasanton General Plan for "Mixed Use and Business Park (Industrial/Commercial and Office" land uses, which allows office, commercial, hotel, institutional, and residential uses. The proposed projects would further several General Plan Programs and Policies encouraging mixed-use and/or higher density development near public transit. The two projects are located near employment centers and public transportation, and are located 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 projects also meet the affordable housing objectives stated in the General Plan.

Thus, staff concludes that the proposed development plans are 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 sites are infill properties adjacent to multi-story office buildings, residential developments, and the Dublin/Pleasanton BART station. The building heights would be compatible with the multi-story office buildings adjacent to these sites. 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 two lots are relatively level. Grading conducted on the site will be subject to engineering and building standards prior to any development.

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

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

Graded areas have been minimized to the extent feasible to preserve the natural topography of the sites. City building code requirements would ensure that building foundations, on-site driveways, and parking areas are constructed on properly prepared surfaces. The proposed developments would provide adequate drainage to prevent flooding. Parking lot and roof

drainage would drain into 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 Safety Division and Engineering Division. The sites are 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 sites are 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 sites. The proposed buildings will be compatible in size and scale with surrounding structures. 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 these projects would be consistent with the TOD Standards and Guidelines and City design standards. The driveway entrances are 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 sites. All on-site drive aisles meet TOD and 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 sites are 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 projects 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 plans have been designed to incorporate adequate public safety measures.

# 7. Whether the plan conforms to the purposes of the PUD district:

The proposed PUD development plans conform to the purposes of the PUD district and the TOD Standards and Guidelines. 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 projects implements the purposes of the PUD ordinance in this case by providing a mixed use, high-density residential rental housing complexes that are well-designed and sited on the subject properties, that fulfills the desires of the applicant, and that meets the City's General Plan goals and policies, including those which promote mixed use, 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 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 projects have provided residents, the developer, and the City with development plans that optimizes the use of these infill sites in a sensitive manner. Therefore, staff believes that this finding can be made.

# HACIENDA PARK

Hacienda Park has authority to review and approve the proposed developments before they are formally submitted to the City. Staff notes that the applicant has been in continuous contact with Hacienda Park's General Manager, James Paxson, regarding their proposals. Staff expects to receive a recommendation letter from James Paxson prior to the Planning Commission meeting.

# PUBLIC COMMENT

Notices of these applications were sent to surrounding property owners and tenants within a 1,000-foot radius of the site. Staff has provided the location and noticing maps as Exhibit K for reference. At the time this report was published, staff had not received public comments regarding these applications. However, staff has provided four emails from residents that were received prior to the October 17, 2012, Planning Commission work session for the Commission's consideration (please refer to Exhibit L).

# ENVIRONMENTAL ASSESSMENT

A Mitigated Negative Declaration has been prepared for the proposed projects. 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 making a recommendation to the City Council.

# CONCLUSION

Staff believes that the site designs are appropriate and efficient for these types of development. Staff feels that the applicant has included an adequate amount of usable open space and landscaped areas within the two projects given the site constraints and transit-oriented type of development. Staff feels that the building designs are attractive and that the architectural style, finish colors, and materials will complement the surrounding developments. The proposed projects would each provide 38 units that will be available to lower income households which would help the City to meet its lower income housing goals.

# STAFF RECOMMENDATION

- 1. Find that the projects would not have a significant effect on the environment and adopt a resolution recommending approval of the attached draft Mitigated Negative Declaration;
- Adopt a resolution recommending approval to the City Council of the Development Agreement Amendment to extend the term of the Development Agreement to five years from the date of approval of the two Development Plans, filed as Case Nos. PUD-85-08-12D and PUD-81-30-86D; and (b) incorporate approval of the development standards and design guidelines of the Hacienda Transit Oriented Development (TOD) Standards and Guidelines, filed as Case No. P11-0856.
- 3. Make the PUD findings for the proposed development plans as listed in the staff report;
- 4. Find that the exceptions to the *Hacienda TOD Standards and Design Guidelines* as listed in the staff report are appropriate for the two sites, and
- 5. Adopt resolutions recommending approval of PUD-85-08-12D and PUD-81-30-86D, development plan approval to construct two mixed-use, high-density residential/commercial developments, subject to the conditions of approval listed in Exhibit B-1 and Exhibit B-2, and forward the applications to the City Council for public hearing and review.

Staff Planner: Natalie Amos, Associate Planner, 925.931.5613 / namos@ci.pleasanton.ca.us

#### PUD-85-08-12D, BRE Properties, Inc.

Work session to review and receive comments on an application for a PUD (Planned Unit Development) Development Plan to construct a mixed-use highdensity residential/commercial development containing 251 residential units, four live/work units, and approximately 5,700 square feet of retail space at the property located at the southeast corner of Owens Drive and Willow Road. Zoning for the property is PUD-MU (Planned Unit Development-Mixed Use) District.

#### PUD-81-30-86D, BRE Properties, Inc.

Work session to review and receive comments on an application for a PUD (Planned Unit Development) Development Plan to construct a high-density residential development containing 247 residential units and four live/work units at the property located at the northern corner of Gibraltar Drive and Hacienda Drive. Zoning for the property is PUD-MU (Planned Unit Development-Mixed Use) District.

Chair Narum outlined the meeting procedures, stating that staff would first present the report for both sites, followed by clarifying questions from the Commission; the public hearing would then be opened for the applicant and other speakers; and the Commission would then go through the discussion questions listed in the staff report for each of the sites separately. She indicated that she would like there to be as much conversation as possible with the applicant so the Commission can receive feedback and be clear on what it thinks need to be done or changed.

Commissioner Pentin and Chair Narum disclosed that they met with the applicant earlier in the day.

Brian Dolan presented the staff report on behalf of Natalie Amos, stating that it would be more informal than usual as this is a workshop. He agreed with Chair Narum that there should be as much interaction with the applicant as possible and noted that the members of the audience are predominantly people involved in the project, which would facilitate that conversation. He indicated that he would go through sections of the staff report provided and that his presentation will include a lot of graphics, all of which the Commission has already seen before. He stated that staff decided to include more than what is needed in case the Commission wishes to refer back and in anticipation of what the Commission might ask questions about. He then displayed a PowerPoint presentation, starting with Site 1.

Mr. Dolan presented the Hacienda Transit Oriented Development (TOD) Design Standards and Guidelines context diagram showing the two sites, which are the closest out of the three sites studied in the Hacienda Park near BART and which demonstrate two great opportunity sites for TOD because of their proximity, as shown in the half-mile arc, both walkable to BART and public transportation, as well as to other transit opportunities that center around the BART station. He added that staff included in those Guidelines and followed through in these projects some great pedestrian connections, which also shows their relationship to the other residential development located in the vicinity.



Mr. Dolan stated that while there are some residential units nearby and with the BART station across the street, Site 1 is right in the middle of predominantly business, office, and non-residential uses with large buildings with a certain architectural style. He pointed out the Shaklee site, a three-story office building complex with its parking lot on the northern side and a vacant piece on the south side which is immediately adjacent to and could serve as a possible extension of the park which has been designed into the Site 2 project. He noted the site's proximity to the Iron Horse Trail and the many pedestrian opportunities that it will provide.

Mr. Dolan then presented some views of the site to demonstrate the character of the project and set the tone for the architectural discussion. He noted that while this is a residential project, there are some non-residential architecture across the street in almost every direction, with a lot of glass and more contemporary-looking architecture, a lot of concrete panel, some stucco, and a very different look than what would be added into a residential neighborhood. He stated that the applicant has tried to incorporate this context into the projects, and this is why they might not look as residentially-oriented as can typically be seen in some of the residential projects in town.

Mr. Dolan stated that the applicant was able to meet the minimum density for Site 1 in providing 251 units. He noted that there are two mixed-use buildings that contain two retail spaces totaling 5,700 square feet, meeting the retail commercial space requirement of the Standards, and provide the required live/work frontages along Owens Drive. He added that the main corner includes an open space that addresses the public, which would then be lined with the retail behind it.

Mr. Dolan then presented the layout of the property along Willow Road and Owens Drive, noting that the site is ringed with the larger buildings that have a more active frontage facing those streets, and with the interior of the project showing a more traditional residential project. He stated that one thing raised in the staff report is that the Standards and Guidelines require that there be a hierarchy of streets within these three projects; however, while the project is consistent with these Standards and Guidelines in many ways, this is possibly the most significant area where, in one fundamental way, it is inconsistent with those Guidelines in that it does not provide necessarily a true internal street, where inside the project they would look like a street in a residential neighborhood with lanes of traffic, parking, a landscape strip, a sidewalk, and more landscaping. He indicated that this is something staff had a long dialogue with the applicant about from the time the Standards and Guidelines were approved and as these projects were developed. He added that this became most difficult with the development type the applicant is proposing at 30 units per acre. He pointed out that it is difficult to park a project like this that takes up a lot of space, and with the requirements for open space, it would need to go to a higher density before being able to provide this level of open space and achieve that internal circulation. He indicated that there are ways to create at least one internal street that connects the two entrances off of Willow Road and off of Owens Drive, but it would do so at the expense of a fairly significant amount of open space throughout. He added that the project architect, Mr. Irwin Yao, will explain this trade-off, which is a key issue that the Commission



should try and give direction on, or at least think about between now and when the application returns to the Commission as a formal application.

Mr. Dolan noted that from certain angles, the site plan shows that the first floor on many buildings has lots of garage doors. He stated that this is the inevitable result of this kind of design at this particular density. He indicated that the applicant has done a good job of making sure that the first floor elevations with rows of garage doors have some design elements to make them more attractive, and it helps somewhat that the three-and four-story buildings have some architectural interest above the first floor. He added that the applicants have also done a good job of making sure the buildings are pointed in a direction which is not as visible as some of the others, the most important of which are the elevations that face Owens Drive and Willow Road, which do not contain any garage doors.

Mr. Dolan then presented some elevations showing a variation of material from the first floor, with a HardiePlank product on some of the ends which accent and offset the rest of the building skin. He indicated that there is a variety of colors and a fair amount of movement architecturally throughout the elevation; however, this is not something the human eye can actually see as there is no actual place where one can stand and see how it actually lays out in real life; one can only see a portion, depending on where one stands. He noted that in some of the areas where this design has evolved in the newer drawings is a cap feature which highlights the top of the project. He added that there is an emphasis on a more detailed design along the first floor accentuating the retail and live/work portion of the project and distinguishing it from the residential on the upper floors. He also presented an elevation along the top that shows the back of the large building facing Owens Drive, which again is not a view in real life but one that shows the level of detail provided on that particular building. He added that the green rectangles on the bottom serve as a graphic illustration of plantings on a trellis.

Mr. Dolan presented a ground level floor plan of the retail buildings on Willow Road and Owens Drive, recalling to the Commission that there was extensive discussion about the depth of the retail space during the development of the Design Guidelines. He noted that the issue came up, when the live/work space was presented, that the whole idea should be designed so it is convertible to retail. He stated that staff had landed on a minimum retail space of 40 feet, and when the original designs came in, they actually showed a depth on the live/work of only 20 feet, which staff indicated does not meet the guidelines and will not be able to convert to retail if they do not provide a depth most conducive to retail. He added that the applicants then increased the depth to within 30 feet, with some measurement at 29 feet and others at 33 feet. He noted that this is an improvement, but not quite there; therefore, a decision will have to be made on whether this is going to be deep enough to attract retail and get that transition over time. He indicated that this would not matter if the intent is to stay residential; however, the deeper they are, the less attractive the back end becomes for residential because there are no windows back there, and all of the light will be coming from the front. By way of comparison, Mr. Dolan stated that almost all new retail buildings the City has been looking at, for example, the Safeway development, have a minimum of 50 feet. He noted that Tully's is over 50 feet, not in the space seen and experienced as part of



shop, which is only about 30 feet, but including the bathrooms and some storage at the back. He added that this does not mean there are some retail uses that could not survive with 30 feet; this just is not the ideal dimension.

Mr. Dolan then presented more elevations showing the end building and noted that the design on the end of a building will not have as much detail as some on the street fronting them. He stated that in some cases this is acceptable because they will simply not be seen as much, particularly when the buildings are close together. He noted that the side of building on the corner has a fair amount of detail, with the live/work treatment and special design on the corner actually adding a lot of interest. He then presented more internal architectural elevations and detail on the revised live/work dimensions and depth of 29 and 33 feet, how the parking works on the buildings with individual garages wrapped around, and how much of the first floor it actually takes up. He then showed the cap treatment provided on the tower elements which he feels is effective and adds a little bit of 'pop' to the top of the building, and which is the minimum that should be done. He added that the applicant has also done some enhancements to the design on the first-floor level, and the revised drawings accentuate the difference between the commercial first floor and the residential above.

Mr. Dolan then presented the proposed landscaping plan, stating that there is a lot of landscaping in the open space, along the garage doors, and around the perimeter of the building, particularly along the trail that will run along the site on the right hand side leading from Site 2 all the way up to Owens Drive. He noted that there is also nice landscaping at the entrance and that a much more detailed landscape plan will be developed as the project moves forward. He also presented the design of the private open space collected in the middle, a pool, a leasing office, a recreation building, and a tot lot.

Mr. Dolan stated that as suggested in the staff report, the issues have been narrowed down to about five, the most fundamental being whether the Planning Commission would support exceptions to the Hacienda TOD Standards and Guidelines if the project were to move forward as proposed, one key issue being an exception for the lack of internal streets and to the depth of live/work spaces. He noted that at the time of the writing of the staff report, one key issue staff had spent a lot of time talking about was the height of the live/work and retail, which was not quite high enough with the plan submitted; however, the applicant has worked through it and staff feels this will no longer be an issue and has removed it from the presentation.

Mr. Dolan stated that the Commission will also need to determine whether the building designs are appropriate in this particular context adjacent to large office buildings. He indicated that he anticipates the question of whether this has the "Pleasanton Look" and that there can be a dialogue on that. He stated that he thinks the context of this particular physical setting, the level that is normally looked at in a residential project is not necessarily right in this context. He further noted that there has been some reaction to the colors chosen, and he thinks the applicants are willing to discuss this as well as the materials. He added that there is also the question of whether the proposal that the





Commission feels it will need to make a decision on when the project comes back as a formal application.

Commissioner Blank requested Mr. Dolan, as he shows the perspectives, to identify from where they are taken.

Mr. Dolan then proceeded to describe Site 2, stating that this project has very much the same context as Site 1, with the exception that there are existing residential uses to the southeast. He showed a photo, looking at the corner of Gibraltar and Hacienda Drives, where the proposed design reflects that particular setting, where the buildings along Hacienda and Gibraltar Drives that are across the street from the residential are lower and have more of a residential feel to them to reflect that relationship. He indicated that on this particular project, the original proposal came in with exaggerated tops on the corner elements, but with only one per building, denoting the area of the building where the entrances are and emphasizing one part of the building. He stated that he will continue the dialogue with the applicant about whether or not there should be a top feature on areas that do not have this major dramatic top feature.

Mr. Dolan then presented the layout and site plan for Site 2, stating that like Site 1, it does not have the internal streets. He noted that the main project entry off of Gibraltar Drive is the only place in this layout where there could be the condition of actually having lanes of traffic, a landscaping strip with trees in it, a sidewalk, and more landscaping; the rest is an alley condition. He indicated that as in Site 1, the more active uses face the street so that when driving by, one sees the most attractive elevations of the project addressing the community, which is a positive. He added that some of the garage-door-ladened elevations are less visible, inside the project, and not exposed to the rest of the community. He noted that this is the type of development that occurs at this particular density, as everything cannot be surfaced-parked, and because there are no big garages, parking must be tucked underneath the units.

Mr. Dolan indicated that there is also a nice internal recreation component centrally located with a pool, leasing area, recreational facility, and some open space. He noted that as required that one of the two projects include a park, a .55-acre of parkland, slightly larger than Veterans Plaza on Peters Avenue down the street from City Hall, in include in this project at a location that creates a very good opportunity to further develop the adjacent Shaklee piece and expand the park quite a bit. He added that it is nicely located along one of the trails that would run up the western border of this property, connecting Gibraltar Drive through to Site 1 and ultimately to Owens Drive and the BART station.

Mr. Dolan then presented a slide showing the live/work on the corner of Gibraltar and Hacienda Drives. He noted there was a requirement in the Guidelines that 50 percent of that frontage should be live/work units, and since what is being proposed is somewhat less than that, the City will have to decide whether that amount of live/work at this particular location is adequate even though it does not meet the letter of the Guidelines.



Mr. Dolan then displayed several photos, including a lower building across from the residential which is no more than three stories and with a more residential feel; a park; some simple internal elevations which may not require additional details because it is quite close to the building next door and with the addition of landscaping along the first floor and a top element; other internal architectural elevations and perspectives; the ends of the buildings on Hacienda Drive across from the residential; and landscaping. He indicated that there is a lot of land dedicated to trail connection on this project, including a ten-foot wide trail dedication along both sides. He noted that the idea for the trail adjoining Kaiser is for the City to work with Kaiser to expand the width and put in a much more significant trail. He added that this project has the same issue with the live/work depth.

Mr. Dolan stated that questions for this particular site would be similar to those of Site 1: exceptions on the internal streets; level of exception, if any, for the depth of the live/work spaces; appropriateness of the overall design for this particular location; colors and materials; locations of buildings; and the size of the small park. He noted that the park was a last-minute addition to the Guidelines, and no size was required or specific reference given other than that one of the two projects would have to contain a park.

Commissioner Pentin inquired if the park element occurred at the Planning Commission or Council level.

Mr. Dolan replied that it happened at the Council level.

Chair Narum inquired if the park area is .55 or 1.55 acres.

Mr. Dolan replied that it is .55 acre.

Commissioner Pentin commented that there was no stipulation of size.

Mr. Dolan confirmed there was none; only what is a practical, usable site. He noted that the applicant had inquired how big it has to be, and staff had indicated that the smallest workable park in the City is the Veterans Plaza on Peters, which provides a nice little park.

Mr. Dolan indicated that this ends his presentation but that staff has a lot of other graphics which he could display if the Commission so desires.

Referring to the one entryway on the Site 2 project [Mr. Dolan clarified that there were two: the main project entrance on Gibraltar Drive and another on Hacienda Drive], Commissioner Olson inquired if there were security gates on those entryways.

Mr. Dolan replied that none were proposed at this time.

Commission Olson stated that he was wondering if there should be, and the reason is what would prevent people who do not particularly belong there from driving into the development, all the way to the back and causing problems.





Mr. Dolan replied that staff would prefer not to have the security gates. He stated that this was one of the ideas of trying to provide an internal street style, where the streets would be like any City street even though it would be private. He indicated that there are obviously security concerns with projects like this, but the design gets somewhat tricky as it is fairly tight, and there would need to be a turnaround for people who pull in and then cannot go forward. He noted that the design right now would not accommodate that.

Following up Commissioner Olson's question, Commissioner Blank inquired if the Police Department had reviewed this design and weighed in on its "police-ability." He noted that these are all private and inquired if there would be any patrolling taking place and if they have been evaluated from that perspective.

Mr. Dolan replied that the projects have gone through the routing process and have been shared with the different City Departments process. He added that staff has yet to prepare the staff report and the conditions of approval, so the dialogue is not over and there is much more discussion. He noted that he does not think the Police Department would see this as any special problem area and would probably look at it as a typical 30-unit-per-acre apartment complex, similar to the Archstone Apartments where anyone can drive in there anytime.

Commissioner Blank commented that he was not a big fan of gates but shared Commissioner Olson's concerns, especially with Site 1 because of the angularity that those streets created.

Commissioner Olson stated that he was not in favor of internal roads; that he likes the design and thinks it works better. He indicated that he was concerned about and raised the issue of security because the development is directly across from BART.

Commissioner O'Connor noted that there is a variation on the colors in the staff report and the actual exhibits. He inquired if the true color scheme was the exhibits provided by staff or the depictions provided by the applicant.

Mr. Dolan replied that the first big packet the Commission received, which included the staff report and attached materials from the applicant, was the application, and these did not have any variation in colors. He noted that staff had asked the applicant to explore other colors, and some new graphics were submitted; any color differences in those graphics are the result of the exploration of variation. He added that it would be useful for the Commission to share with the applicant and staff any particular colors it does not like or any tones and directions it wants the applicant to explore.

Commissioner Blank pointed out that these are printouts from a computer, which are only approximations and premature until the actual color samples are submitted and are seen in the right kind of lighting.

Commissioner O'Connor concurred.





#### THE PUBLIC HEARING WAS OPENED.

John Wayland, BRE, Applicant, stated that they are excited about presenting these projects and explained that their architect, Irwin Yau of TC Architects (TCA), would spend time reviewing the project elevations. He indicated that before getting into the project, he would like to refresh the Commission's memory about BRE, a publicly-traded company with a business objective to own multi-family real estate on a long-term basis. He noted that BRE has assets that it has owned for more than 40 years, and development is the vehicle it uses for growth in the company. He explained that BRE is different from a merchant builder who typically would sell an asset after a year; it is, instead interested in ensuring that its assets perform and look as good five years down the road as it did in year one. He added that these projects represent about \$160 million in investment and that BRE has a vested interest in them as does the City, in making sure they look good and create a livable environment for the residents.

Mr. Wayland stated that the BRE project staff have diligently worked with City staff to comply with the Design Guidelines, and he thinks they are 95 percent there. He noted that they have the trail and park dedication, the open space requirements have been met, there are more retail and live/work than was originally anticipated, and they have tried to make efforts to accomplish all the goals. He indicated that they are asking for some exceptions, which they have thoroughly vetted out with staff and internally, and that these exceptions are based on what they believe would make the project successful and a better environment for the residents who ultimately are writing the rent checks. He noted that they have always defaulted in that direction in cases where they really thought it was a toss-up.

Mr. Wayland stated that they look forward to the Commission's feedback. He indicated that Bob Linder, also from BRE, is present and may also be answering some questions. He then turned over the floor to Irwin Yau, Project Architect.

Due to equipment failure, Chair Narum called for a break at 8:10 p.m. and resumed the meeting at 8:20 p.m.

Mr. Yau thanked Mr. Dolan for his thorough presentation and indicated that he would go through some slides really quickly and touch on different aspects that were not brought up. He stated that the two sites are within the Hacienda Business Park district, and, therefore, the project is designed accordingly in the context of a business park, with Site 2 being a bit more sensitive to the residential areas located along its south side. He then presented an aerial photograph of the area showing what the community would look like once all the elements are built out.

Mr. Yau presented a photo of Site 1 against the BART station and explained that the way it was laid out was to try and create more of an urban environment with a higher density and urban buildings flanking the plaza space. He indicated that this is where taller four-story buildings exist with retail inside, and the rest of the building is more of a campus style behind that, which serves as its backdrop. He stated that there are







5,000 square feet of retail along the corner, a plaza space about the size of half a football field, live/work along all of Owens Drive, angled parking along the front, a landscape median that will protect users from backup into that space, and street sections which comply with the TOD Guidelines. He indicated that they are trying to create a community that is centralized amongst a central open space that also has a connection with a plaza space.

Mr. Yau stated that, as Mr. Dolan mentioned, they explored putting in the internal streets and looking at how it would affect the project itself. He presented two different plans: the first proposal includes the plaza on the corner and one large main open space with green sails that wrap around the whole space, but without internal streets; and the second, following the TOD Guidelines, would create a street that would run through, with parallel parking because some of the entrances and garages have a flip, and the amount of open space and central space would be compromised. He indicated that from the technical standpoint, in terms of the difference in actual space between the two, the site plan following the TOD Guidelines would lose about 15,000 square feet of open space. He noted that what they want to do is to create a pedestrian- and community-friendly project which they feel can still be created without the open space.

Chair Narum inquired if the proposed plan and the TOD Guidelines plan impact the number of parking spaces.

Mr. Yau replied that the number of parking spaces is roughly the same, with a little less parking with the TOD Guidelines project because parallel parking is not as efficient as head-in parking.

Chair Narum requested confirmation that, basically, with the inclusion of internal streets, the project would lose some open space and a few parking spaces.

Mr. Yau confirmed that was correct. He indicated that what they want to do is analyze what they propose while still creating a site plan with good pedestrian activity and access. He pointed out the main pedestrian circulation throughout the site and noted that there is circulation along the streets, which is part of the TOD Guidelines, with the main open space in the middle, circulation around it and connection to the corner, as well as a pedestrian landscaped sidewalk edges around the whole site. He added that with this plan, any resident in the property would be able to access the major open spaces, the corner, and the BART station without having to walk through an alley. He explained that this was important to them so that even though they did not have the street, they had a lot of landscaped sidewalk spaces.

Mr. Yau then presented some pictures showing a blow-up of sections of each of the buildings, including the four-story building along Owens Drive; live/work units where changes were made to increase the height of that space to 15 feet and superimposed to be 30 feet deep; the section of the street provided is according to the TOD Guidelines; and a three-story garden product which is also a TOD. He explained that the way the building works is that the stair tower sticks out more, from where the minimum





dimension is being shown; and there is actually a deeper setback than what is required for the TOD Guidelines where the units are along the ground level that faces the street.

Mr. Yau then displayed a corner rendering of the project and pointed out Owens Drive and Willow Road; a plaza space and the retail space on both sides of that plaza; the internal courtyard; an amenity space with leasing, club room, fitness, pool and spa area; and another rendering looking down the main entry. He then presented the four-story building along Owens Drive, the plaza space, the retail on the corner which complies with the Guidelines, and live/work spaces for which they are asking for an exception with respect to their depth. He indicated that the height is already provided to be higher than what was first proposed and now meet the Guidelines. He stated that in doing this, they were able to distinguish, and on ground level, create a base level for retail and live/work and volume space for the storefront, with a height of about four feet. He added that there are awnings on the ground level with live/work and retail, and the ground level can be defined without necessarily creating a deliberate base. He noted that what they want to do with a mixed-use building is have layers of information, something integrated that the materials used for the live/work are also in the tower so it does not look like they built a retail space and put housing on top of it, but an intentionally created mixed-use building. He then presented a photo showing the added tops along the building and elements along the edge; entries into the building ground level with stairs along one side and stairs and elevator on the other side; the front of the building exterior, emphasizing the entries into the lobbies by using taller elements and changing the materials to draw attention to either being retail or entrance into the building itself.

Mr. Yau then showed the elevations of the buildings behind, the three-story garden, which do not have an elevator but are instead served with stairs along the front and the back of the building. He explained that when they do a setback on the street they have units along the ground level with more landscape space in front, and within the elevation itself, they are using enhanced materials to represent the stair tower and creating a different color to emphasize building entrances.

Commissioner Pentin referred to the buildings without elevators and inquired whether they were ADA-accessible. He further inquired if the idea is a percentage requirement in the building.

Mr. Yau replied that the ground level units are ADA-accessible and explained that if an elevator is not provided for the building, the units above the first level are not required to be ADA-accessible. He noted that the building has been designed accordingly. He added that because the four-story building is an elevator-served building, all units are ADA-accessible.

Mr. Yau then presented a slide of the building along Owens Drive which includes four live/work units along the ground level. He indicated that they raised the building to have a 12-foot clearance on the ground level.





With respect to Site 2, Mr. Yau stated that they took a different approach in terms of what they are putting along the street. He explained that where Site 1 is a little bit more urban, and denser buildings along the street up against BART seem appropriate, Site 2 has a two-story residential context, they have put three-story buildings along the edge and the higher density buildings towards the Kaiser campus and Shaklee site at the back, with a park and the central open space in the middle of the project. He indicated that they also explored internal streets on this site, and noted that with the central courtyard in the middle, internal streets would create a small space that then becomes an island and is not usable open space anymore. He stated that without the internal streets, they still accomplish what they want to do in terms of a walkable community, with the existence of pedestrian access, the access all around the central open space, and the access to the park. He noted that the difference between their proposal versus the TOD internal street scheme is about 10,000 square feet of additional open space.

Mr. Yau stated that with regard to the issue of security mentioned earlier by Commissioner Olson, there will be pedestrian gates with key pads. He indicated that they do not anticipate having vehicular gates through the project and noted that management is on-site and will manage security in the property. He added that, all parking along the back will be well lit throughout the evening.

Mr. Yau stated that there is access to the trail system on one edge of the park and dedication of the trail along three sides of the site. He then presented a blown-up section along Gibraltar Drive which shows the use of one of the examples of the Guidelines with a 22-foot pedestrian setback, angled parking, a travel lane, and a non-raised median along the center. He added that Hacienda Drive has a 25-foot pedestrian setback.

Mr. Yau then presented pictures of the park area and stated that there was a concern about whether or not the garage end of one building would be visible along Gibraltar Drive. He indicated that they are developing a very good landscape scheme for this area as well as for the area along the east side of the park to render them very well landscape-protected so that no garages will be seen from the park or eastbound on Gibraltar Drive.

Commissioner Pearce inquired if the .55 acre for the public park does not include the two tot lots.

Mr. Yau replied that the tot lots will be part of the public park.

Mr. Yau then presented the pool courtyard with similar amenities as on Site 1 but somewhat smaller, including a leasing office, a club room, a fitness room, a pool, and the open space that opens out and connects to the park. He then displayed the four-story buildings toward the back of the site, emphasizing the entries along the front portion of the building, similar to the building along Owens Drive but a little shorter, with caps along the top and accent materials to accent entry into the building itself.



Mr. Yau concluded his presentation by showing the three-story garden buildings, with the cap along the corner for accent due to its location along Hacienda Drive, the entrance into the stair tower which is a different material and color than the red which has been called out, and the live/work with the plaza on the corner of Gibraltar and Hacienda Drives.

Commissioner Pentin asked Mr. Yau if they are still considering additional caps like those on the extended corners in the entrances and the roofline differences mentioned by Mr. Dolan or if they have come up with any other concepts.

Mr. Yau replied that they have not explored any other concepts. He explained that the reason for these caps is to prioritize and emphasize a portion of the building. He stated that right now, they are along the corner, and if they are provided throughout the whole building, that corner would be de-emphasized and de-prioritized. He indicated that having the caps there makes it asymmetrical which adds more interest to it. He added that they focused quite a bit on what is happening on Hacienda Drive, having some of the red elements occurring on the different floors to create a playful rhythm, and having the caps happen every once in a while adds to this instead of being extremely repetitive throughout the whole project.

Bob Linder, BRE, stated that he has worked quite a bit with Mr. Dolan and Ms. Amos over the last several weeks and was available to answer any questions the Commission may have on BRE and on the project.

#### THE PUBLIC HEARING WAS CLOSED.

Chair Narum indicated that the Commission would consider the Discussion Points listed on the staff report separately for each of the two sites.

Mr. Dolan stated that staff would like to have some feedback on the five items for each site. He added that if the Commission has any strong feelings on any other issues raised in the staff report, staff would like to hear it now as opposed to later down the road.

#### Site 1 Discussion Items:

## A. Would the Planning Commission support exceptions (items 1 through 13 noted in the staff report) to the Hacienda TOD Standards and Guidelines if the project were to move forward as proposed?

Chair Narum indicated that these exceptions are specific to the lack of internal streets and the depth of the live/work spaces.

Commissioner Pentin stated that he is fine with the discussion about the alleys because it opens up more open space; however, for the entrances, he inquired what the impact on the project would be to have the entrances not look like alleys but rather, like streets, and then become alleys. With respect to the exception of the depth of live/work spaces,









he stated that he does not have the minutes from the Planning Commission meeting, but recalls that the Commission was talking about live/live space and then live/work space because of the uncertainly of its viability. He noted that it now appears like there is a real live/work-only type of environment and that would be a concern for the depth. He indicated, however, that he is not concerned about the proposed 30-foot depth for the live/work.

Commissioner Olson stated that he supported the exception for the lack of internal streets and for the 30-foot depth.

Commissioner O'Connor agreed with both exceptions, indicating that he has no problem with the internal streets being as proposed, but as mentioned by Commissioner Pentin, he would like to see the two main entryways be more accentuated, maybe made a little bit larger, so people know they are the entryways.

Commissioner Blank indicated that he has no problem with both exceptions as depicted.

Commissioner Pearce stated that she is unable to support the live/work depth until she understands it better and inquired why it is proposed to be 30 feet instead of 40 feet. She further inquired if the reason is the lack of windows in the rear of the units.

Mr. Yau replied that a 40-foot depth for a residential unit is extremely deep and creates a portion at the back of the residential unit to be not as livable; hence, as it stands right now, it would not be an ideal residential unit with a 40-foot depth. He added that this would cause the loss of additional parking within the building itself. He noted that as the units get deeper, it takes away some of the advantage of the building, and they have found that people like to park in the building and go up the elevator to their units; the proposed depth is the balance they found between the two.

Commissioner Pearce indicated that she was fine with the 30-foot depth. She added that having worked on the Hacienda Task Force, the lack of internal streets seems to be the difference between discussing this in theory and seeing it in practical application. She stated that she loves the idea of internal streets, but practically, the proposal works better for this site.

Chair Narum stated that she would also agree and given a preference, she would much rather have the additional open space than the alleys. She also agreed with Commissioner O'Connor's and Commission Pentin's comments about 'beefing up' the main entry and making it look a little more like a street.

Mr. Yau stated that they had a meeting with Planning staff and the Traffic Engineering Division last week and indicated that for Site 1, the width of the street will be 26 feet and there is a 17-foot setback from the street to the building for the main entryway as well as for the entryway off of Owens Drive. He added that a driveway will come in, with landscaping on both sides, a sidewalk, and again some landscaping before getting to the building.



## B. Are the building designs appropriate in their physical context adjacent to large office buildings?

Commissioner Blank stated that he is fine with the way the buildings are designed at this stage. He noted that while he thinks the "Pleasanton Look" is an important concept and one that the City has spent a lot of time creating, it did not need to be here. He indicated that he was struck when he looked at the plans and noted that this is something different, intended to be a TOD, an environment, a community; not that it stands apart from the City as it is still part of the City, but intended to be different. He presented the analogy of Walt Disney World, which has hotels with themes in them, and when he first saw this, what went through his mind was that this is called contemporary where the monorail goes through this V-shaped building that has a very modern thematic thing, and one knows what one is getting into. He noted that they tell you when you check in that it is not going to be a quiet, sedate, gentrified environment, but a place that is noisy with lots of action and things going on. He stated that to him, it is the same kind of differentiation between the "Pleasanton Look" and of what is being created here, and it does not need to have the "Pleasanton Look."

Commissioner Olson stated that he thinks Site 1 looks great. He commented that the "Pleasanton Look" is eclectic.

Commissioner Pentin stated that he thinks the current design as presented for the Hacienda Business Park looks great with the office buildings.

Commissioner O'Connor stated that he is fine with Site 1 but noted that he wished it had more of the look that Site 2 has.

Commissioner Pearce echoed most of Commissioner Blank's comments and agrees that the "Pleasanton Look" is inapplicable here. She stated that she likes the more industrial look because it is near BART and office buildings; it has a good feel and the feel of the TOD in an urban setting she was really hoping for.

Chair Narum stated that she agreed with everything that has been said. She indicated that it does not look like "Pleasanton" but she does not think it is supposed to look like what has been called "Pleasanton." She added that it fits well within the surrounding buildings.

#### C. Are the proposed building colors and materials acceptable?

Commissioner O'Connor stated that he is not big on blue in buildings. He noted that some of the depictions look almost like charcoal and blue in others. He indicated that he had no problem with the off-white or the white and gold, but believed that the Commission had always looked more for earth tones.

Commissioner Blank stated that he thinks the challenge here is that he does not have enough information to judge these colors, noting that these are computer colors and are



not the real colors. He added that they are not ostentatiously bad, that they are sort of in the ballpark, but he hopes that when there will be more definition when the application comes back and the visuals will show what the colors really look like.

Commissioner Pentin indicated that he would not be opposed to the blue color.

Mr. Yau confirmed that the colors are not exact and that in the actual submittal, there will be a color board and true color chips. He noted, however, that the colors are not far off and are meant to be dark blue and gray/blue. He indicated that Site 1 was intentionally done a little cooler than the office buildings, and Site 2 intentionally a bit warmer considering its context. He added that they believe both sites complement each other with shared colors while not being exactly the same, and they did not want to design two projects with exactly the same colors.

Commissioner Blank requested that larger color chip samples be provided when the project comes back for the actual formal application.

Mr. Yau stated that the size of the color samples will be 8" x 10".

Commissioner Pearce noted that in one of the pictures, the yellow color is mustard and on the other, it is neon green. She inquired which one would be closer to the actual color.

Mr. Yau replied that said the color is more yellow and not as gold as shown, but definitely not green.

Chair Narum inquired how the charcoal or dark blue would hold up with the weather in terms of exposure to the sun and fading.

Mr. Yau replied that it is a Hardie panel that has an integral color with a warranty on it and not something that is just painted on. He added that it is cementitious panel, not wood, and should hold up very well.

Chair Narum inquired if they have had any experience with it.

Mr. Yau replied that it is a pretty common material but not something that is out there in terms of something that has been used quite a bit. He noted that they have used it satisfactorily in other projects in the past.

Commissioner O'Connor inquired if it is the same material that Hardie uses in its roofing material such as Hardie shakes and Hardie shale.

Mr. Yao replied that he did not believe so. He indicated that this is a Hardie board, made by the same company but of a different material. He added that they are looking at various other companies as well, but it would be essentially a similar type of cementitious panel and not a wood panel which would wear and look differently.





Commissioner Olson stated that his first reaction to the colors was that they look great and are different from what he sees when he looks across the other side of the freeway. He added that he likes the colors and would hope they would continue.

Chair Narum agreed with Commissioner Olson's comments.

#### D. Is the positioning of the buildings acceptable?

Commissioner Pentin stated that he likes the corner of Willow Road and Owens Drive as well as the opening that follows through to the retail. He indicated that he also likes the positioning and how the garages are not exposed to the two streets.

Commissioners Blank and Olson both agreed with Commissioner Pentin's comments.

Commissioner O'Connor stated that he likes the corner and the way it is set up. He noted that it attracts people and hopefully will keep the retail viable.

Chair Narum agreed.

#### E. Is the size of the public park on Site 2 acceptable (.55-acres)?

This question refers to Site 2.

## F. What information would the Planning Commission wish to see to assist its decision on the proposals?

Mr. Dolan explained that this refers to anything the Commission has not seen tonight other than detail that it feels it will need to make its decision down the road.

Commissioner Blank stated that he would like to see the detailed visuals to the greatest extent possible and additional detail work on the entryways. He noted that it would be handy to also have cross references between the slide pictures and the packet pictures as the Commissioners may have made notes on the packet pictures, and they would be able to identify exactly what is being shown during the presentation with those in their packets. He added that he would like something more than simple routing to the Pleasanton Police Department, such as a statement indicating that somebody really did look at them.

Mr. Dolan clarified that the application has gone through the level of dialogue where it is routed to the different Departments and then discussed in detail at the Staff Review Board meeting. He added that staff will specifically meet with the Police Department.

Commissioner Blank further stated that it would be very helpful if the applicant could provide more viewscapes of how things will look. He indicated that he likes the overall view, which looks very classy as a transit-oriented development site, and he thinks it is great.









Commissioner Olson requested confirmation that that there will be on-site management and security provided.

Mr. Yau confirmed that was correct.

Commissioner Pentin stated that he would like to see more specific details on the connection to the Iron Horse Trail, whether there will be gates, whether it will be open, and the type of access across the parking lots to get to the trail.

Commissioners O'Connor and Pearce indicated that they were good.

Chair Narum stated that she would like to see a visual of the tot lot on Site 1. She noted that the packet only shows the area where it is to be located; there is nothing that shows the details or the angle across the tot lot.

Mr. Linder replied that they have not designed these space amenities yet but could bring back images of the types of tot lots they have built on other sites which they still own and manage, as well as a conceptual picture of what their typical tot lots look like. He added that they are open to suggestions if there is something the Commission would like to see in the tot lots.

Chair Narum indicated that she would like to see one kind of view across the tot lot. She added that a picture of a typical tot lot showing what they would do would also be good.

Mr. Linder replied that they can do both.

Chair Narum asked the applicants if they had any questions or needed further clarification on Site 1.

Mr. Linder replied that there were none at this time. He stated that it is pretty clear and in line with what Mr. Dolan and staff have already requested of them.

#### Site 2 Discussion Items:

# A. Would the Planning Commission support exceptions (items 1 through 13 noted in the staff report) to the Hacienda TOD Standards and Guidelines if the project were to move forward as proposed?

Commissioner Pentin stated that he has the same answer as on Site 1: he would like see the entryway "beefed-up" and more like a street; he does not have problems with the alley because he does not want to lose more open space; and he is fine with the approximately 30-foot depth on the live/work.

Commissioners Blank, Olson, and O'Connor agreed with Commissioner Pentin's comments.



Mr. Yau stated that the main entry on Site 2 will be off of Gibraltar Drive, which will have a 26-foot wide drive entry and the landscape setback required by the TOD Guidelines. He noted that the entry off of Hacienda Drive will not be 26 feet wide. He added that when coming through the space, it will not have the landscaped setbacks along that edge but will have landscaping along the perimeter. He indicated that they believe the entry at Hacienda Drive is meant to be a secondary entry and that the main entry is on Gibraltar Drive, which has a focal point with the leasing office and which they want to be able to celebrate with landscaping.

Commissioner Pentin requested that the applicant ensure that the Commission is provided with visuals of what that entry really looks like when the application comes back.

Chair Narum commented that it is a good point.

## B. Are the building designs appropriate in their physical context adjacent to large office buildings?

Commissioner Pentin noted that when the building roof was discussed, Mr. Yau explained how the design breaks up as it moves so that it is varied rather than just one standard roof, which makes complete sense because it draws people to where they are supposed to be drawn. Commissioner Pentin continued that inside the project, he sees the back of the buildings with a lot of flat tops moving across; he does not see the caps except for one. He indicated that this is where he is wondering about some variance in that rooftop design, at the back side internal to the property, which is a lot different than what is out on the street. He added that this is the element design he is still having a problem with.

Mr. Yau replied that Site 2 is treated differently. He explained that the four-story buildings do have more of a parapet roof, but they still provide quite a bit of variation. He pointed out the top as the main entry into the building which is being emphasized with the stair tower and lobby along the ground level. He noted that the other side, which is the lighter blue and which ties in with the other project, is where the other tower and the other stair tower are located, which intentionally do not have a any cap to make it a little bit more asymmetrical, thereby emphasizing the one that has the elevator in it. He indicated that they think there is still variety in the building, although they are not opposed to exploring something else.

Commissioner Blank requested the applicants to return with some really good visuals so the Commissioners can get a sense of what it really looks like from standing on the ground and looking up.

Commissioner Pentin reiterated that he was not referring to the big caps that draw people to those entrances and to the retail, but rather something which breaks up the flat line. He noted that while it has been pointed out that they are not all flat lines, when he looks at it, they all look like flat.









Chair Narum noted this was of concern to her as well and that she would like to see some caps, not the huge ones but something similar to those on Site 1, to break up the flat lines a little bit. She referred to a drawing which she noted resembles a long stretch.

Mr. Yau indicated that it makes sense and that they would not be opposed to revising and providing this detail.

Commissioners Olson and O'Connor indicated that they were fine.

Commissioner Pearce noted that she discussed this concern with the applicant when she met with him today. She indicated that when she was on the Hacienda Task Force, the Task Force had significant discussions on creating community and making sure that these types of developments were not self-enclosed entities but really created community. She referred to the one adjacent to the residential and stated that she would have hoped to have seen more stoops and more places where people can congregate, not only outside at the corner but also inside within the complex. She stated that she sees a lot of garages and not as many places that are natural gathering places outside people's homes. She noted that similar to the discussion on porches in a suburban community, stoops and things like that create a community in an urban environment. She indicated that this is something she would have hoped to have seen because she drives by more dense projects in other areas and it is like a ghost town because there is no one around, which she finds sad.

Chair Narum referred to a rendering of a building with a white section on the far left, which struck her as looking institutional with its institutional-sized windows. She noted that it seems to have lost some detail and asked the applicant to look into it, indicating that she was not certain what should be done with it. She also pointed out the long stretch on the back side and referred to a similar design on another building facing close to another building but is not as visible.

#### C. Are the proposed building colors and materials acceptable?

Commissioner Pentin stated that the warmer colors on this property are fine, especially because of the residential area across from the site. He noted that they work a lot better for this area but would not work on Owens Drive.

Commissioners Olson and Blank agreed.

Commissioner Pearce and Chair Narum indicated that they would like to see large color samples.

#### D. Is the positioning of the buildings acceptable?

The Commission was supportive of the proposed positioning of the buildings.



#### E. Is the size of the public park on Site 2 acceptable (.55-acres)?

Commissioner Pentin stated that sometime in the future, he would like to see this park become a larger park, possibly with a piece of the Shaklee property. He noted the tot lot area in the current design, but the other park seems plain and he is not sure if a sport court would be located there or what that design there would be. He indicated that he would like to see something more in that area. He added that he is fine with Site 2 having open space and a park.

Commissioner Blank indicated that he did not quite understand Commissioner Pentin's comment and inquired what the last part was about.

Commissioner Pentin explained that he was referring to the one corner and wanted to know what its use would be, whether it would be a sport court, hardscape, lawn, or something else.

Chair Narum noted that it says it is grass.

Commissioner Pentin stated that he thought it had some kind of design on it when he saw it.

Commissioner Blank commented that he thought it was just an aerial concept.

Commissioner Olson stated that it says it is an open lawn area.

Commissioner Blank stated that he wished the park were larger but that it is better than not having any park at all.

Commissioner Pearce stated that she does not want the park to be smaller; she would like a larger park but not at the expense of parking. She indicated that it is what it is, and it would be great to have it hooked up with a piece of the Shaklee property someday.

Chair Narum stated that the park is shown with parking up against it on one side. She inquired if there is a plan or how they would separate the cars from the park.

Mr. Yau displayed a photo and mentioned that this area is a little bit more programmed with an open grass area with some indication for some sport usage. He noted that there is a bio-retention area along both sides and a tree-lined sidewalk that would act as a visual barrier; there is no actual physical barrier.

Chair Narum inquired if the sidewalk would provide some distance between the cars and the actual park.

Mr. Yau said yes. He added that there is a pedestrian space where people can walk with no parking there and just grass beyond that.

Chair Narum inquired if the left side can be used by children to run around, throw a football, or for a pick-up soccer game.

Mr. Yao confirmed that the area is for sports usage as well. He added that it is a pretty large open grass area and is intended for non-regulation recreational field use.

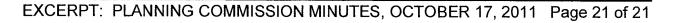
## F. What information would the Planning Commission wish to see to assist its decision on the proposals?

Commissioner Pentin stated that he has the same comments as for Site 1 with reference to access to the trails, egress and ingress, and crossing of parking lots. He added that there are references to bike parking or lockers on both sites, and he would like to see what that would look like, how it would be accessed, and if it would be really friendly.

Commissioner Pearce added that she wanted a confirmation that they conform to the Pleasanton Pedestrian and Bicycle Master Plan.

Chair Narum asked the applicant if they had any questions or needed further clarifications.

The applicants confirmed that they were good.



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#### CITY COUNCIL/PLANNING COMMISSION JOINT WORKSHOP AGENDA REPORT

February 8, 2012 Community Development Planning Division

TITLE: PUD-85-08-12D (SITE 1) / PUD-81-30-86D (SITE 2) – JOINT WORKSHOP TO REVIEW AND RECEIVE COMMENTS ON TWO APPLICATIONS FOR PUD (PLANNED UNIT DEVELOPMENT) DEVELOPMENT PLANS TO CONSTRUCT: (1) A MIXED-USE HIGH-DENSITY RESIDENTIAL/ COMMERCIAL DEVELOPMENT CONTAINING 251 RESIDENTIAL UNITS, FOUR LIVE/WORK UNITS, AND APPROXIMATELY 5,700 SQUARE-FEET OF RETAIL SPACE AT THE PROPERTY LOCATED AT THE SOUTHEAST CORNER OF OWENS DRIVE AND WILLOW ROAD (PUD-85-08-12D); AND (2) A HIGH DENSITY RESIDENTIAL DEVELOPMENT CONTAINING 247 RESIDENTIAL UNITS AND FOUR LIVE/WORK UNITS AT THE PROPERTY LOCATED AT THE NORTHERN CORNER OF GIBRALTAR DRIVE AND HACIENDA DRIVE (PUD-81-30-86D).

APPLICANT: Bob Linder / BRE Properties, Inc.

**PROPERTY OWNERS:** WP Carey (Site 1) and BRE Properties, Inc. (Site 2)

#### SUMMARY

On March 1, 2011, City Council adopted the *Hacienda Transit Onented Development* (*TOD*) Standards and Guidelines. These Guidelines were an outcome of the Settlement Agreement for the Urban Habitat v. City of Pleasanton litigation and the Hacienda TOD Task Force. The standards and guidelines provide direction in regard to uses, density, affordability, building mass and height, setbacks, open space, parking, access, and street character for three vacant sites in Hacienda Park (i.e., Sites 1, 2, and 3). The Core PUD regulations found in the *Hacienda TOD Standards and Guidelines* apply only to these three specific sites in Hacienda; the standards do not apply to all of Hacienda Park. All development applications for the sites require review by the City through the Planned Unit Development (PUD) process, which will include review and recommendation by the Planning Commission and action by the City Council. Accordingly, the applicant has submitted two formal PUD applications for Sites 1 and 2.

Prior to presenting the applications to the Planning Commission for a formal recommendation to the City Council, and in order to receive input from the City Council regarding the proposed mixed-use apartment/commercial project (Site 1) and the live/work residential project (Site 2), staff is presenting the project to the City Council and Planning Commission as a joint workshop.

#### RECOMMENDATION

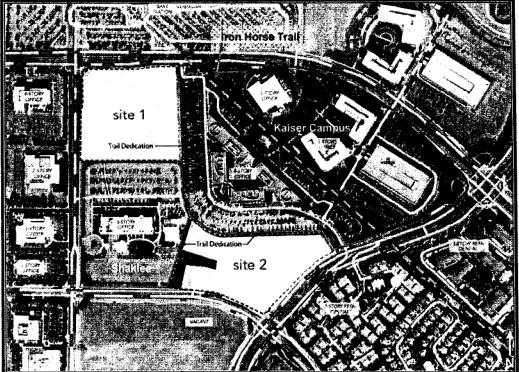
Review the attached material, hear presentation and public input regarding the proposed application, and provide suggestions/comments to the applicant and staff.

#### FINANCIAL STATEMENT

It is anticipated that BRE Properties will transfer ownership of the proposed public park property, located on Site 2, to the City as part of their park impact obligations. They will also provide trail right-of-way on both sites as shown below (Figure 1). Should the City Council approve the application as proposed, the City may bear financial responsibility for developing and maintaining the park and the trails. The source of funding for the development of the park would be from the in-lieu park fee fund from these two BRE development projects and other projects.

#### SITE DESCRIPTIONS

Site 1 is an approximately 8.4-acre, relatively flat vacant lot located on the southeast corner of Owens Drive and Willow Road. Site 2 is an approximately 8.1-acre, relatively flat vacant lot located on the northern corner of Gibraltar Drive and Hacienda Drive. Both Sites are south of the Dublin/Pleasanton BART station, west of the Iron Horse Trail, and bordered by Shaklee's corporate headquarters and the Kaiser campus. Site 2 currently has an access drive to the Shaklee site, which will be removed upon development of the property.





#### **PROJECT DESCRIPTIONS**

The applicant proposes to build: 1) a mixed-use high-density residential/commercial development containing 251 residential units, four live/work units, and approximately 5,700

square-feet of retail space, and (2) a high density residential development containing 247 residential units and four live/work units. Site specific project details can be found in the *Site 1* and *Site 2* sections on page 4 and page 5 of this report. As discussed in the *Hacienda TOD Standards and Guidelines*, the both projects would include roadway changes to Owens Drive, Willow Road, and Gibraltar Drive. This includes lane reductions by replacing the travel lanes with a combination of parking lanes, frontage roads, bike lanes, and sidewalks.

#### **Roadway Improvements**

Owens Drive between Willow Road and the BART traffic signal will be reduced from a sixlane roadway to a two-lane roadway, one lane in each direction, with a frontage road on both sides, and diagonal parking on the south side of Owens Drive. Willow Road between Owens Drive and Gibraltar Drive will be reduced from a four-lane roadway to a two-lane roadway with parallel parking on the west side of Site 1. Gibraltar Drive between Hacienda Drive and Willow Road will be reduced from a four-lane roadway to a two-lane roadway with diagonal parking on the north side of Gibraltar Drive along the frontage of Site 2.

#### Site 1: Mixed-Use Residential with Live/Work and Commercial

<u>Site Access</u>: There are two vehicular access entrances to the site: one from Willow Road and one from Owens Drive. The entrance on Willow Road would serve as the main entrance to the site. Please refer to Figure 2 below.

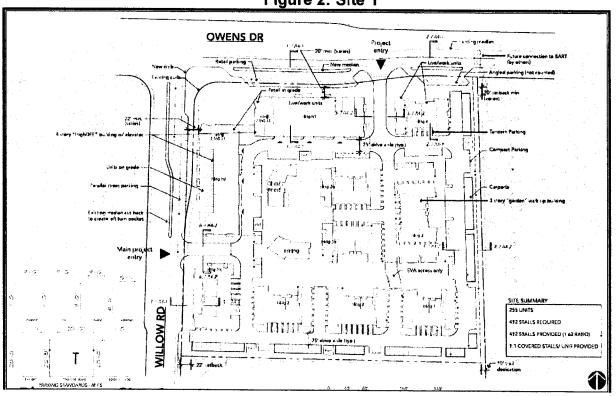


Figure 2: Site 1



<u>Density</u>: The project would include eight buildings housing 251 residential units and two mixed-use buildings containing four residential units and approximately 5,700 square-feet of retail/commercial space on an approximately 8.4-acre site. The density of the project is 30.29 dwelling units per acre, which is consistent with the *Hacienda TOD Standards and Guidelines* requirements. The residential buildings are located along the southern and eastern sides of the property, with two of the buildings located generally in the center of the site. One mixed-use building is proposed at the north side of the property (fronting Owens Drive) with the second mixed-use building located on the west side of the property (fronting Willow Road).

<u>Unit Sizes:</u> The 251 units include 12 studio units ranging from 595 to 771 square-feet in area, 126 one-bedroom units ranging from 605 to 935 square-feet, 107 two-bedroom units ranging from 1,023 to 1,438 square-feet, six three-bedroom units that are approximately 1,319 square-feet, and four live/work units ranging from 1,630 to 1,730 square-feet. Please refer to the "Project Data" table on the cover sheet of the plans for Site 1 (Attachment 1, Exhibit B-1) for a detailed breakdown of the unit types. Pedestrian access to the units would be from internal corridors with the ground floor units having porch entrances.

<u>Parking:</u> The buildings would have two to three apartment floors over first floor parking with a total of 412 parking spaces (covered and uncovered) proposed. Each covered space includes storage space and bike storage areas as required by the Guidelines. A total of 26 of the 412 parking spaces are dedicated to visitor parking, which is consistent with the Guidelines.

<u>Building Heights:</u> The residential units are three- and four-stories tall and provide one covered parking space per unit in addition to on-site parking. The maximum height of the three-story building is approximately 35-feet and the maximum height of the four-story building is approximately 57-feet, as measured from the grade of the exterior of the building to the top element of the buildings.

<u>Leasing and Fitness Buildings:</u> In addition to the eight residential buildings and two mixeduse buildings, there are two additional structures proposed on site: an approximately 3,380 square-foot club/fitness building and an approximately 2,875 square-foot leasing office.

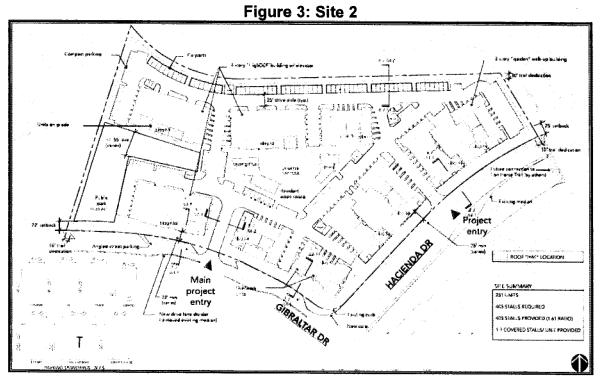
<u>Trail Connection:</u> A 10-foot wide tree-lined trail that would facilitate connection of Site 1 and 2 to the Iron Horse Trail crossing of Owens Drive at the Dublin/Pleasanton BART station is proposed along the east side of the property, adjacent to the Kaiser parking lot.

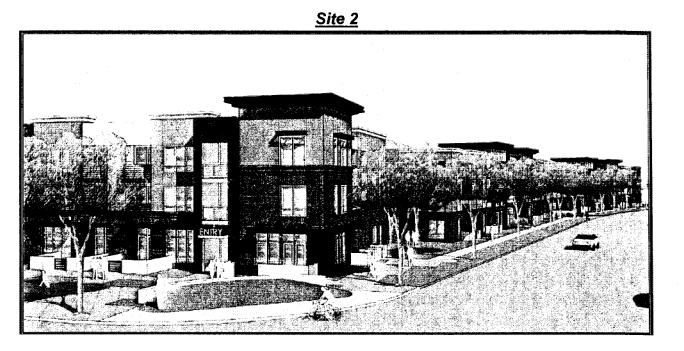
<u>Public and Private Space:</u> A tree-lined pedestrian path with decorative paving is proposed adjacent to the mixed-use buildings and streets (i.e., Owens Drive and Willow Road) with a plaza area proposed at the northwestern corner of the site. In addition to private patios or balcony space for the residences, the project includes active and passive recreation areas. The residences are provided with exterior recreation areas that include a pool, spa, cabanas, water feature, lawn, turf recreation area, tot lot, and lounging areas. As proposed, the project is consistent with the *Hacienda TOD Standards and Guidelines* requirements for private and public open space.

<u>Retail/Commercial:</u> Two, approximately 2,850 square-foot first floor retail/commercial spaces (combined total of approximately 5,700 square-feet) will be located at the southeast corner of Owens Drive and Willow Road, adjacent to the proposed plaza area with decorative pavers.

#### Site 2: Mixed-Use Residential and Live/Work

<u>Site Access</u>: There are two vehicular access entrances to the site: one from Hacienda Drive and one from Gibraltar Drive. The entrance on Gibraltar Drive would act as the main entrance to the site. Please refer to Figure 3 below.





<u>Density:</u> The project would include 10 buildings housing 247 residential units and four live/work units on an approximately 8.1-acre site. The density of the project is 30.72 dwelling units per acre, which is consistent with the *Hacienda TOD Standards and Guidelines* requirements. The residential buildings are located along Hacienda Drive and Gibraltar Drive with three of the buildings located at the northern (rear) part of the property.

<u>Public Park:</u> An approximately 79,200 square-foot (.55-acre) public park is proposed at the southwest portion of the property, facing Gibraltar Drive. The park will contain a multipurpose grass field that leads into two separate tot lot areas. Staff notes that the *Hacienda TOD Standards and Guidelines* require a public park to be located on Site 1 or 2.

<u>Unit Sizes:</u> The 247 units include 18 studio units ranging from 595 to 771 square-feet in area, 125 one-bedroom units ranging from 732 to 935 square-feet, 95 two-bedroom units ranging from 1,023 to 1,234 square-feet, 9 three-bedroom units that are approximately 1,319 square-feet, and four live/work units ranging from 1,630 to 1,730 square-feet. Please refer to the "Project Data" table on the cover sheet of the plans for Site 2 (Attachment 2, Exhibit B-2) for a detailed breakdown of the unit types. Pedestrian access to the units would be from internal corridors with the ground floor units having porch entrances.

<u>Parking:</u> The buildings would have two to three apartment floors over parking with a total of 405 parking spaces (covered and uncovered) proposed. Each covered space includes storage space and bike storage areas. A total of 25 parking spaces, of the 405 parking spaces, are dedicated to visitor parking, which is consistent with the *Hacienda TOD Standards and Guidelines* requirements.

<u>Building Heights:</u> The residential units are three- and four-stories tall that provide one covered parking space per unit in addition to on-site parking. The maximum height of the

three-story building is approximately 36-feet and the maximum height of the four-story building is approximately 54-feet, 6-inches as measured from the grade of the exterior of the building to the top element of the buildings.

<u>Leasing and Fitness Buildings:</u> In addition to the residential buildings and live/work units, there are two additional structures proposed on site: an approximately 3,570 square-foot leasing/club building and an approximately 1,680 square-foot fitness building located in the center of the property.

<u>Trail Connection</u>: A 10-foot wide tree-lined trail that would facilitate connection of Site 2 to the Iron Horse Trail is proposed along the northwest, and east sides of the property, adjacent to the Kaiser parking lot and proposed public park.

<u>Public and Private Space</u>: A courtyard area with decorative paving is proposed adjacent to the live/work buildings at the corner of Gibraltar Drive and Hacienda Drive. In addition to private patios or balcony space for the residences, the project includes active and passive recreation areas. The proposal also has exterior recreation areas that include a pool, kid pool, spa, cabanas, fire pit, barbeque area, a turf recreation area, and lounging areas. As proposed, the project is consistent with the *Hacienda TOD Standards and Guidelines* requirements for private and public open space.

#### Planning Commission Work Session

Staff presented the project to the Planning Commission at a work session on October 17, 2011. The Commission was asked six questions regarding the two sites. Those questions are noted in *italics* with a summary of the Commission's comments thereafter.

A. Would the Planning Commission support exceptions to the Hacienda TOD Standards and Guidelines if the project were to move forward as proposed?

The Commission felt that they could support exceptions to the live/work depth given the uncertainty of their viability and could support the lack of internal streets because the alley street type of design that is proposed for both sites allows for more open space. The Commission requested that the main vehicular entries of the two sites be accentuated so people know they are the entryways and requested that the applicant return with visuals of what the entries will really look like.

B. Are the building designs appropriate in their physical context adjacent to large office buildings?

Most of the Commissioners felt that the design for the two sites were appropriate, but requested that more consideration be given to the roof tops on Site 2. One Commissioner commented that more detailing on Site 2 should be added to reduce the "institutional" look. One Commission requested "really good" visuals when the application returns for a recommendation so that the Commissioners can get a better sense of what the project is going to look like standing on the ground and looking up. One Commissioner noted that she would have like to have seen more places where people can congregate within the complex.

#### C. Are the proposed building colors and materials acceptable?

The Commission felt that using different colors for each site was appropriate. They agreed with the applicant that the colors of Site 1 complemented the adjacent office buildings and the colors of Site 2 complemented the adjacent residential development. The Commission requested that larger color chips/samples be provided to help determine the actual colors since the plans are computer generated colors and don't truly represent the colors.

D. Is the positioning of the buildings acceptable?

The Commission was supportive of the positioning of the buildings for both sites. One Commissioner noted that the corner of Willow Road and Owens Drive (Site 1) was well designed and liked the positioning of the garages and how they are not exposed to the to the streets.

E. Is the size of the public park on Site 2 acceptable (.55-acres)?

The Commission felt the park size was acceptable, although they wished it could have been larger. Some expressed how it would be nice to expand the park onto the adjacent Shaklee property someday to make a larger park.

F. What information would the Planning Commission wish to see to assist its decision on the proposals?

The Commission requested more viewscapes and detailed visuals to the greatest extent possible and additional detail work on the entryways for both sites when the application returns for a formal recommendation. The request was made to also have feedback from the Pleasanton Police Department indicating that the plans for Site 1 were reviewed and confirmation from the applicant that there will be on-site management security for both sites. One Commissioner requested specific details on the connection to the Iron Horse Trail to the two sites and whether there will be gates or if it will be open and the type of access across the parking lots to the trail. The request was made that the tot lot amenities, with their locations noted, and the view across the tot lots be incorporated into the plans when the application returns to the Commission for a formal recommendation. One Commissioner requested that bike parking or locker details be included in the plans to see what they look like and how they are accessed. The request was also made to have confirmation that the projects conform to the Pleasanton Pedestrian and Bicycle Master Plan.

Since the Planning Commission work session, the applicant has made revisions to the plans to address the Commissions comments. Those revisions are reflected in the plans in Attachment 1, Exhibit B-1 and Attachment 2, Exhibit B-2 and are discussed in the *Hacienda TOD Standards and Guidelines* section of this report.

#### CONSIDERATIONS FOR THE JOINT WORKSHOP

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Staff is presenting the Planning Commission and City Council with revised conceptual plans for the two Sites (Attachment 1, Exhibit B-1 and Attachment 2, Exhibit B-2) for consideration and comments. This joint work session will allow the Planning Commission and City Council the opportunity to provide direction to the applicant and staff regarding any issues it wishes to be addressed prior to the project formally returning to the Planning Commission for a recommendation to City Council.

#### Hacienda TOD Standards and Guidelines

Staff notes that the following comments pertain to the revised plans, which were based on the feedback received from the Planning Commission work session, and their consistency with the Standards and Guidelines. For the Commission's and Council's reference, the Standards and Guidelines are included as Attachment 3 and reference page numbers for each item below is noted in *italics* with <u>comments</u> provided thereafter.

1. As defined in the Guidelines, an alley is a "public or private vehicular drive that is used to access private garages, structured parking, and/or surface parking." As proposed, both site designs present predominantly alley conditions which are inconsistent with the Guidelines. Alleys should not be the primary circulation.

Page 22, B1 (Site Design and Planning - Site Circulation)

<u>Comments:</u> A request for an exception to the TOD standards will be requested. As discussed at the October 17, 2011 work session, the Commission felt that they could support an exception since the project provides more open space and a better site plan without internal streets.

2. As proposed, parking and garage doors face the public park and tot lot on Site 2. In addition, building H3 would be highly visible from Gibraltar Drive when traveling east and, therefore, should face the public park and have habitable space on its southwest corner as discussed in the Guidelines.

Page 23, B2.a. and B2.c. (Building Orientation - Design Guidelines)

<u>Comments:</u> The project provides a landscape buffer between the garage doors and public park (please refer to sheet L-3 in Attachment 2, Exhibit B-2).

3. The median strip that separates Owens Drive from the diagonal parking should incorporate shrubs for screening. The guidelines require parking to be screened by low walls and landscaping.

Page 30, B7.1 (Parking Location and Treatment – Development Standards)

<u>Comments:</u> The landscaping plans have not been revised to reflect the installation of shrubs; however, the applicant is not requesting an exception and has indicated that this requirement will be met.

4. More emphasis and detail should be provided to the ground floor entries to the upper floor residential units to make the entry more "celebrated." As proposed, the main entries to the upper units blend with the façade.

Page 46, D1.a. (Residential Entries - Design Guidelines)

<u>Comments:</u> Recessed entries have been incorporated into the elevations to identify entries. Please refer to sheet A2-3, A2-7, and A2-11 in Attachment 1, Exhibit B-1 and Attachment 2, Exhibit B-2.

5. The live/work units for Site 2 do not meet the minimum 50% requirement of building frontage along Gibraltar Drive.

Page 12, Live/Work bullet point 2 (Retail and Live/Work Requirements)

<u>Comments:</u> A request for an exception to this requirement will be requested. As proposed, the frontage on Gibraltar Drive has 28% live/work.

6. The live/work units on Site 1 (building H1) do not meet the minimum storefront depth of 40-feet. Furthermore, as proposed, it does not appear that the live/work units could later be converted to retail or service uses given the proposed depth.

#### Page 47, D4.3 (Retail and Live/Work Storefronts - Development Standards)

<u>Comments:</u> A request for an exception to this requirement will be requested. As proposed, the project has a minimum 30-foot depth for live/work. As discussed at the October 17, 2011 work session, the Planning Commission indicated that they could support this exception.

7. A well designed and/or decorative material base is desired at the display windows. As proposed, there is a combination of exterior plaster and vertical siding down to the ground plane, which do not meet the Guideline requirements.

Page 47, D4.c. (Retail and Live/Work Storefronts - Design Guidelines)

<u>Comments:</u> Concrete panels have been added to the elevation plans of Site 1 (Attachment 1, Exhibit B-1 sheet A6-3) and brick has been added to the elevations of Site 2 (Attachment 2, Exhibit B-2 sheets A2-11 and A6-0).

#### **Discussion Points**

- A. Would the City Council and Planning Commission support the requested exceptions (items 1, 5, and 6 noted above) to the Hacienda TOD Standards and Guidelines if the project were to move forward as proposed?
- B. Does the City Council and Planning Commission find that items 2, 4, and 7 are consistent with the Hacienda TOD Standards and Guidelines?

#### **Building Design**

To address design comments from staff and the Planning Commission at the October 17, 2011 work session, the applicant has made the following design changes. Staff notes that unless otherwise noted, the items below apply to both sites.

8. More delineation between the residential and retail units should be incorporated into the design to give a sense of separation.

<u>Comments:</u> The retail units have metal awnings and 12-foot tall storefront windows and the live/work units have 10-foot tall storefront windows to identify and delineate them from the residential units. Please refer to sheet A2-3 in Attachment 1, Exhibit B-1 and sheet A2-11 in Attachment 2, Exhibit B-2. The addition of "Lobby" signs and "Retail" signs have been added over the entries to also delineate the two uses. For Site 1, the applicant has differentiated the residential units from the retail units by using different colors (i.e., blue for retail and a soft beige for residential) in addition to incorporating exposed concrete along the base of the retail units Please refer to Attachment 1, Exhibit B-1, sheet A2-3.

9. The stairwells/lobby entries do not provide a sense of entry to the elevator lobby or walk-up building lobby. Clear indication and methods of security (card/key entry) for the front doors should be incorporated into the plans. A substantial ground floor lobby and entry storefront with a security system (e.g., card/key entry or call buzzer) for visitors should be considered.

<u>Comments:</u> The type of security method for lobby entrances, if any, is not indicated on the plans. The applicant has revised the plans to highlight the stairwells/lobby areas with accent colors, overhangs with entry signs, and recessed entryways. Please refer to sheets A2-3, A2-7, and A2-11 in Attachment 1, Exhibit B-1 and sheet A2-7 in Attachment 2, Exhibit B-2.

10.A primary entry lobby would establish a hierarchy of entries so that the individual ground floor entries are smaller than the primary building entries. The entries could then have canopies and signage for each primary entry, which would highlight the entries to the building.

<u>Comments:</u> The plans have been revised to highlight the stairwells/lobby areas with accent colors, overhangs with entry signs, and recessed entryways. Please refer to sheet A2-11 in Attachment 1, Exhibit B-1 and Attachment 2, Exhibit B-2.

11. The proposed score lines in the building wall are a key architectural detail. More detail on how these will be accomplished is necessary in order to determine whether the approach will result in a satisfactory appearance.

<u>Comments:</u> Plan sheets of the buildings color and material details have been incorporated into the plans to assist in the level of detail that will be achieved. Please refer to sheets A6-0 through A6-3 in Attachment 1, Exhibit B-1 and Attachment 2, Exhibit B-2.

12. The buildings on Site 1 lack a clear top architectural element. Staff suggests enhancing the top of the buildings architectural treatment. The addition of parapet caps should be incorporated into the project to show shadow lines and provide a contemporary top or cap to the buildings.

<u>Comments:</u> The elevations have been revised to incorporate additional building caps on the front wall facades. Please refer to sheets A2-2 through A2-13 in Attachment 1, Exhibit B-1.

13. The "caps" on some of the buildings on Site 2 are successful architectural elements. It should be demonstrated in plan form where they will occur to determine if more "caps" are necessary.

<u>Comments:</u> The applicant has included elevation perspectives of the buildings and has incorporated more building caps into the architecture to emphasize the corner, specifically on Site 2, and entries into the lobby areas. Please refer to sheets A2-2 through A2-13 in Attachment 2, Exhibit B-2.

14. Consider alternative color schemes for the buildings.

<u>Comments:</u> As discussed at the Planning Commission work session, there was minimal concern regarding the colors; however, the Commission requested larger color samples in order to determine if the colors are appropriate. Staff notes that paint color samples for both sites will be available the evening of the joint work session meeting.

The applicant would like to maintain the colors that are proposed. The applicant feels that the colors for Site 2 are warmer to respond to the adjacent residential buildings while the colors for Site 1 are cooler to complement the surrounding office buildings.

Elevation excerpts from the October 17, 2011, Planning Commission work session and the revised joint work session elevations are included in Attachment 5 for the Planning Commission's and City Council's consideration.

#### **Discussion Points**

Based on the revisions noted above, staff is providing the Commission and Council with the following discussion points:

- C. Are the revised building designs appropriate?
- D. Are the proposed building colors and materials acceptable?

#### **Requested Information from the Planning Commission**

The following comments and/or information was requested by the Planning Commission at their October 17, 2011, Planning Commission meeting. The items requested and/or comments are noted in *italics* with comments provided thereafter.

15. More viewscapes and detailed visuals to the greatest extent possible and additional detail work on the entryways.

Please refer to sheets A2-0 through A2-13, A3-1 through A3-2, and A3-4 through A3-5 in Attachment 1, Exhibit B-1 and Attachment 2, Exhibit B-2.

16. A request was made for input from the Pleasanton Police Department indicating that the plans were reviewed and confirmation from the applicant that there will be on-site management security.

The plans have been reviewed by the Pleasanton Police Department and they do not have concerns regarding their ability to Police either site. The Police Department also noted that they have free voluntary crime prevention programs that they will encourage the applicant to get involved in once the projects are developed. The Police Department has requested that a condition of approval be added to the projects strongly encouraging the applicant to participate in the programs once the two sites are development.

The applicant has indicated that the project will have pedestrian gates along the proposed trails with key pad entry for the residents and noted that management will be on-site and will manage security in the properties.

17. Provide specific details on the connection to the Iron Horse Trail and whether there will be gates or if it will be open and the type of access across the parking lots to get to the trail.

Please refer to sheets A5-3 and L-1 in Attachment 1, Exhibit B-1 and Attachment 2, Exhibit B-2.

18. Show tot lot amenities and the view across the tot lots.

Please refer to sheet A6-3 in Attachment 2, Exhibit B-2.

19. Whether the two sites will meet the Americans with Disabilities Act requirements.

The project will be required to meet the American with Disabilities Act (ADA) requirements. ADA parking stalls, loading zones, and some ground units will be required to be ADA compliant. Furthermore, the applicant is working with CRIL (Community Resources for Independent Living) on achieving appropriate components of universal design. The applicant will be required to have all ground floor dwelling units, which do not have an elevator in the building, to be ADA adaptable. At least 10%, but not less than one of the dwelling units in a multistory

apartment building without an elevator, are required to have accessible features in the design.

20. Provide bike parking or locker details and how they are accessed.

Please refer to sheet A6-1 and A6-2 in Attachment 1, Exhibit B-1 and Attachment 2, Exhibit B-2.

21. Confirmation that the projects conform to the Pleasanton Pedestrian and Bicycle Master Plan.

The project was reviewed by the City's Traffic Division and was found to be in conformance with the Pleasanton Pedestrian and Bicycle Master Plan.

#### **Discussion Point**

E. Is there any information that the Planning Commission and/or City Council would like to see with the formal application?

#### HACIENDA PARK

Hacienda Park has authority to review and approve the proposed developments before they are formally submitted to the City. Staff notes that the applicant has already discussed the project with Hacienda Park's General Manager, James Paxson.

#### **PUBLIC NOTICE**

Notice of this joint work session was sent to surrounding property owners and tenants within a 1,000-foot radius of the site. At the time this report was published, staff had not received public comments regarding this joint work session.

#### ENVIRONMENTAL ASSESSMENT

Since the Planning Commission and City Council will take no formal action on the project at the joint session, no environmental documentation accompanies this staff report. Environmental documentation will be provided in conjunction with the Planning Commission's and Council's formal review of the PUD applications. Submitted by:

Brian Dolan Director of Community Development

Attachments:

**Fiscal Review** 

mily E. Whyner

Emily E. Wagner Director of Finance

Approved by:

Nelson Fialho City Manager

- 1. Exhibit B-1, Site Plan, Building Renderings, Elevation Drawings, Landscaping Plans, and Civil Drawings dated "Received November 10, 2011" for Site 1
- 2. Exhibit B-2, Site Plan, Building Renderings, Elevation Drawings, Landscaping Plans, and Civil Drawings dated "Received November 10, 2011" for Site 2
- 3. Hacienda TOD Standards and Guidelines
- 4. October 17, 2011, Planning Commission Meeting Minutes Excerpt
- 5. Elevation Comparisons

### **CITY OF PLEASANTON**

## Hacienda TOD Standards and Design Guidelines

Adopted March 1, 2011





#### COMMUNITY DEVELOPMENT DEPARTMENT



## HACIENDA TOD STANDARDS AND DESIGN GUIDELINES

City of Pleasanton Community Development Department

Prepared by: TransACT, Inc. Van Meter Williams Pollack (VMWP), LLP

March 2011

 For more information regarding this document, please contact the Community Development Department/Planning Division at
 200 Old Bernal Avenue, P.O. Box 520, Pleasanton, CA 94566-0802 (925) 9341-5600

#### Acknowledgements

The City of Pleasanton is greatly appreciative of all who participated in the evolution of this plan. The City would further like to acknowledge the following for their substantial involvement.

#### **CITY COUNCIL**

- Jennifer Hosterman, Mayor
- Cheryl Cook-Kallio, Vice Mayor
- Cindy McGovern
- Matt Sullivan
- Jerry Thorne

#### HACIENDA TASK FORCE

- Cheryl Cook-Kallio
- Matt Sullivan
- Kathy Narum
- Jennifer Pearce
- Valerie Arkin
- Zaka Ashraf
- Chuck Berardi

- Steve Bursley
- Greg Canfield
- John Carroll
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- George Hegarty
- Mickey Lefcourt
- Intercey Ecreburt
- John McPartland

- James Paxson
- Robert Plemmons
- Don Reber
- John Steinbuch
- Robert Warnick
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#### **CONSULTANTS**

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- Van Meter Williams Pollack (VMWP), LLP
- AECOM
- LucyCo Communications

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#### PART 1

#### Introduction

#### A. PURPOSE

These Transit Oriented Development (TOD) Mixed Use Development Standards and Guidelines are to be used to evaluate mixed use and residential development in Hacienda in concert with the Hacienda Planned Unit Development (PUD) regulations, Design Guidelines, and Covenants, Conditions and Restrictions. The intent is to promote a building character, street scale and street-level uses that will allow the incremental development of a TOD "village", encourage pedestrian activity and promote easy access to the BART station. The development of these three vacant sites, in the midst of the Hacienda Business Park, will contribute to a complete and integrated community containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of residents and employees.

The Standards and Guidelines provide direction to developers and property owners on the key components of use, density, building mass and height, setbacks, architectural features, parking, access, and street character. The Standards and Guidelines illustrate desired development on three specific vacant sites near the BART station in Hacienda (Sites 7G, 7E and the northern 12 acres of Site 6 as referenced in the Hacienda PUD and referred to as Sites 1, 2 and 3 respectively in this document). The potential for additional residential development in Hacienda outside Sites 1,2 and 3 will be determined through the Housing Element Update process.

Where there are conflicts between these Standard and Regulations and those included in the previously adopted Hacienda regulations, these Standard and Regulations and the core development standards adopted by Ordinance 2016 shall be applied to mixed use and residential development applications for sites 1, 2, and 3.

The Core PUD Regulations found in Part 2 of this document apply only to Sites 1,2 and 3. Compliance with these regulations is mandatory and is required as part of the Final Settlement Agreement approved by the Pleasanton City Council in the matter of Urban Habitat v. City of Pleasanton.

In regard to the balance of the standards and guidelines in this document, both quantitative and qualitative criteria have been incorporated. To enable greater flexibility and creativity, the City Council may approve proposals that exceed the identified numeric ranges if they determine that such proposals are consistent with the purpose of these standards and guidelines.

#### Pleasanton TOD Standards and Design Guidelines

#### Review Process

All development applications for sites 1, 2 and 3 will be reviewed by the City through the Planned Unit Development (PUD) process, which will include review and recommendation by the Planning Commission and approval or denial by the City Council at noticed public hearings. Subsequent amendments to approved development plans, if determined to be minor after public notification, may be approved by the Community Development Director but are appealable to the Planning Commission and City Council. Major amendments will require additional review, public hearing and approval by the City Council. Although development project on sites 1,2 and 3 will be required to meet all the Core Standards, the City Council may exercise discretion in the application of the other development standards contained in this document, if such proposals meet the intent and purpose of the standards. As is typical with all design guidelines, some flexibility is warranted where specific circumstances would make application of the guideline infeasible and/or undesirable, and where an alternative proposal fits with the Vision and intent expressed in this document.

#### **B. VISION STATEMENT**

The Hacienda Task Force puts forward the following vision statement to compliment the attached development standards and design guidelines. This vision provides direction to property owners and associated developers on the City's planning intent. This vision statement must be translated by the property owners when preparing a proposed project for consideration by the City.

#### Vision Statement:

The livability of these development sites is paramount. These future developments not only address housing needs for families of all incomes and ages, and also provide a supply of workforce housing in the City to accommodate mandated Regional Housing Need Allocations by the State of California.

We desire to build a neighborhood with several amenities for future residents and the existing community to enjoy. Simply put, it must be a very nice place to live. The developments shall be situated in an attractively designed landscaped environment with ample open space, play areas, trail connections, pedestrian amenities, pool area, fitness facility and community rooms for residents. The developments shall be transit oriented with direct and inviting access to all modes of transportation, including transit (e.g. BART), bus lines, trails, and bike connections. As many activities as possible should be located within easy walking distance of each other and transit. Public plazas, water features, greens, trees and other landscaping will be incorporated into the development for the benefit of the public, and to assist in creating a sense of place that will identify this new Hacienda neighborhood. Frequent use of public spaces will be encouraged through placement and design.

Streets, pedestrian paths and bike paths will contribute to a system of fully-connected and interesting routes between sites 1, 2 and 3 and BART. Their design will encourage pedestrian and bicycle use by being appropriately scaled and defined by buildings, trees and lighting.

Residential units, live-work units, and retail space shall be well integrated into the development in a mixed-use format. We encourage permitted retail uses at these sites that encourages non-vehicular access to goods and services for future and current residents and Hacienda office workers in an effort to minimize traffic impacts, greenhouse gases and other environmental impacts.

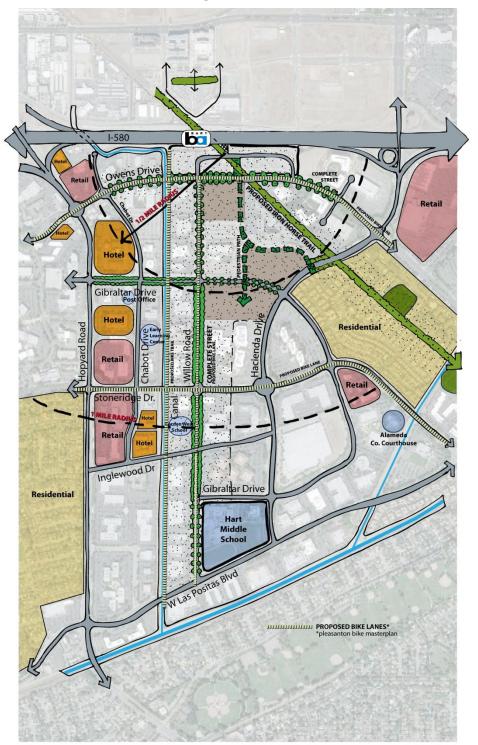
Design features shall compliment the adjacent properties and draw on its surroundings to ensure compatibility. Special emphasis should be placed on setbacks, building height, massing, and scale, landscape treatments, architectural design, and color palates to ensure compatibility.

The developments shall minimize the impacts of noise from the adjacent freeway, BART station and major thoroughfares (Owens, Willow and Hacienda) through creative placement of buildings, landscaping and open space. All developments shall adhere to the standard conditions of approval, green-building measures and other project specific conditions and environmental mitigations that may result from the review process.

In addition to evaluating conformance with the attached standards and guidelines, individual PUD applications must be measured against the aforementioned vision through the approved PUD process as authorized by the City and reflected in the settlement agreement with Urban Habitat.

#### **C. TOD Site Framework**

C1. Hacienda Context Diagram (for reference only)



Designated and proposed bike lanes and paths identified in the Bicycle Master Plan are shown as dashed lines on Owens Drive, Willow Road, Stoneridge Drive, and along the Canal.

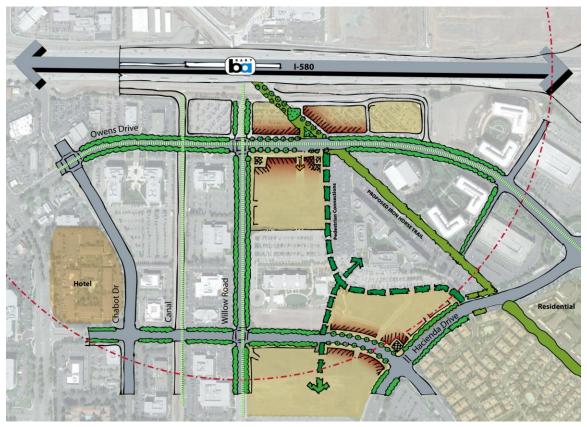
#### Pleasanton TOD Standards and Design Guidelines\_

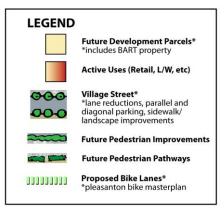
The Context Diagram for the Hacienda Transit Oriented District identifies existing uses and pedestrian paths. These locations would become likely destinations and paths used by new residents and workers as the mixed-use development comes on-line. The new street improvements, public spaces, retail activities and new pedestrian/ bicycle pathways that accompany new development would further enhance the connectivity to these key destinations and streets.

Key existing destinations and pathways include:

- BART Station plaza on Owens Drive at the intersection of Iron Horse Trail;
- Iron Horse Trail from the BART Plaza through the Kaiser Permanente office complex across Hacienda Drive and connecting through Owens Plaza Park toward Creekside Park;
- Residential communities located between Hacienda Drive, Owens Drive and Stoneridge Drive;
- Hotels, Post Office and neighborhood serving retail shops located along Hopyard Road between I-580 and Inglewood Drive;
- The retail shops and services located off Owens east of Hacienda Drive, and the also located at Stoneridge and Gilbraltar;
- Educational facilities such as the Hacienda Early Learning Center off Chabot Drive, and the Carden West School and Hart Middle School along Willow Road;
- Alameda County Courthouse;
- The designated bikeways along Owens Drive, The Canal, Willow Road and Stoneridge.

C2. TOD Framework Diagram





#### Pleasanton TOD Standards and Design Guidelines

The following street and pedestrian improvements should be incorporated as site improvements when the adjoining development on sites 1,2 and 3 is constructed, and/or when the Transit Village street/path improvements can be funded \*. More detailed descriptions of the recommended public improvements that can occur over time, see the applicable PART 3 Development Standards and Design Guidelines:

- Owens Drive between Willow Road and the eastern boundary of Site #1
  - Diagonal parking on the south side of the street
  - Attached widened sidewalks both sides
  - New street and sidewalk landscaping
- Owens Drive at Iron Horse Trail
  - In coordination with East Bay Regional Park District, The City, and adjoining property owners, a new pedestrian crossing connecting the BART Plaza with a new small plaza on the south side of Owens adjacent to the Iron Horse Trail.
- Willow Road from the BART Station to Stoneridge Drive
  - Parallel parking with landscaped park strip both sides with residential uses
- Gibraltar Drive between Hacienda Drive and Willow Road
  - Diagonal parking from Hacienda Drive to the new pedestrian connector
  - Parallel parking from the pedestrian connector to Willow
  - Appropriate sidewalk and landscaping improvements per the street/parking section
- Pedestrian/bike pathway from Owens Drive at Iron Horse Trail to Gibraltar Drive
  - Allow for connections to the internal pedestrian circulation of Site 1
  - Allow for a connecting branch along the north side of Site 2 which connects to the existing residential communities east of Hacienda Drive and to the internal pedestrian circulation of Site 2.
  - Separated pedestrian and bike path with connections into adjoining projects, with landscaping on both sides
  - If pedestrian path to Hacienda Drive is built, coordinate on-demand pedestrian crossing location with Iron Horse Trail crossing

\* Note - Improvements could be funded by grant money, the City of Pleasanton, current and future developers at the time of project construction, or a combination of these and other sources to be determined on a project by project basis.

PART 2

# **PUD Regulations**

# A. CORE PUD REGULATIONS\*

These are mandatory requirements which apply to residential and mixed use development of sites 1,2 and 3.

**Density:** Minimum of 30 Units per Acre\*\*

\*\*Note: The City interprets the minimum to be an average minimum density to be met over each individual parcel.

**Affordability:** The greater of (a) 15% of all units, or (b) 130 units, will be made available exclusively to very-low income (50% of AMI) households. Though the affordable housing agreements entered into between the City and each developer, these affordable units will be deed-restricted in perpetuity. The affordable housing agreements will be recorded and will run with the land.

**Section 8 Rental Assistance Vouchers:** Through the affordable housing agreements entered into between the City and each developer, the developments will be required to accept HUD Section 8 Rental Vouchers as a means of assisting qualified applicants.

**Bedroom Mix of Affordable Units:** A minimum of 10% of the total affordable units will be three-bedroom units; a minimum of 35% of the total affordable units will be two-bedroom units; and the remaining affordable units will be one bedroom units.

**Location of Affordable Units:** Affordable units will be dispersed throughout the development.

\*Note: Core PUD Regulations are from the Term Sheet of final settlement agreement issued July 20, 2010.

#### **B. NON-CORE PUD REGULATIONS**

. . . . .

All development applications for sites 1, 2 and 3 will be reviewed by the City through the Planned Unit Development (PUD) process, which will include review and recommendation by the Planning Commission and approval or denial by the City Council at noticed public hearings. The following non-core regulations establish numeric standards in order to realize the desired mixed-use building and TOD street character contained in the design guidelines. The City Council may exercise discretion in the application of these development standards where such proposals meet the intent and purpose of the standards. Additional non-core PUD regulations and standards are located throughout the rest of the document.

Front Yard Minimum:	See Street Sections
Side Yard Minimums:	One Side 8 feet /Both Sides 20 feet
Rear Yard Minimum:	20 feet (Note - Trash enclosures, carports, bike storage and other structures allowed per City Zoning ordinance are allowed to encroach upon rear yard).
Site Area per Dwelling Unit:	Minimum 1,450 square feet (at 30 DU/ACRE) Maximum 800 square feet (at 55 DU/ACRE)
Group Usable Open Space*:	For projects up to 40 DU/ACRE – 300 square feet per dwelling unit; 250 square feet for projects providing a public plaza/park with public access. ( <i>Note the</i> <i>area of the public plaza/park can be counted toward</i> <i>the project's group usable open space requirement</i> ).
	For projects 40 to 45 DU/ACRE – 250 square feet per dwelling units; for projects over 45 DU/ACRE – 200 square feet per dwelling unit.
	Private open space is not required for each unit. However, if provided, it may be deducted from the group open space requirement. Each square foot of private open space shall be considered equivalent to two square feet of group open space and may be so substituted.
Public Park:	A public park shall be provided on or close to Site 1 or Site 2.

\* See section 18.84.170 of City Zoning Code for definitions and regulations. (18.84.170 is reprinted in the Appendix) Additional Open Space regulations are located in Part 3, Section B8.

## Pleasanton TOD Standards and Design Guidelines

Maximum FAR:		Not Applicable
Maximum Height:		65 feet
Minimum Height (Principal	structures):	25 feet
TOD Parking Minimums**:	Residential - 1.5 s	paces per unit
	Live/Work - 2 space	ces per unit
	Visitor Parking - 1	space per every 10 units.
	Non-Residential Us	ses - 3 spaces per 1,000 square feet

\*\* Additional reductions may be granted with a parking study.

# ESE

## C. RETAIL AND LIVE/WORK REQUIREMENTS

The <u>combination</u> of the Parcels 1, 2 and 3 are required to have a minimum of 10,000 square feet of retail space. This space can be provided in any location combinations per the following:

#### <u>RETAIL</u>

- A minimum of 5,000 square feet of retail space is required on Parcel 1.
- The primary retail locations are the intersection of Owens Drive and Willow Road, and the northeast corner of the Parcel 1 near the Iron Horse Trail pedestrian crossing.
- Retail Space On Parcel 2, if provided, should be located at the corner of Gibraltar and Hacienda

#### LIVE/WORK

- If not used for retail, the remaining Parcel 1 street-level building frontage along Owens shall provide Live/Work (or residential use and Live/Work space) or other "active" spaces on the ground floor that could later be converted to retail or services assuming market conditions can support the additional commercial tenants. "Active" uses can include exercise room, management offices, building showroom or other like uses.
- 50% of the Gibraltar Drive building frontage shall provide Live/Work, Retail or other "active" spaces on the ground floor.

Note -- If Parcel 3 develops as residential and/or mixed-use, then the same requirement for Gibraltar building frontage applies to that property as the Parcel 2.

- 50% of the Gibraltar Drive building frontage is required to have Live/Work or Retail space on the ground floor.
- Retail Space, if provided, shall be located at the corner of Gibraltar and Hacienda Drives

NOTE: Examples of retail and live/work configurations are shown in Part 3 Section C10.

# **D. ALLOWED USES**

#### PERMITTED USES

Service and Retail Uses:

- Art galleries, art supply, hobby and toy stores
- Bicycle shops/repair
- Bookstores, newsstands and music stores
- Clothing, shoe and accessory stores
- Convenience market
- Office supply, copying and similar business services
- Delicatessen stores
- Drug stores and prescription pharmacies
- Farmers Market
- Financial institutions banks, savings and loans, credit unions
- Florists
- Gift shops
- Grocery Stores
- Gyms and health clubs
- Hardware stores
- Instruction and tutoring, 20 or fewer students at any one time
- Jewelry stores
- Laundries and dry cleaners
- Medical and dental offices
- Personal services (spas, nail and hair care)
- Pet and bird stores
- Photographic studios

- Post offices and private mailing services
- Professional Offices and Services (Accountant, Lawyer, Architect, Educational/training, etc)
- Recreation and sports facilities, indoor,
- Restaurants, cafes, take-out, and other ready to eat food not including drive-through facilities
- Shoe or watch repair shops
- Specialty retail stores
- Sporting goods stores, no firearms sales
- Tailor or dressmaking shops

#### Public and Community Uses:

- Child care (licensed)
- Community or recreation center
- Cultural arts facility (museum, performing arts)
- Educational facility
- Government office that serves the public onsite
- Police substation
- Public library
- Social services office (including meeting space)
- Uses similar in nature to any of the above, subject to the approval of the Director of Community Development

#### CONDITIONAL USES

- Childcare centers
- Liquor stores
- Bars (as described in the Pleasanton Municipal Code)
- Wine bars and wine sales
- Any uses proposed to have normal business hours between 10 p.m. and 6 a.m.
- Uses similar in nature to any of the above, subject to a finding and permit from the Planning Commission

#### EXPRESSLY PROHIBITED USES

- Cigarette stores
- Adult bookstores

# LIVE/WORK SPACE ALLOWED USES

- Residential uses (Live/Live)
- Arts and craft work such as ceramics, painting, photography, sculpture, woodwork, and similar cottage industries
- Offices of architects, attorneys, consultants, writers, planners, CPAs, tax preparers, therapist and other small-scale professional office uses
- Hair stylist and other personal services, excluding massage
- All permitted uses in retail space
- Other small-scale, low impact uses may be allowed as determined by the Director of Community Development

# LIVE/WORK SPACE CONDITIONAL USES

• Any uses proposed to have normal business hours between 10 p.m. and 6 a.m.

# PART 3

# DEVELOPMENT STANDARDS AND DESIGN GUILDELINES

# **A. PUBLIC STREET GUIDELINES**

- A.a. Street trees shall be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet.
- A.b. Pedestrian-scaled lighting. 12-14 feet in height, shall be provided on all public streets.

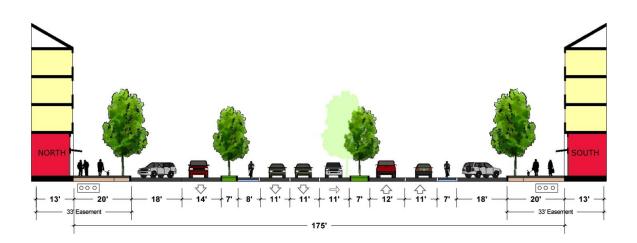
The following options for Owens Drive represent initial schematic designs and will need to be refined and studied further. The appropriate configuration for Owens Drive improvements will be determined by the City when a development plan for Site 1 is submitted.



A1a. Owens Drive – Multi-way Boulevard (Center Median)

# A1b. Owens Drive – Keep Center Median

The following Owens Drive section keeps the existing center median in its current location and provides diagonal parking on both sides of the street. The section also shows a multi-way boulevard on the north(west bound) side of the street.



The following plan diagram shows minimal change to the configuration of Owens Drive. The plan includes diagonal parking west of the internal street and parallel parking to the east. The plan does not show the second median illustrated in the section above but does include newly striped diagonal parking on the north side of the street. The plan below could be built out as the section above, west of the internal street when the north side (BART site) is developed.



## A1c. Owens Drive – Multi-way Boulevard Keeping Existing Curb

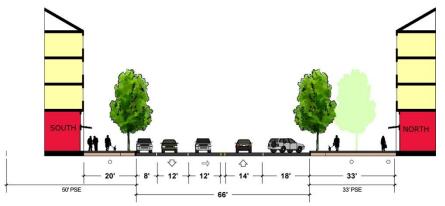
The configuration of Owens Drive illustrated below generally keeps the existing curb line, relocates the existing median, includes bulbouts and provides protection for cars backing out from parking spaces and bicyclists.



# A2. Gibraltar Drive

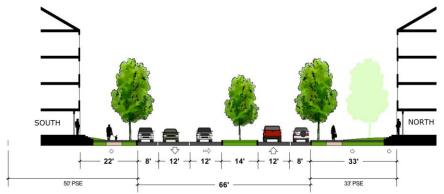
At Mixed-Use or Commercial Uses:

20-foot setback allowed on North side if utilities permit.

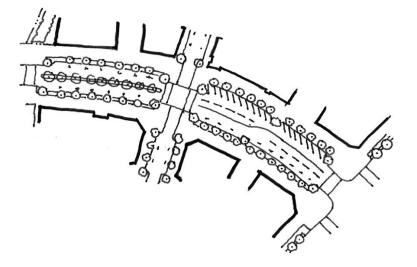


# At Residential Uses:

22-foot setback allowed on North side if utilities permit.

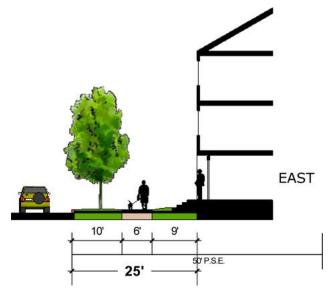


#### Gibraltar Drive Plan:

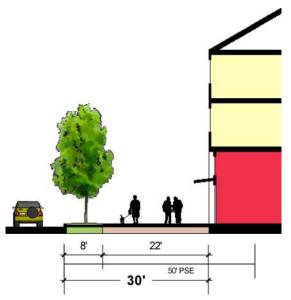


# A3. Hacienda Drive (West Side)

Setback on west side:



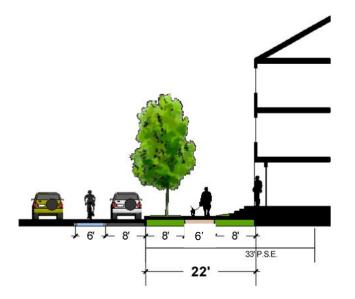
Residential Condition Drive Lane - Curb – 10' Planting Strip – 6' Sidewalk – 9' Setback (5' encroachment ok)



Mixed-Use Condition (*First 50 feet-100 feet adjacent to Gibraltar*) Drive Lane - Curb – 6-8' Planting Strip – 6-12' Sidewalk – Zero Setback

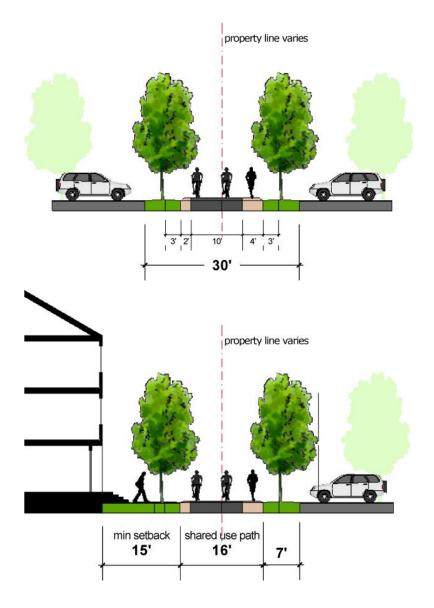
# A4. Willow Rd. (East Side)

Setback on east side:



# A5. Pedestrian/Bike Paths (Iron Horse Trail Connection)

The standards below are <u>minimums</u> for a shared-use path based on a typical class I bike path in the Pleasanton Bike Master Plan. The location of the property line can vary. All path designs, crossings and connections should be coordinated with East Bay Regional Park District's Iron Horse Regional Trail Planning and those of adjacent properties.



30-40-foot path ROW - (7-foot planting area, 2-foot decomposed granite, 10 AC or decomposed granite with adhesive, 4-foot decomposed granite, 7-foot planting area)

Note - Path ROW should span property boundaries wherever feasible.

### **B. SITE DESIGN AND PLANNING**

#### **B1. Site Circulation**

The intent of the circulation hierarchy is to provide a quality entry experience by visitors and residents emphasizing pedestrian access over vehicular access to one's home, while allowing for convenient secondary vehicular circulation. Site circulation should facilitate pedestrian and bicycle use and will link housing, shops, work places, schools, transit, parks and other facilities essential to the daily life of residents and employees in Hacienda.

#### **Design Guidelines**

B1.a. There should be a distinct hierarchy of circulation including public streets, internal "streets" or drives, pedestrian walks/paseos and alleys / parking areas. These should be arranged so that visitors and residents use the primary circulation of public streets, internal streets and drives and pedestrian walks / paseos for their primary circulation and addressing of the units and building orientation. Alleys and parking areas should not be used for primary circulation to the building/units entries, and buildings should not orient to alleys or parking areas.

#### Glossary:

**Public Street:** A public owned right of way that provides pedestrian, vehicular, and or bike access.

**Internal Street/Drive):** Private streets or drives that provides vehicular and pedestrian access to buildings not accesses off public streets.

**Alley/Parking Area:** Public or private vehicular drive that is used to access private garages, structured parking, and/or surface parking.

**Paseo/Pedestrian walk**: A public or private pedestrian right of way the provides access through a site or to buildings entrances.

# **B2. Building Orientation**

#### **Design Guidelines**

The intent of the building orientation guidelines is to provide direction for site planning which places active building frontages with entries, active storefronts, and living spaces along streets and pedestrian paths and common open spaces to provide activity, safety and security through informal surveillance, in these areas.

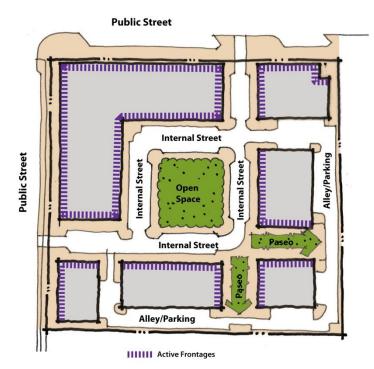
- B2.a. Buildings should face public and internal streets and paths whenever possible to provide an attractive environment for both residents and visitors, and provide clearly identifiable addresses for units. Building fronts should face other building fronts or open spaces whenever possible, rather than sides of buildings or perimeter walls
- B2.b. On retail and live/work frontages, a minimum 75% of building façade should be fronted with active retail or live/work uses.
- B2.c. On residential frontages including public streets, internal streets, pedestrian walks/paseos, and open spaces, a minimum 75% of building façade should be fronted with livable residential space. It is particularly important for building corners to be activated with livable residential uses (minimum residential depth of 12 feet)
- B2.d. On alley and surface parking frontages, active uses are discouraged but active uses are to be located at corners with public streets, internal streets, pedestrian walks/paseos and common open spaces.

#### **Pleasanton TOD Standards and Design Guidelines**

#### Site Circulation and Building Orientation Diagrams

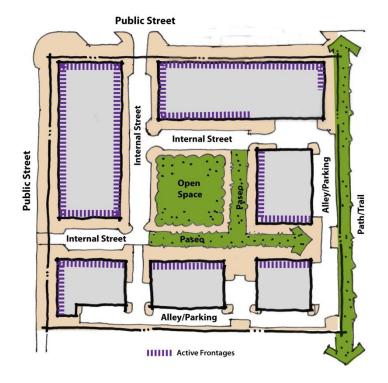
The following diagrams illustrate a variety of possible site circulation hierarchies and associated building orientations. It is anticipated that there are a wide variety of solutions including but not limited to the following.

#### Diagram A



- Through internal streets around a central common open space surround by active residential facades.
- Perimeter alley access for garages and surface parking.





- Through internal streets around a central common open space and internal pedestrian walks.
- Perimeter alley access for garages and surface parking.
- Paseos/Pedestrian walks should connect to proposed bike/pedestrian trail.

Diagram C

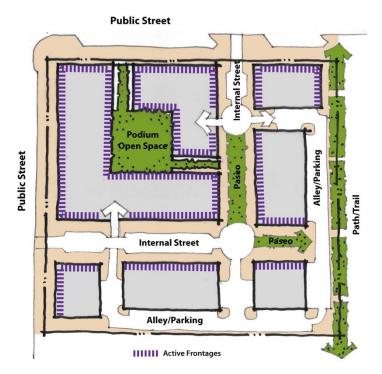
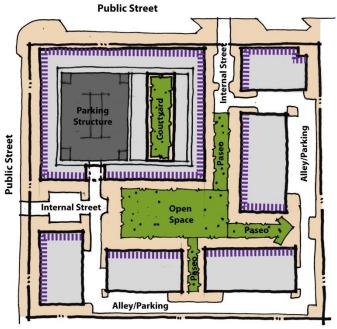


Diagram D

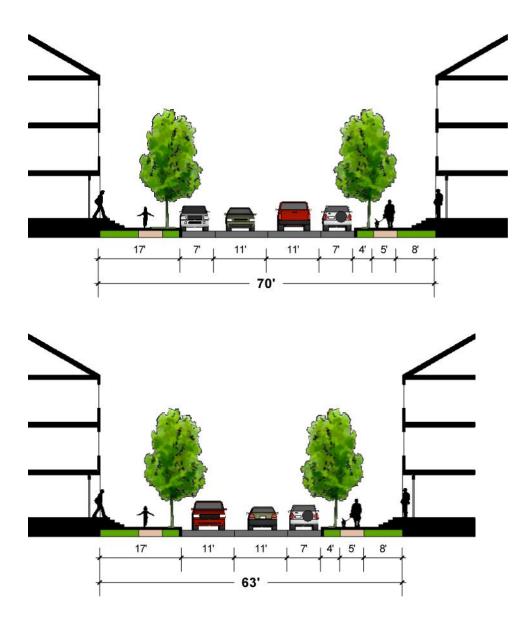


IIIII Active Frontages

- Internal streets connected by pedestrian walks/paseos.
- Podium parking with open space above and alley accessed garages and surface parking.
- Paseos/Pedestrian walks should connect to proposed bike/pedestrian trail.

- Central Open space with internal circulation via pedestrian walks/paseos.
- Minimal internal street access to residential wrap parking structure and alley accessed garage and surface parking.

## **B4. Internal Streets and Drives**



#### **Development Standards:**

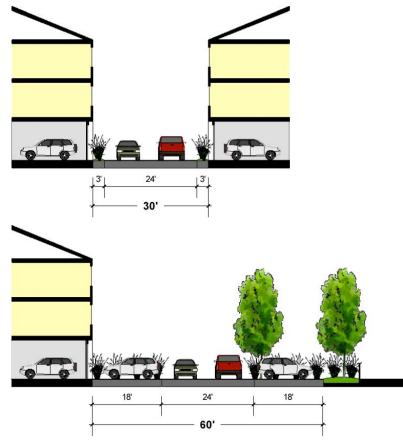
- B4.1. Internal streets shall have at minimum 4 feet plantings strip and 5 feet sidewalk on each side of the street.
- B4.2. Front setbacks shall be a minimum 8 feet from the back of sidewalk providing enough room for planting and privacy while still allowing a strong relationship between the units and the street.
- B4.3. Parallel parking is required on at least one side of internal streets. Parallel parking is encouraged on both sides of internal streets.

#### **Design Guidelines**

- B4.a. Internal streets should conform to the high quality standards and be designed to resemble public streets, with sidewalks, parking and street trees.
- B4.b. Internal streets should include sidewalks, street trees, pedestrian scaled lighting, landscaping and provide a setting for social interaction and neighborhood activities.
- B4.c. Internal streets should provide through or loop circulation wherever possible rather than dead end cul-de-sacs.
- B4.d. Internal streets should connect to landmarks or amenity features such as open spaces, parks or community buildings.
- B4.e. Street trees, separated sidewalks, benches, street lamps and special paving at intersections are desired elements to promote residential scaled, aesthetic streetscapes and reinforce pedestrian activity.
- B4.f. Street trees should be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet.
- B4.g. High branching trees should be planted to form a canopy and provide shade along streets and drives.

#### **B5.** Alleys



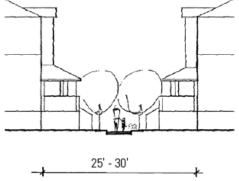


#### **Design Guidelines:**

- B5.a. Alleys should have at minimum 3-foot plantings strip adjacent to building garages
- B5.b. Garages should be recesses at least 2 feet from building façade.
- B5.c. Tandem parking spaces, in garage or surface, are allowed as long as they are associated with the same unit.

# **B6.** Paseos (Pedestrian Walks)





#### **Development Standards:**

- B6.1. 30-foot minimum building-to-building dimension for residential buildings. Stoops and porches are allowed to encroach up to 5 feet.
- B6.2. 40-foot minimum building-to-building dimension for mixed-use/commercial buildings. Outdoor seating areas are allowed to encroach up to 12 feet.

#### **Design Guidelines**

- B6.a. Paseo connections should be made wherever auto connections are infeasible due to project or site constraints.
- B6.b. Paseos should supplement the role of streets and drives in the circulation network.
- B6.c. Paseos should provide easy and direct access to building entries, common open space amenities and visitor parking areas.
- B6.d. Paseos should visually extend the street into an area for safe pedestrian use, with consistent street furnishings.
- B6.e. Paseos should be embellished with special paving and pedestrian-scaled lighting.
- B6.f. Buildings lining paseos should provide windows along the building face to encourage comfortable and safe pedestrian use.
- B6.g. Buildings lining paseos should be designed so that sunlight can reach the paseos during midday.
- B6.h. Paseos should be named as streets are, with buildings lining the paseos taking their respective addresses from the paseo.

# **B7.** Parking Location and Treatment



#### **Development Standards:**

- B7.1. Parking shall be located behind buildings, below grade or, where those options are not feasible, screened by low walls and landscaping.
- B7.2. When fronting on public streets, internal streets, public walks/paseos or common open spaces, structured parking shall be wrapped or fronted with habitable uses.
- B7.3. Parking that is semi-depressed shall be screened with architectural elements that enhance the streetscape such as stoops, balcony overhangs, or decorative screening.

#### **Design Guidelines**

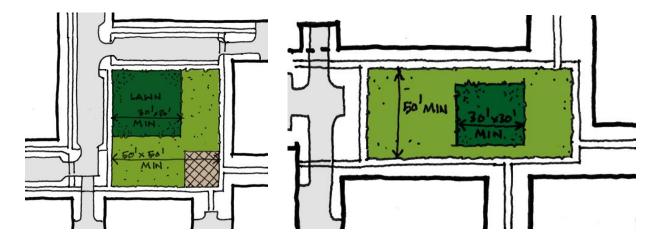
- B7.a. For buildings with parking accessed from the front, minimize the amount of frontage used for parking access. No more than 25% of the site frontage facing a street, internal street, or pedestrian walk/paseo should be devoted to garage opening, carports, or open/surface parking.
- B7.b. When surface parking lots are located adjacent to the street, they should be screened from the street and sidewalk by a low wall, landscape edge or combination.

#### Pleasanton TOD Standards and Design Guidelines\_

#### **B8. Open Space**

TOD's are inherently built at multi-family densities to support transit. Open space is key to creating a livable community and it is essential that multifamily developments provide a connected network of specialized open spaces -- in the form of squares, plazas, greens, and play/activity areas. A well-landscaped, central public open space will become a community focal point and gathering space. The common usable open space is a subset of the overall open space requirement.





#### **Development Standards**:

- B8.1. On each property, common usable open spaces shall include at least <u>one</u> <u>open lawn space</u> measuring a minimum of 30 feet in each dimension.
- B8.2. <u>One open space</u> per each of the three parcels must have a minimum dimension of 50 feet in each direction.
- B8.3. The area of public plazas and/or parks can be counted toward the project's group usable open space requirement.
- B8.4. The City shall provide incentives for the location of a public park on either Parcels 1, 2 or 3.

#### Design Guidelines

- B8.a. Design of private open space should emphasize usability, with convenient access from the interior of units so that open space can be used as part of everyday living.
- B8.b. Buildings and/or streets should define the edges of and face onto common open space.
- B8.c. Common amenity areas should be appropriate to the size of the development. For larger developments, recreational facilities such as a swimming pool or tennis courts, along with picnic areas should be provided.
- B8.d. Play lots should be located in safe, convenient and highly visible locations to ensure informal surveillance by residents.

## **B9.** Landscape

#### **Design Guidelines**

- B9.a. Drought tolerant, Bay Friendly landscaping and water-conserving irrigation methods are encouraged.
- B9.b. Landscape plans shall incorporate seasonal variety and color to the extent possible. Tall deciduous trees should be utilized where summer shade is needed and winter solar access desired.
- B9.c. Grass lawn areas outside of common open spaces should be kept to a minimum.

# **B10. Site Lighting**

# Design Guidelines

- B10.a. Adequate lighting should be provided along sidewalks, streets, driveways, paseos and parking areas for the safety and security of residents and visitors.
- B10.b. Pedestrian scaled, post top mounted lights are recommended along public streets, interior streets, paseos, walks and common open spaces.
- B10.c. Lighting should not produce glare or be of an intensity inappropriate for a residential environment.

# B11. Livability Standard

- B11.a. Residential development shall satisfy the standards in this document relating to:
  - The provision of pedestrian and bicycle connections to BART, the Iron Horse Trail, and between the sites (C2: TOD Framework Diagram and A5. Pedestrian/Bike Paths – Iron Horse Trail Connection)
  - Group Usable Open Space (B. Non-Core PUD Regulations)
  - Landscaped Paseos (B.6)
  - Open Space, Landscaping and Lighting (B8, B9, and B10)

And shall also incorporate residential amenities such as play/activity areas, pools, water features, fitness facilities, and community rooms.

# C. BUILDING TYPES

#### Introduction

Property owners and developers are encouraged to "mix and match" among the following Building Types in order to achieve the required minimum density, and to provide the varied building character desired by the City. Given the large size of the TOD Mixed Use parcels, it is anticipated that more than one building type will be built on each parcel, depending on the location, street frontage, mix of uses, and desired parking ratios. It is left to the applicant where and how to combine the Building Types listed below. If a developer wishes to incorporate a Building Type not identified in the Matrix, the City Council may review and approve new Types so long as the overall proposal conforms with the adopted TOD Standards and Guidelines.

# **Residential Building Matrix**

(all buildings types can accommodate mixed-uses)

TYPE ATTACHED ROW HOUSES/TUCK UNDER	DENSITY / PARCEL SIZE	PRKG. RATIO (TYPE)	STORIES	COMMENTS
	14-25 du/ac. 3-3.5 acres (for 75 units)	1.5-2 sp/u. (tuckunder prkg.)	3 st.	Least Cost per unit as parking cost is low However greater use of land for afford. Hsg. means less mkt. rate hsg.
GARDEN STYLE APARTMENTS WITH SUR	FACE PARKING			
	20-25 du/ac. 3-3.5 acres (for 75 units)	1.67-1.8 sp/u. (surface prkg.)	3 st.	Least Cost per unit as parking cost is low However greater use of land for afford. Hsg. means less mkt. rate hsg.
TUCK UNDER PODIUM				
	25-40 du/ac. 1 acre min 2+ acres typ	1.5-1.8 sp/u. (surface prkg.)	3-4 st.	Least Cost per unit as parking cost is low Orientation simlar to rowhouses and townhouses
TOWNHOUSE/FLATS WITH PODIUM PAR	KING			
	40-60 du/ac. 1.25-1.75 acres (for 75 units)	1-1.5sp/u. podium struct. st visitor	4-5 st.	Most typcial high density type Best with low parking ratio (1:1)
RESIDENTIAL WRAP BUILDING WITH PA	ARKING STRUCT	URE		
	40-70 du/ac. 2-3 acres 100-150 units minimum	1-1.67sp/u. multi-lvl. structure st visitor		Most cost effective, but generally requires larger project to justify parking structure; 1 larger site.
RESIDENTIAL BUILDINGS WITH OFF SITE PARKING DISTRICT				
	50-80 du/ac. 2-3.5 acres for 100-150u	1-2 sp/u. off site		Satelite Parking Structure Limited site prkg. Allows for greater density Cost effective struct. Prkg. due to size effic. Of scale

# C1. Attached Rowhouse/Townhouses (14-25 du/ac)



Attached rowhouse/townhouses are units typically situated in a row of at least three or more units where there is no separation between units. These can be designed as either front- or rear-loaded.

Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
14-25 du/ac 3-3.5 acres	1.5-2 sp/u. (tuckunder	3 story	Least cost per parking space
(for 75 units)	parking)	5 3001 y	Most land area per unit

- Generally uniform massing within individualized appearance
- Front-loaded with the garage facing the street or "front" of the property, or rear-loaded with garage facing the rear of the property
- Greater efficiency of space without side yards and may provide for greater densities on larger sites
- Private open space for each unit is typically provided by a front patio or balconies
- Typical built density: between 14-25 units per acre
- The design focus should be on an overall building: attached units in a row
- Units organized around "public" spaces and sites around common spaces

# C2. Garden Style with Surface parking (20-25 du/ac)

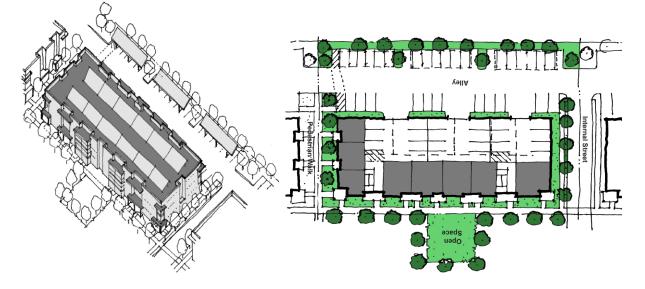


Garden Style apartments are stacked flat units arranged on a single level and surrounded by units either above or below each unit.

Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
20-25 du/ac	1 67 1 9 cm/u		Least cost per parking space
3-3.5 acres	1.67-1.8 sp/u.	3 story	
(for 75 units)	(surface parking)		Most land area per unit

- Typically 2-4 stories of single-level units stacked on top of each other
- Individual unit access can be from either common interior corridor or by discrete exterior entrances
- Typical built density: 20-30 units per acre
- The design focus is as a whole building, less on individual units
- Common open space is typically provided in assembled areas of courtyards or common ground space

# C3. Tuck Under Podium (25-40 du/ac)



Flats are typically stacked over small shared garages with ground floor units "lining" or fronting the streets, pedestrian walks or open spaces.

Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
25-40 du/ac typically 1 acre minimum with 2+ acres typical	1.5-1.8 sp/u. (surface parking)	3-4 story	Orientation similar to rowhouses and townhomes

- Typically 3-4 stories in height, including parking garages
- Typically will have 1/2 to 2/3 surface parking
- Midpoint density: greater than garden apartments while not requiring a concrete podium for parking
- Has similar orientation to rowhouses or townhouses with ground floor units facing streets, pedestrian paths and open spaces and garages accessed by alleys
- Ground floor units have individual entries while upper units use shared stairs or elevator with corridor
- Common open space in pedestrian walks or paseos

# C4. Townhouses/Flats with Podium Parking (40-60 du/ac)



Townhouses or stacked flats are units built over a submerged or partiallysubmerged parking garage or "podium," rather than with individual garages.

Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
40-50 du/ac 1.25-1.75 acres (for 75 units)	1-1.5 sp/u. (structured podium parking)	4-5 story	Most typical high density type Best with low parking ratio

- Typically 3-4 stories or more in height above a parking podium (garage)
- May or may not have additional surface parking
- Often appear more urban in appearance with raised stoops above a partially submerged parking podium
- Typical built density: 30-50 units per acre
- The design focus is as an entire building, not individual units
- Common open space is typically provided
- Parking podium can be at grade with residential/retail wrap

#### Pleasanton TOD Standards and Design Guidelines

• C5. Residential Wrap Building with Parking Structure (40-70 du/ac)



Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
40-70 du/ac	1 1 67 cm/u		
2-3 acres	1-1.67 sp/u.	3-4 story	Most cost effective
(100-150 unit minimum)	(multi-level parking structure)	5 T Story	Requires larger project/site

- Typically 3-4 stories or more in height
- Stacked flats wrapped around parking structure or free standing around ground level courtyard
- Typically built density: 40-60 plus units per acre
- The design focus is as an entire building or group of buildings
- Urban in appearance due to height, mass, and scale
- Common open space is typically provided
- Greener, heavily landscape, courtyards at grade

C6. Residential Buildings with Off-Site Parking District (50-80 du/ac)





Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
50-80 du/ac	1-2 sp/u.		Walk to offsite parking,
2-3.5 acres	17	3-4 story,	limited onsite parking
(100-150 unit minimum)	(multi-level offsite parking structure)	5 possible	Allows greater densities without added height

- Typically 3-4 stories or more in height, stacked flats or combination of flats and townhouses
- Parking is supplied by on-site spaces along with spaces located in adjacent parking garage. Parking space can be assigned
- Often integrated into mixed-use neighborhoods
- Parking structure serves multiple users from several nearby buildings
- Greener, heavily landscape, courtyards at grade

# **C7. Mixed-Use Buildings**



Vertical Mixed Use (Retail/Office)



High Density Mixed Use



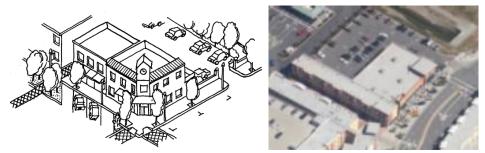


Mixed Use

Mixed Use

- Vertical mix of uses (ground floor retail/live/work with offices or residential above)
- Entries and storefronts facing onto street or plazas
- Parking usually located in podium structures
- Typically taller first floor ceiling heights

# **C8. Retail Buildings (Stand Alone)**

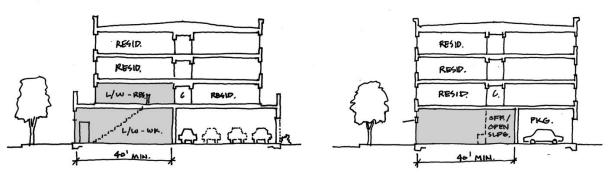


Features:

- Surface parking located behind/adjacent to retail building
- Entries and storefronts facing onto street or plazas
- Typically 20-30 feet in height with high ceilings

# **C9.** Live/Work

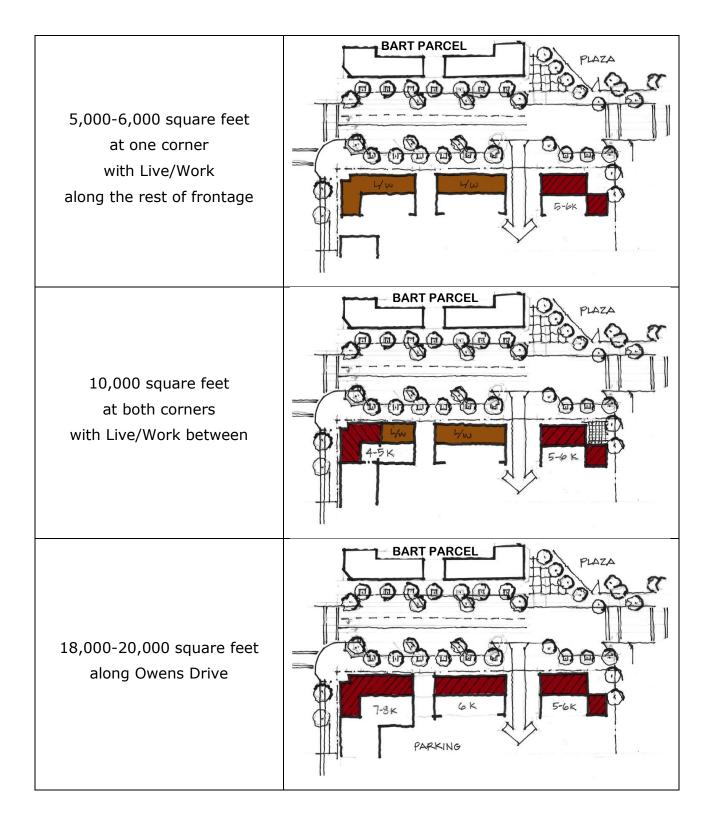




Live/Work space connected to residence above

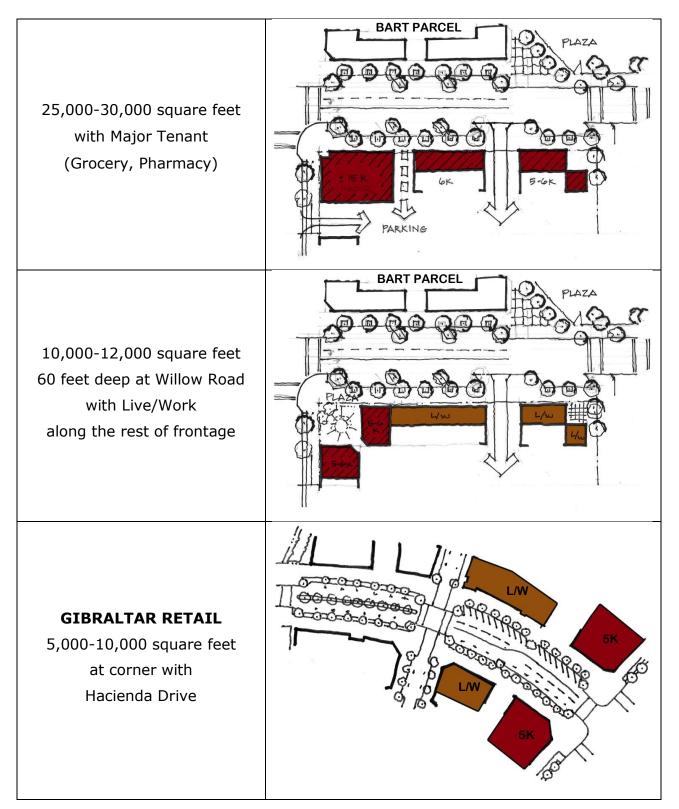
Live/Work space with studio residence

- 2 types Ground floor residential units with extra "flex room" used for small business and/or a retail space; or a street-level work/shop space connected to upper-level residential rooms
- Entries and storefronts facing onto street or plazas
- Tenant parking usually located in podium structures or in private garages accessed from the rear of the building, with visitors served by on-street parking
- Typically taller first floor ceiling heights or double height spaces



# **C10. Example Retail Configurations** (Listed stats do not include BART parcel)

## **Pleasanton TOD Standards and Design Guidelines**



## D. ARCHITECTURAL FEATURES

## **D1. Residential Entries**

## **Development Standards:**

D1.1. All ground floor units (within 5 feet of grade) shall have entries onto street, internal street, paseo(walk), or open space. (including corridor buildings)

## **Design Guidelines**

- D1.a. Entries should be the predominant feature of front facades, and should have a scale that is in proportion to the size of the building and number of units being accessed. Larger buildings should have a prominent, centralized building entrance.
- D1.b. Building fronts should include porches, unit entries, and architectural detailing.
- D1.c. Building entries should be the prominent feature of the front facade and identify access to individual units.
- D1.d. Building entries that face a public street, drive or common space should be the first choice for entry location.
- D1.e. Porches and balconies that face streets should be semi-transparent and be incorporated into the materials and design of the building.
- D1.f. Porches may encroach 5 feet into the front yard setback.
- D1.g. Front yard patios can be used and be part of entry path or a separate space. Patios should have a low fence, screen, or hedge no higher than 3 ft to transition between public and private areas.

## **D2. Window Treatments**

### **Design Guidelines**

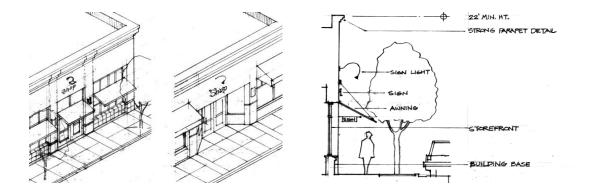
- D2.a. Windows are a very important element of building form and should be well organized on a building facade to create a rhythm or pattern.
- D2.b. Windows should emphasize vertical massing of buildings.
- D2.c. Windows should have a hierarchy of sizes emphasizing the function of the living spaces and views while allowing for privacy of neighboring properties.
- D2.d. Windows should be well detailed and consistent with the architectural design of the building.
- D2.e. Windows should be "punched" in from the exterior building wall or should be defined by well-designed trims. Trim material should contrast with wall materials.
- D2.f. Windows should overlook streets and open spaces to provide "eyes on the street" and ensure clear views for safety.

## D3. Roofs and Parapets

## **Design Guidelines**

- D3.a. Use eave and parapet details to provide a strong skyline or silhouette and at visual interest to the roof line.
- D3.b. Emphasize vertical proportions of individual units rather than horizontal building massing.
- D3.c. Rooflines should correspond to variations in building massing and articulation with bays, gables, dormers and strong eave elements.
- D3.d. Roof elements should be varied to minimize the appearance of mass and bulk.
- D3.e. Gable roofs or bays with parapets are encouraged to emphasize vertical proportion and break up the massing of large hipped roofs.

## D4. Retail and Live/Work Storefronts



## **Development Standards:**

- D4.1. Retail and service uses shall have a minimum interior 15 feet clear floor to ceiling height.
- D4.2. Live/work uses shall have a minimum 12 feet clear floor to ceiling height for two story units and 15 feet clear floor to ceiling for one story units to allow for mezzanine.
- D4.3. Storefronts shall have a minimum depth of 40 feet, and 60 feet at corners.

## **Design Guidelines**

- D4.a. Large display windows (large panes or divided lites) are strongly encouraged.
- D4.b. Clear glass should be used. Colored or reflective glass is not appropriate.
- D4.c. A well designed and/or decorative material base is desired at display windows.
- D4.d. Entries and window displays should have consistent materials and detailing.
- D4.e. Entries should be located at corners or intersection whenever possible.

## Pleasanton TOD Standards and Design Guidelines

- D4.f. Recesses are encouraged to identify entries and provide weather protection.
- D4.h. Awnings, canopies, trellises and/or other shade devices over storefront windows and entries are strongly encouraged to provide signage, shade, and pedestrian cover.
- D4.i. Individual awnings that articulate the building façade rhythm are desired in lieu of long continuous horizontal awnings.
- D4.j. Live/work units when used as Live/Live should maintain a commercial storefront character.
- D4.k. Live/work units when used as Live/Live may be landscaped up to 8 feet from building storefront. Landscaping may include low fencing (3-3.5 feet) to create an outdoor patio.



**D5. Gateway Corners** 





## **Design Guidelines**

- D6.a. Buildings located on the corner of two public streets, end of a major pedestrian or shared path, and/or end of an important vista should have unique architectural element.
- D6.b. A unique architectural element can be a change in height, a definition of a public plaza, and or a change in architectural style.

## D6. Building Signage

## **Design Guidelines**

- D6.a. Site signage should feature individually formed lettering and should have an artistic design element as well as addressing way finding.
- D6.b. Backlit box signs are not permitted, except when required by the Fire Department.
- D6.c. Site signs should have design features consistent with the buildings in the development, and should be integrated into the site development and landscaping.
- D6.d. Attractive signage directories are encouraged to help provide way finding within the development.

## D7. Bike Parking

## **Development Standards**:

D7.1. Weather protected and secure bike parking spaces shall be provided for a minimum of 30% of the maximum occupants per dwelling unit. Bike parking can be grouped into one structures or located in private garages.

## **D8. Utility and Trash Enclosures**

### **Design Guidelines**

- D8.a. Opaque screen trash and recycling enclosures or individual containers for each unit shall be provided.
- D8.b. Enclosures should be located to minimize any conflict with individual units, common open space areas, or neighboring properties.
- D8.c. Trash enclosures are required to be of durable materials such as concrete or concrete block and finished to integrate with the building design.
- D8.d. Trash enclosures shall be sized and designed to accommodate the City's source separated recycling program.
- D8.e. Buildings should be organized so the impact of servicing functions and utilities on streets and along pedestrian paths is minimal.
- D8.f. Utilities should be incorporated into the design of the building and integrated into landscaped areas to minimize noise and visual impact. Options may include insets into building facades or integration into low wall standards.

## **D9. Residential Storage**

### **Development Guidelines**:

D9.1. Residential Storage: Each unit should have at least 40 cubic feet of enclosed storage area. Storage space should be outside of unit but does not need to be adjacent to unit.

## **D10.** Compatibility with Surrounding Development

### **Development Guidelines:**

- D10.1. While the densities restrictions and requirements on the three parcels are consistent it is generally desired that the design provides features which are generally compatible with residential neighborhoods across the major arterial or street. Features which assist in creating compatibility may include:
  - additional landscaping including large trees within the setbacks
  - architectural treatments such as change in material at the upper floors, bays which extend a story lower to visually lower the facade, or building step backs at the top floor are all potential treatments which may be considered
  - The corners of Gibraltar and Hacienda Drive should maintain the "gateway" treatments within the design guidelines

PART 4 PROCESS

## A. PLANNED UNIT DEVELOPMENT (PUD)

Applications for development of each of the three sites will be processed through the City's established Planned Unit Development review process. Criteria for review of these projects shall include the Core Development Standards, Non-core Development Standards, and Design Guidelines as included in these Transit Oriented Development Standards and Guidelines and as required by the City's Settlement Agreement, relative to Urban Habitat v. City of Pleasanton.

The City will conduct environmental analysis of each project in accordance with CEQA and CEQA Guidelines.

# PART 5 APPENDIX

## **Usable Open Space Code:**

The following was taken from the City of Pleasanton Zoning Code and is located here for reference only. Should the code change, the updated code shall be followed.

## 18.84.170 Usable open space.

- A. Each dwelling unit in the RM and C-C districts shall have group or private usable open space as prescribed in the zoning schedule codified in table 18.84.010 of this chapter, provided that in the RM district each dwelling unit shall have private usable open space of at least the minimum area specified by subsection C of this section. Group and private usable open space may be combined to meet the requirements. Each square foot of private usable open space shall be considered equivalent to two square feet of group usable open space and may be so substituted. All required usable open space shall be planted area, or shall have a dust-free surface, or shall be water surface, provided that not less than 10 percent of the required group usable open space at ground level shall be landscaped with trees and other plant materials suitable for ornamentation. No required usable open space shall be located in a parking area, driveway, service area, or required front yard, or shall have a slope greater than 10 percent.
- B. Group usable open space shall have a minimum area of 300 square feet and a rectangle inscribed within it shall have no dimension less than 15 feet. Required usable open space may be located on the roof of an attached garage or carport, but not more than 20 percent of the required space shall be located on the roof of a building containing habitable rooms.
- C. Private usable open space located at ground level shall have a minimum area of 150 square feet and a rectangle inscribed within it shall have no dimension less than 10 feet. The minimum area of aboveground-level space shall be 50 square feet and a rectangle inscribed within it shall have no dimension less than five feet. Private usable open space shall be adjacent to, and not more than four feet above or below the floor level of the dwelling unit served. Not more than 50 percent of ground-level space may be covered by an overhang, balcony, or patio roof. Aboveground-level space shall have at least one exterior side open above railing height.
- D. Private, ground-level, usable open space on the street side of a structure shall be screened from the street.
- E. Usable open space shall be permanently maintained by the owner in orderly condition. (Prior code  $\S$  2-5.45)

THE CITY OF PLEASANTON.	Housing Commission Agenda Report November 17, 2011 Item 8B
SUBJECT:	Approval of Affordable Housing Agreements for Two Residential Projects Proposed by BRE Properties, Inc., in Hacienda Business Park (PUD- 81-30-85D, NWC Gibraltar Dr./Hacienda Dr., 251 units; PUD-85-08-12D, SEC Owens Dr./Willow Rd., 254 units)
STAFF RECOMMENDATION:	Approve the two BRE affordable housing agreements and recommend that they be approved by the City Council as part of the PUD approval process.
ATTACHMENTS: 1. 2.	Draft Affordable Housing Agreements for PUD-81-30-85D and PUD-85-08-12D HUD Median Income Information

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EXHIBIT G

## BACKGROUND

On March 1, 2011, City Council adopted the Hacienda Transit Oriented Development (TOD) Standards and Guidelines. The standards and guidelines provide direction in regard to uses, density, affordability, building mass and height, setbacks, open space, parking, access, and street character for three vacant sites in Hacienda Park (i.e., Sites 1, 2, and 3). These Guidelines grew out of and conform with the Settlement Agreement for the Urban Habitat v. City of Pleasanton litigation as it relates to development in Hacienda Business Park. The Settlement Agreement set forth that unit affordability standards would conform with the 15% affordability required in the City's Inclusionary Zoning Ordinance (IZO).

As part of the project review, staff and the applicant have prepared draft Affordable Housing Agreements detailing the required affordability for the development. These two documents (Attachment 1) set forth the minimum required affordability standards for the developments. They do not preclude the project's management from providing additional affordability if determined by market or marketing conditions. The language in both agreements is the same except for project descriptions.

#### **Development Summary**

Site 1 is an approximately 8.4-acre site located on the southeast corner of Owens Drive and Willow Road. Site 2 is an approximately 8.1-acre site located on the northern corner of Gibraltar Drive and Hacienda Drive. Both sites are south of the Pleasanton/Dublin BART station, west of the Iron Horse Trial, and bordered by Shaklee's corporate headquarters and the Kaiser campus. Site 2 currently has an access drive to the Shaklee site, which will be removed upon development of the property. An aerial view of the two subject sites is as follows:

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#### site 1 Site 2 Site 3 Site 2 Site 3 Site 3

#### Aerial View of Two Subject BRE Sites

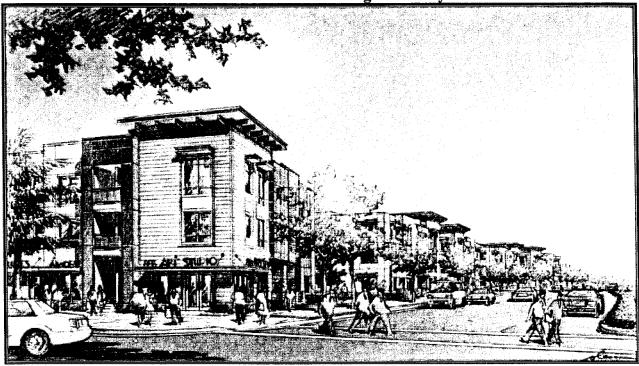
An artist's rendering of the sites is as follows:



Site 1 Artist's Rendering/ Summary

- The Site 1 development is an approximately 8.4 acre site that would include eight residential buildings and two mixed-use buildings housing 255 residential units, of which six are live/work units, and approximately 5,700 square-feet of retail/commercial space. Living units will range in size from approximately 595 to 771 square-feet for studios and approximately 1,319 square-feet for three bedroom units. The live/work units will range in size from 1,630 to 1,730 square-feet.
- Of the 255 units, a total of 38 would be affordable to very low income households (50% AMI).
- The buildings would have two to four apartment floors over parking with a total of 412 parking spaces (covered and uncovered). Each covered space includes storage space and bike storage with 26 of total the parking spaces dedicated to visitor parking.

- The development includes an approximately 3,380 square-foot club/fitness building and an approximately 2,875 square-foot leasing office.
- The project includes private patios or balcony space for the residences and exterior recreation areas that include a pool, spa, cabanas, water feature, lawn, turf recreation area, tot lot, and lounging areas.



## Site 2 Artist's Rendering/Summary

- The Site 2 development is an approximately 8.1-acre site that would include 10 buildings housing 251 units, of which four 4 are live/work units. Living units range in size from 595 to 771 square-feet in area for studio units approximately 1,319 square-feet for three bedroom units. The live/work units will range in size from 1,630 to 1,730 square-feet.
- Of the 251 units, a total of 38 would be affordable to very low income households (50% AMI)
- The buildings would have two to four apartment floors over parking with a total of 405 parking spaces (covered and uncovered) proposed. Each covered space includes storage space and bike storage areas with 25 of total parking spaces dedicated to visitor parking.

- The development includes an approximately 3,570 square-foot leasing/club building and an approximately 1,680 square-foot fitness building located in the center of the property.
- An approximately 23,958 square-foot (.55-acre) public park is proposed at the southwest portion of the property, facing Gibraltar Drive. The park will contain a multi-purpose grass field that leads into two separate tot lot areas.
- The project includes private patios or balcony space for the residences and exterior recreation areas that include a pool, kid pool, spa, cabanas, fire pit, barbeque area, a turf recreation area, and lounging areas.

## DISCUSSION

To memorialize affordable housing standards, the City requires the parties to enter into an affordable housing agreement as required by the City's Inclusionary Zoning Ordinance. Typically these agreements are standardized recorded documents that clearly describe the affordability requirements. For this particular project, there is one affordable housing agreement proposed for each development. A summary of the terms of the AHA is as follows:

- A total of 15% (76-units with 38 in each development) of all units will be restricted affordable units.
- All of the affordable units will be affordable to "very low income" households at 50% of the Area Median Income (AMI). The current AMI at 50% for a <u>one person</u> household is \$32,300 which would result in a one bedroom unit rent of approximately \$923/month. The current AMI at 50% for a <u>four person</u> household is \$46,150 which would result in a three bedroom unit rent of approximately \$1,339/month. Attachment B details the most recent income levels and typical rents.
- The affordable units will be dispersed equally throughout the unit mix (that is a mixture of one, two and tree bedroom units) and the physical development.
- The units will remain affordable for perpetuity.

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- Requires the development to accept Section 8 housing vouchers from eligible applicants.
- Affordable units will be rented based on the City's adopted preference system.
- Payment of the City's Lower Income Housing Fee is not required as the development will meet the 15% affordability requirements as set forth in the Inclusionary Zoning Ordinance.

## **BRE DEVELOPMENT SUMMARY**

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Features	Site 1	Site 2	Total
Size of site	8.41 acres	8.17 acres	16.58
Total commercial/retail	5,700 sq ft	0	5,700
Total Unit Mix All Units:			
Studio units	12	18	30
1 Bedroom units	127	125	252
2 Bedroom units	104	95	199
3 Bedroom units	6	9	15
Live/work units	6	4	10
Total All Units	255	251	506
Total Affordable Units:			
Studio/ 1 Bedroom units	21	20	41
2 Bedroom units	13	14	27
3 Bedroom units	4	4	8
Total Affordable Units	38	38	76

Staff has reviewed the attached affordable housing agreements and find them in conformance with the City's Inclusionary Zoning Ordinance and guidelines approved for the development.

Recorded at the Request of and when recorded, return to:

City of Pleasanton P.O. Box 520 Pleasanton, CA 94566

Exempt per Gov. Code §27383

#### **AFFORDABLE HOUSING AGREEMENT**

This AGREEMENT is made this \_\_\_\_\_\_ day of \_\_\_\_\_\_, 2011, by the CITY OF PLEASANTON, a Municipal Corporation ("City"), and BRE Properties, Inc. a Maryland corporation ("Developer").

#### Recitals

- A. Developer has contracted to purchase an 8.418 acre parcel of land at the corner of Willow Road and Owens Drive in the City of Pleasanton more particularly described in Exhibit A attached (the "Property" or "BRE Pleasanton Site 1").
- B. For the Property, Developer has obtained all necessary entitlements to develop a mixed use and residential housing project consisting of 255 apartments and approximately 5700 square feet of commercial/retail development (PUD 85-08-12D). (collectively the "Project").
- C. Developer and the City wish to make a certain number of the apartment units within the Project available to households with incomes at or below fifty percent (50%) (very-low income) of the Area Median Income.
- D. Area Median Income shall mean the area median income for the San Francisco-Oakland-Fremont Metropolitan Statistical Area adjusted for family size in accordance with adjustment factors adopted and amended from time to time by the United States Department of Housing and Urban Development (HUD) pursuant to Section 8 of the United States Housing Act of 1937 or any successor statute.

**NOW, THEREFORE**, in consideration of the mutual covenants, agreements and conditions contained herein, City and Developer agree as follows:

1. Of the 255 apartment units, 38 shall be "Affordable" units. Developer shall make available for rent 38 units for very low income households with income at or below 50% of the Area Median Income. The Affordable units shall be consistent with the following:

- A. Rents shall be based on one person households for one-bedroom units, two person households for two bedroom units, four person households for three bedroom units.
- B. The monthly rent for each of the Affordable units available for households with very low incomes shall not exceed one-twelfth of 50 % of the Area Median Income multiplied by 30%.
- C. If HUD fails to issue revised median household income statistics for the San Francisco-Oakland-Fremont Metropolitan Statistical Area within 15 months of the previous revision, rents for units referred to in this Section 1 may be adjusted based on the annual percentage increase in the San Francisco-Oakland Consumer Price Index for urban wage earners and clerical workers.
- D. The rents described herein shall exclude utilities in the broadest sense, including, but not limited to gas, electricity, water, garbage, television cable, telephone, and internet service; provided, however, that if any or all of such utilities are offered at no cost to market rate units they shall also be offered at no cost to the Affordable units.
- E. The Affordable units shall be dispersed throughout the Project unless otherwise approved by the City. The units described in this section shall not be fixed in the Project and may change depending on vacancies.
- F. The Affordable units shall have the same interior standards of quality (e.g., appliances, interior features/amenities, services, etc.) as the market rate units.
- G. The unit mix for the Affordable units shall be as follows:

Unit Type	Very Low Income (50% AMI)
Studio and 1 b.r.	21
2 Bedroom	13
3 Bedroom	4
Total	38

#### AFFORDABLE UNIT MIX

H. All Affordable units shall be rented in accordance with the City's Preference System, as may be amended, with the most current version set forth in Attachment 2.

- I. Once each year, the Developer (or the Developer's successor in interest) shall provide the City a report detailing the average annual income of tenants occupying the Affordable units, the number of one, two, three and four person households occupying the Affordable units, the number of vacancies and new rentals during the year for the Affordable units and the current rent structure for all 350 units.
- J. The obligations shall commence with completion of buildings authorized by PUD 85-08-12D and remain for perpetuity as long as those buildings approved by the PUD remain in service.
- K. In recognition of the community need for the Affordable units included in this Agreement and the high proportion of units which are Affordable, the Project is exempt from paying the City Lower Income Housing Fee.
- 2. The Developer, with City consultation, shall assume all responsibility to market the Affordable units. Marketing shall be in accordance with City eligibility and income guidelines and shall include conducting a public drawing, if necessary, to allocate Affordable units in-conformance with the City's Preference System as that Preference System exists-at the time that the drawing is conducted. A public drawing will be necessary if the number of project applicants exceeds the number of available Affordable Units. Marketing material, leases, rent-up schedules and-other printed material related to the Affordable units is subject to City approval.
- 3. Developer shall provide two 1-bedroom Affordable units and one 2-bedroom Affordable unit fully accessible for the physically disabled. Unit design shall include amenities such as grab bars, modified case work and bathroom facilities and other amenities deemed significant for disability access. Developer shall market the availability of these units but may rent to any applicant if a qualified disabled applicant is not available for a period of ten (10) days after the initial day of marketing.
- 4. Developer shall accept Section 8 vouchers as a means of assisting qualified applicants/residents.

5. This Agreement shall be recorded in Alameda County Official Records immediately upon Developer taking title to the Property prior to recordation of any financial encumbrance on the Property and shall run with the land.

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THIS AGREEMENT is executed the date and year first above written.

CITY:

**CITY OF PLEASANTON**, a Municipal Corporation

By:

Nelson Fialho City Manager

ATTEST:

Karen Diaz, City Clerk

APPROVED AS TO FORM:

Jonathan P. Lowell, City Attorney

**DEVELOPER:** 

#### **BRE** Properties, Inc., a Maryland corporation

BRE Properties, Inc. a California corporation

By: Director

By:

Stephen C. Dominiak EVP and Chief Investment Officer, Development

## STATE OF CALIFORNIA

COUNTY OF ALAMEDA

On \_\_\_\_\_, 2011 before me, \_\_\_\_\_,

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personally appeared

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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I certify under PENALTY of PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature:	 (Seal)

#### STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, 2011 before me, \_\_\_\_\_, personally appeared

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY of PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature:

(Seal)

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## ATTACHMENT 1

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## LEGAL DESCRIPTION

Real Property in the City of Pleasanton, County of Alameda, State of California, described as follows:

## ATTACHMENT 2

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## CITY'S PREFERENCE SYSTEM

[Attached]

Recorded at the Request of and when recorded, return to:

City of Pleasanton P.O. Box 520 Pleasanton, CA 94566

Exempt per Gov. Code §27383

#### AFFORDABLE HOUSING AGREEMENT

This AGREEMENT is made this \_\_\_\_\_ day of \_\_\_\_\_, 2011, by the CITY OF PLEASANTON, a Municipal Corporation ("City"), and BRE Properties, Inc. a Maryland corporation ("Developer").

#### Recitals

- A. Developer owns an approximately 8.17 acres parcel of land at the corner of Hacienda Drive and Gibralter Drive in the City of Pleasanton (APN 9412778-011) more particularly described in Exhibit A attached hereto (the "Property" or "BRE Pleasanton Site 2").
- B. For the Property, Developer has obtained all necessary entitlements to develop a mixed use and residential housing project consisting of 251 apartments (which includes 4 livework units) (PUD 81-30-86D) (collectively the "Project").
- C. Developer and the City wish to make a certain number of the apartment units within the Project available to households with incomes at or below and fifty percent (50%) (very-low income) of the Area Median Income.
- D. Area Median Income shall mean the area median income for the San Francisco-Oakland-Fremont Metropolitan Statistical Area adjusted for family size in accordance with adjustment factors adopted and amended from time to time by the United States Department of Housing and Urban Development (HUD) pursuant to Section 8 of the United States Housing Act of 1937 or any successor statute.

**NOW, THEREFORE**, in consideration of the mutual covenants, agreements and conditions contained herein, City and Developer agree as follows:

1. Of the 251 apartment units, 38 shall be "Affordable" units. Developer shall make available for rent 38 Affordable units for very low income households with income at or below 50% of the Area Median Income. The Affordable units shall be consistent with the following:

- A. Rents shall be based on one person households for one-bedroom units, two person households for two bedroom units, four person households for three bedroom units.
- B. The monthly rent for each of the Affordable units available for households with very low incomes shall not exceed one-twelfth of 50 % of the Area Median Income multiplied by 30%.
- C. If HUD fails to issue revised median household income statistics for the San Francisco-Oakland-Fremont Metropolitan Statistical Area within 15 months of the previous revision, rents for units referred to in this Section 1 may be adjusted based on the annual percentage increase in the San Francisco-Oakland Consumer Price Index for urban wage earners and clerical workers.
- D. The rents described herein shall exclude utilities in the broadest sense, including, but not limited to gas, electricity, water, garbage, television cable, telephone, and internet service; provided, however, that if any or all of such utilities are offered at no cost to market rate units they shall also be offered at no cost to the Affordable units.
- E. The Affordable units shall be dispersed throughout the Project unless otherwise approved by the City. The units described in this section shall not be fixed in the Project and may change depending on vacancies.
- F. The Affordable units shall have the same interior standards of quality (e.g., appliances, interior features/amenities, services, etc.) as the market rate units.
- G. The unit mix for the Affordable units shall be as follows:

Unit Type	Very Low Income (50% AMI)
Studio and 1 b.r.	20
2 Bedroom	14
3 Bedroom	4
Total	38

#### **AFFORDABLE UNIT MIX**

H. All Affordable units shall be rented in accordance with the City's Preference System, as may be amended, with the most current version set forth in Attachment 2. I. Once each year, the Developer (or the Developer's successor in interest) shall provide the City a report detailing the average annual income of tenants occupying the Affordable units, the number of one, two, three and four person households occupying the Affordable units, the number of vacancies and new rentals during the year for the Affordable units and the current rent structure for all 251 units.

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- J. The obligations shall commence with completion of buildings authorized by PUD 81-30-86D and remain for perpetuity as long as those buildings approved by the PUD remain in service.
- K. In recognition of the community need for the Affordable units included in this Agreement and the high proportion of units which are Affordable, the Project is exempt from paying the City Lower Income Housing Fee.
- 2. The Developer, with City consultation, shall assume all responsibility to market the Affordable units. Marketing shall be in accordance with City eligibility and income guidelines and shall include conducting a public drawing, if necessary, to allocate Affordable units in-conformance with the City's Preference System as that Preference System exists-at the time that the drawing is conducted. A public drawing will be necessary if the number of project applicants exceeds the number of available Affordable Units. Marketing material, leases, rent-up schedules and-other printed material related to the Affordable units is subject to City approval.
- 3. Developer shall provide two 1-bedroom Affordable units and one 2-bedroom Affordable unit fully accessible for the physically disabled. Unit design shall include amenities such as grab bars, modified case work and bathroom facilities and other amenities deemed significant for disability access. Developer shall market the availability of these units but may rent to any applicant if a qualified disabled applicant is not available for a period of ten (10) days after the initial day of marketing.
- 4. Developer shall accept Section 8 vouchers as a means of assisting qualified applicants/residents.

5. This Agreement shall be recorded in Alameda County and shall run with the land.

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THIS AGREEMENT is executed the date and year first above written.

CITY:

**CITY OF PLEASANTON,** a Municipal Corporation

By:

Nelson Fialho City Manager

ATTEST:

Karen Diaz, City Clerk

APPROVED AS TO FORM:

Jonathan P. Lowell, City Attorney

#### **DEVELOPER**:

BRE Properties, Inc. a California corporation

By:

Director

By:

Name: Stephen C. Dominiak EVP and Chief Investment Officer, Development

# STATE OF CALIFORNIA

COUNTY OF ALAMEDA

On \_\_\_\_\_, 2011 before me, \_\_\_\_\_

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personally appeared

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY of PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature:		(Seal)
STATE OF CALIFORNIA	)	
COUNTY OF	))	
On	, 2011 before me,	
personally appeared	of satisfactory evidence to be th	, ne person(s) whose name(s) is/ar

subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY of PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature:

(Seal)

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## **ATTACHMENT 1**

## LEGAL DESCRIPTION

Real Property in the City of Pleasanton, County of Alameda, State of California, described as follows:

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## CITY'S PREFERENCE SYSTEM

[Attached]

ATTACAMENT 2

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PERSONS				MAXIMUM ANN	MAXIMUM ANNUAL INCOME:*	
N	Mod. Inc.	Med. Inc.	Low Inc.	Low Inc.	Very Low Inc.	Very Low Inc.
HOUSEHOLD:	120% of Med.	100% of Med.	80% of Med.	60% of Med.	50% of Med.	30% of Med.
1	\$77,550	\$64,600	\$51,700	\$38,750	\$32,300	\$19,400
2	\$88,600	\$73,850	\$59,050	\$44,300	\$36,900	\$22,150
3	\$99,700	\$83,050	\$66,450	\$49,850	\$41,550	\$24,900
4	\$110,750	\$92,300	\$73,850	\$55,400	\$46,150	\$27,700
5	\$119,600	\$99,700	\$79,750	\$59,800	\$49,850	\$29,900
6	\$128,500	\$107,050	\$85,650	\$64,250	\$53,550	\$32,100
7	\$137,350	\$114,450	\$91,550	\$68,650	\$57,250	\$34,350
8	\$146,200	\$121,850	\$97,450	\$73,100	\$60,900	\$36,550

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\*(Figures are from Sheet A rounded to nearest \$50)

		· · · · · · · · · · · · · · · · · · ·	MAXIMUM MC	<b>MAXIMUM MONTHLY RENT:</b>	
	Med. Inc.	Low Inc.	Low Inc.	Very Low Inc.	Very Low Inc.
120% of Med.	100% of Med.	80% of Med.	60% of Med.	50% of Med.	30% of Med.
	\$1,615	\$1,293	\$969	\$808	\$485
	\$1,846	\$1,476	\$1,108	\$923	\$554
	\$2,308	\$1,846	\$1,385	\$1,154	\$693
	\$2,676	\$2,141	\$1,606	\$1,339	\$803
	\$3,046	\$2,436	\$1,828	\$1,523	\$914

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# Housing Commission Minutes

City Council Chambers, 200 Old Bernal Ave., Pleasanton, CA

# November 17, 2011 7:00 p.m.

## B. Approval of Affordable Housing Agreements for Two High-Density Residential Projects Proposed by BRE Properties, Inc., in Hacienda Business Park (PUD-81-30-85D, NWC Gibraltar Dr./Hacienda Dr., 251 units; PUD-85-08-12D, SEC Owens Dr./Willow Rd., 254 units)

Mr. Bocian reviewed with the Commission a PowerPoint presentation for affordable housing agreements for two residential projects in Hacienda Business Park proposed by BRE Properties. He advised that City Council adopted the Hacienda Transit Oriented Development (TOD) Standards and Guidelines on March 1, 2011. The document provides standards and guidelines with regard to use, density, affordability, building mass and height, setbacks, open space, parking, access, and street character for three vacant sites in Hacienda Business Park.

Renderings and aerial views of the two sites were reviewed by Commissioners. They were advised that Site 1 was an approximately 8.4 acre site that will include eight residential buildings and two mixed-use buildings, 255 residential units (including six "live/work" units), and approximately 5,700 square feet of retail/commercial space. The living units will range from 595 to 771 square-feet for studios and 1,319 square-feet for three bedroom units. The "live/work" units will range from 1,630 to 1,730 square-feet. A total of 38 of the 255 units will be affordable to very low income households.

The Site 2 development will be on an approximately 8.1 acre site and will include 10 buildings housing 241 units, of which four are "live/work" units. Living units will range from 595 to 771 square-feet for studio units and approximately 1,319 square-feet for three bedroom units. The "live/work" units will range from 1,630 to 1,730 square feet. A total of 38 of the units would be affordable to very low income households.

## Chairperson Lopez opened the meeting for public comment at 8:05 p.m.

<u>Carmen Rivera-Henrickson, 2451 Santa Rita Road, #4</u> – was concerned that only three of units would be totally handicap accessible. She asked the developer to consider having "universal design" in all units. Otherwise, people aging in place will be required to move, and the units would be available for occupancy by other disabled persons.

<u>Shawn Ebersole</u> – wondered why more affordable housing was not being considered by the City for the vacant site on Old Bernal Avenue across from the Library. He was concerned about the low number of low-income units being made available in these two projects. Mr. Bocian informed Mr. Ebersole that the Old Bernal Avenue site was not owned by the City of Pleasanton.

<u>Jessica Lehman, CRIL, 3311 Pacific Avenue, Livermore</u> – liked that these projects would include affordable units. She advised that "universal design" means units would be built with provisions that would address a wide range of resident needs, i.e. grab bars, wide doors, etc. She was concerned that only three units at each site were to be fully accessible. She discussed the size of affordable units and felt there was a need to be able to accommodate extremely low income households. She was pleased that the developer would be accepting Section 8 tenants.

<u>John Wayland, BRE Properties</u> – commented on specific codes that the developer would have to meet and advised that all units will be required to meet Building Code accessibility requirements. He noted that all of the units will be the same size and finished in the same manner. Low-income units will be spread throughout the projects.

## Chairperson Lopez closed the meeting for public comment at 8:12 p.m.

Commissioner Probert had concerns about Inclusionary Zoning Ordinance and felt the bar was being set too low for these projects.

Commissioner Casey questioned whether BRE Properties was working with CRIL on accessibility issues for these projects.

Commissioner Hempill discussed with Ms. Stern whether having 30% of the units meet the affordability requirements would be acceptable.

Chairperson Lopez liked that these projects included low income units but would like to

have them also include very low income. She also liked the perpetuity factor written into the Agreements.

Commissioner Mermelstein questioned whether BRE Properties would agree to working with a local disabled advocacy representative regarding ADA issues for these projects.

A motion was made by Commissioner Casey, seconded by Commissioner Hempill, to approve the two BRE affordable housing agreements and recommend that they be approved by City Council as part of the PUD approval process.

## **ROLL CALL VOTE:**

 AYES:
 Commissioners Casey, Hempill, Mermelstein, Probert, and Chairperson Lopez

 NOES:
 None

 ABSENT:
 None

 ABSTAIN:
 None

## EXHIBIT I

## GreenPoint Rated Blueprint Scoresheet: Multifamily

The GreenPoint Rated checklist tracks green features incorporated into the home. GreenPoint Rated is provided as a public service by Build It Green, a professional non-profit whose mission is to promote healthy, energy and resource efficient buildings in California.

The minimum requirements for a GreenPoint Rated home are: Earn a total of 50 points or more; obtain the following minimum points per category: Community (6), Energy (30), Indoor Air Quality/Health (5), Resources (6), and Water (3); and meet the prerequisites A2a, E2a, H4a. (for 2008 permitted projects), J1a, N1. and Q0.

This checklist accommodates the verification of mandatory CALGreen measures but does not signify compliance unless accepted by jurisdictional authority. All CALGreen measures within the checklist must be selected as "Yes" or "n/a" for compliance with GreenPoint Rated. Build It Green is not a code enforcement agency.

The green building practices listed below are described in the GreenPoint Rated Multifamily Rating Manual. For more information please visit

A home is only GreenPoint Rated if all features are verified by a Certified GreenPoint Rater through Build it Green.

A home is only GreenPoint Rated if all features are verified by a Certified GreenPoint Rater through Build it Green.			7 6				
Multifamily New Home 2.2 / 2008 Title 24							
BRE: Pleasanton Site 1 rrvs'd 120221 Nathan Kranz 2007054 Blueprint Scoresheet	Points Achieved	Community Energy	IAQ/Health Resources	Water	Plan Review Rough	Final Final Inspection Documentatio	Blueprint Page No.
AA. COMMUNITY DESIGN AND PLANNING		Points Av	ailable per Measu	e		ommended alternate	
1. Develop Infili Sites     a. Project is an Urban Infili Development	1	1		-		R	
30.54         b. Conserve Resources by Increasing Density -15 Units Per Acre or Greater (1 Point for every additional 5 dwelling units/acre) Enter Project Density Number (In du/acre)	4	10			R		
Yes d. Build on Designated Brownfield Site or City-Designated Redevelopment Area	1	1					
3. Alternative Transportation		]		1			
a. Site Has Pedestrian Access Within ½ Mile of Community Services:         TIER 1: Enter number of services within ½ Mile:         1) Day Care       2) Community Center       3) Public Park         4) Drug Store       5) Restaurant       6) School         7) Library       8) Farmer's Market       9) After School Programs         10) Convenience Store Where Meat & Produce are Sold							
8       TIER 2: Enter number of services within ½ Mile:         1) Bank       2) Place of Worship       3) Laundry/Cleaners         4) Hardware       5) Theater/Entertainment       6) Fitness/Gym         7) Post Office       8) Senior Care Facility       9) Medical/Dental         10) Hair Care       11) Commercial Office or Major Employer         12) Full Scale Supermarket					×		
i. 5 Services Listed Above (Tier 2 Services Count as 1/2 Service Value)	1	1				AR	
ii.10 Services Listed Above (Tier 2 Services Count as 1/2 Service Value)	1					AR	
b. Proximity to Public Transit: Development is Located Within					· · · ·		
Yes i. 1/4 Mile of One Planned or Current Bus Line Stop	1	1	1			AA	
ii. 1/2 Mile of a Major Transit Stop (Commuter Train/Light Rail Transit System OR Two or More Planned/Current Bus Line Stops Total Available Points in Community Design and Planning	1	1	1 			AA	
A. SITE	g: 42 10	Points Av	ailable per Measu				
2. Divert/Recycle Job Site Construction Waste (including Green Waste	_	, one At		<u> </u>		·····	
and Existing Structures)							
a. Required: Divert 50% (by weight) of All Construction & Demolition Waste (Recycling or Reuse) (CALGreen code)	Y		R			R	
3. Construction Environmental Quality Management Plan, Duct Sealing,							
and Pre-Occupancy Flush-Out [*This credit is a requirement associated with PJ1: EPA IAP]							
Yes a. Duct openings and other related air distribution component openings shall be covered		1					
dunng construction. (CALGreen code if applicable)	1		· 1		RR	RR	
Total Available Points in Site	9:11 <b>1</b>						
B. LANDSCAPE 1. Landscaping		Points Av	ailable per Measu	e			
Is the landscape ≥ 10% of the site area? Sites with less than 10% of the total site area dedica to landscaping can only earn up to 4 points for measures B1a through B1g. Calculate the landscape area percentage by dividing the landscape area by the total site area. Include the building footprint(s) and all other developed portions of the site up to the site boundary.	ated						
Yes a. Group Plants by Water Needs (Hydrozoning)	2		1	2		R	
c. Construct Resource-Efficient Landscapes							
i. No Invasive Species Listed by Cal-IPC Are Planted	1		1			R	
e. Install High-Efficiency Irrigation Systems ii. System Has Smart (Weather-based) Controller (CALGreen code if applicable)		and syn a	· • • • • • • • • • • • • • • • • • • •	<u>_</u>	T		
Total Available Points in Landscape	3 9:33 6	<u> </u>	<u> </u>	3			
	J. J.J. D	J		L			I



BRE: Pleasantôn Site 1 -rvs d 120224 Nathan Krantz 2007054 Blueprint Scoresheet C. DESIGN CONSIDERATIONS	Points Achleved	Aurunit Demos		ed IAQ/Health	sources Measurces	e Water	Plan Review	Repection	Final Inspection	Documentatio B	Blueprint Page No.
1. Acoustics: Noise and Vibration Control											
(minimum 2 points for credit, including 1 Tier 1 measure, maximum of 4 points) Yes TIER 1: 1) Exterior Noise Reduction	1	1	·····-	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~				A		R	
3) Airborne and Structure-borne Noise Reduction (e.g., walls, floor-ceilings)	1	1						Â	Â	R	
Total Available Points in Design Considerations: 14 D. FOUNDATION, STRUCTURAL FRAME & BUILDING ENVELOPE	2	Deinte	Availa								
3. Construction Material Efficiencies		Points /	Avana	ibie pei	meas	ure					
c. Optimal Value Engineering			·								
Yes ii. Door & Window Headers Sized for Load Total Available Points in Foundation, Structural Frame & Building Envelope: 34	1				1			R			
E. EXTERIOR		Points /	Availa	ble pe	r Measi	ure					
1. Drainage Planes and Durable Siding											
Yes         b. Use Durable and Non-Combustible Siding Materials           2. Durable Roofing Options	1	· ·			1		•		A	A	
a. Required: All Roofing Has 3-Year Subcontractor Warranty and a 20-Year Manufacturer Warranty	Y				R					R	
Yes b. Use Durable and Fire Resistant Roofing Materials or Assembly	1				1				R	R	
Total Available Points in Exterior: 8 G. PLUMBING	2	Points /	Availa	blana	- Maga				• • <u>.</u>		
1. Water Efficient Fixtures		Fornes	Avana	ipie bei	n meas				·····		
b. High Efficiency Unnals or No-Water Unnals Are Specified:		1									
i. Average Flush Rate is ≤0.5 gpf (CALGreen code if applicable) c. High Efficiency Showerheads Use ≤ 2.0 Gallons Per Minute (gpm) at 80 psi (CALGreen code)	1					1.			R	R	
if applicable)	3					3			R	R	
d. Flow Limiters Or Flow Control Valves Are Installed on All Faucets											
i. Residences: Kitchen - ≤ 1.8 gpm (CALGreen code if applicable) Yes iii. Residences: Bathroom Faucets- ≤ 1.5 gpm at 60psi	1	-				(1) 1			R R	R R	
Yes (CALGreen code if applicable)	Y				. 3				R	R	
Total Available Points in Plumbing: 18	8										
H. Heating Ventilation and Air Conditioning 3. Advanced Ventilation Practices for Cooling		Points /	Availa	ble pe	r Meas	ure					
b. Mechanical Ventilation System for Cooling:											
Yes ii. Whole House Fan (CALGreen code if applicable)	1		1						R		
Advanced Mechanical Ventilation for IAQ     a. Required: Compliance with ASHRAE 62.2 Mechanical Ventilation Standard (As     Adopted in Title 24 Part 6) N/A for projects permitted under 2005 Title 24.	Y		 -	R	:				•	R	
Yes d. ENERGY STAR Bathroom Fans on Timer or Humidistat (CALGreen code if applicable)	1			1					R	R	
6. Install Carbon Monoxide Alarms (or No Combustion Appliances in Living Space and No Attached Garage) ["This credit is a requirement associated with PJ1: EPA IAP]	1		*	1					R		
Total Available Points in Heating Ventilation and Air Conditioning: 13 J. BUILDING PERFORMANCE	3	Points /	Availa	blane	Mean	1/20					
1. Building Performance Exceeds Title 24		Forms /	Avana	ine he							
15.0%         a. Required: Residences: Minimum 15% Better Than Title 24. 2 Points for Every 1% Batter Than Title 24	30	3(	0+	-			R				
Total Available Points in Building Performance: 43+ K. FINISHES	30	Points	Availa	hle ne	r Mass	ura					
3. Low/No-VOC Paints & Coatings [*This credit is a requirement associated with PJ1: EPA IAP]			// vanié		1110434						
<ul> <li>a. Low-VOC Interior Wall/Ceiling Paints (&lt;50 grams per liter (gpl) VOCs Regardless of Sheen) (CALGreen code if applicable)</li> </ul>											
Yes i. In All Residences	1			1		-			A	R	
c. Use Low-VOC Coatings That Meet SCAQMD Rule 1113 (CALGreen code if applicable)											
Yes i. In All Residences	2			2					A	R	
4. Use Low VOC Caulks, Construction Adhesives and Sealants that Meet SCAQMD Rule 1168 (CALGreen code if applicable)	1			1			R	R		R	
6. Reduce Formaldehyde in interior Finish – Meet Current CARB Airborne Toxic Control Measure (ATCM) for Composite Wood Formaldehyde Limits by Mandatory Compliance Dates (CALGreen code if applicable) ["This credit is a requirement associated with PJ1: EPA IAP]	Y						A			R	
Total Available Points in Finishes: 26	4										
L. FLOORING Yes 3. All carpet and 50% of Resilient Flooring is low emitting. (CALGreen code if applicable)	Y	Points /	Availa	able per	r Meas	ure					
Total Available Points in Flooring: 6	0		· · · · ·	- i	1			I	R	R	

BRE Pleasanton Site 1 -rvs'd 120221 Nathan Krantz 2007054 Bibeprint Scoresheet	Points Achieved	Соттunity	Energy	IAQ/Health	Resources	Water	Rine Baview	Rough Inspection	Final Inspection	Documentatio n	Bluedrinte Page Nge
M. APPLIANCES & LIGHTING		Poir	nts Ava	ilable p	er Mea	sure					
1. ENERGY STAR Appliances			·								
Yes a. Install ENERGY STAR Dishwasher (Must Meet Current Specifications)	2		1		,	1		L	R	R	
Yes 3. Provide Built-In Recycling Center in Each Residential Unit	1				<u>  1</u>				R		
4. Low-Mercury Lamps											
Yes a. Low Mercury Products Are Installed Wherever Linear Fluorescent Lamps Are Used or Replaced	1				1				R	R	
Total Available Points in Appliances & Lighting: 16	4										
N. OTHER		Poi	nts Ava	ilable p	per Mea	sure					
Yes 1. Required: Incorporate GreenPoint Rated Checklist in Blueprints [*This credit is a requirement associated with PJ1: EPA IAP]	Y	R					R				-
3. Operations & Maintenance Manuals and Training ["This credit is a requirement associated with PJ1: EPA IAP] a. Brouide OSM Meauel to Building Maintenance Staff (CAI Crean and a if applicable)				-	,	,		T	1		
Yes a. Provide O&M Manual to Building Maintenance Staff (CALGreen code if applicable)			. 1		1			<u> </u>		R	
P. INNOVATIONS	1	Dai	nto Ave	lable	or Moo						
H. Heating Ventilation and Air Conditioning	ļ	201	nts Ave	napie j	ber Mea	sure					
	I				1			1	<u> </u>		
<b>Yes</b> 1. Design and Install HVAC System to ACCA Manual J, D, and S Recommendations (CALGreen code if applicable) [*This credit is a requirement associated with PJ1: EPA IAP]	-4		4					R		R	
3. Install High Efficiency HVAC Filter (MERV 6+, Mutually exclusive with H1.) [*This credit is a requirement associated with PJ1: EPA IAP]	1		1						R		
Total Available Points in Other: 43+	5										
Q. California CALGreen CODE		Poi	nts Ave	ilable p	oer Mea	sure					
0. Home meets all applicable CALGreen measures listed in above Sections A • P of the GreenPoint Rated checklist.	Y	R	NAME OF A DESCRIPTION OF								
The following measures are mandatory in the CALGreen code and <b>d</b> o not earn points in the GreenPoint Rated Checklist but have been included in the Checklist for the convenience of jurisdictions.	0			·		-			·		
The GreenPoint Rater is not a code enforcement official. The measures in this section may be venified by the GreenPoint Rater at their own discretion and/or discretion of the building official.											
Yes 1. CALGreen 4.106.2 Storm water management during construction.	Y							R	R		
Yes 2. CALGreen 4.106.3 Design for surface water drainage away from buildings.	Y								R		
3. CALGreen 4.303.1 As an alternative to perscriptive compliance, a 20% reduction in baseline water use shall be demonstrated through calculation	Y		*							R	
4. CALGreen 4.406.1 Joints and openings. Annular spaces around pipes, electric cables, conduits, or other openings in plates at exterior walls shall be protected	Y				7	1		R			
5. CALGreen4.503.1 Gas fireplace shall be a direct vent sealed-combustion type. Woodstove or pellet stove shall comply with US EPA Phase II emission limits	Y		i.						R	R	
6. CALGreen 4.505.2 Vapor retarder and capillary break is installed at slab on grade foundations.	Y						R	R			
Yes 7. CALGreen 4.505.3 19% moisture content of building framing materials	Y							R		R	
8. CALGreen 702.1 HVAC system installers are trained and certified in the proper installation of HVAC systems.	Ŷ									R	
Total Available Points in California CALGreen CODE: 0	0										
Summary		0	. Ö:	- 0	0	0					
Total Points Available:	275+	76	88+	35	83	52	1				
Minimum Points Required:		6	30	5	6	3	1				
Total Points Achieved		12	38	7	6	14	Í				

Project Has Met All Minimum Requirements ter Manutine (1996) Containts

## GreenPoint Rated Blueprint Scoresheet: Multifamily

The GreenPoint Rated checklist tracks green features incorporated into the home. GreenPoint Ratad is provided as a public service by Build It Green, a professional non-profit whose mission is to promote healthy, energy and resource efficient buildings in California.

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The green building practices listed below are described in the GreenPoint Rated Multifamily Rating Manual. For more information please visit .......



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A home is only GreenPoint Rated if all features are verified by a Certified GreenPoint Rater hrough Build It Green.			đ,	7	6						
Aultifamily New Home 2.2 / 2008 Title 24											
BRE: Pleasanton Site 2 -rvs'd 120221 Nathan Kraitz 2007054 Blueprint Scoresheet	Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Rin Berlen	Rough Inspection	Final Inspection	Documentatio	Blueprint Page No,
AA. COMMUNITY DESIGN AND PLANNING		Points Available per Measure					R <b>≕recommended</b> A= alternate				
1. Develop infili Sites											
Yes a. Project is an Urban Infill Development	1	1		× 1	-					R	
30.99         b. Conserve Resources by Increasing Density -15 Units Per Acre or Greater (1 Point for every additional 5 dwelling units/acre) Enter Project Density Number (In du/acre)	4	10					R			A	
Ves d. Build on Designated Brownfield Site or City Designated Redevelopment Area	1	1 -						A		R	
2. Design for Walking & Bicycling											
Yes a. Sidewalks Are Buffered from Roadways & Are 5 Feet Wide (8 Feet in Retail Areas)	1	1					A		Α		
3. Alternative Transportation											
a. Site Has Pedestrian Access Within 1/2 Mile of Community Services:											
TIER 1: Enter number of services within 1/2 Mile:											
1) Day Care 2) Community Center 3) Public Park											
4) Drug Store 5) Restaurant 6) School 7) Library 8) Farmer's Market 9) After School Programs											
7) Library 8) Farmer's Market 9) After School Programs 10) Convenience Store Where Meat & Produce are Sold											
TIER 2: Enter number of services within ½ Mile:											
1) Bank 2) Place of Worship 3) Laundry/Cleaners											
4) Hardware 5) Theater/Entertainment 6) Fitness/Gym											
8 7) Post Office 8) Senior Care Facility 9) Medical/Dental											
10) Hair Care 11) Commercial Office or Major Employer											
12) Full Scale Supermarket											
i. 5 Services Listed Above (Tier 2 Services Count as 1/2 Service Value)	1	1						r	A	R	
ii.10 Services Listed Above (Tier 2 Services Count as 1/2 Service Value)	1	1			ş				Ā	R	
b. Proximity to Public Transit: Development is Located Within				<u> </u>	.i			L		<u> </u>	
Yes i. 1/4 Mile of One Planned or Current Bus Line Stop	1	1		•••		2	<u> </u>		A	A	····
ii. 1/2 Mile of a Major Transit Stop (Commuter Train/Light Poil Transit System OB							<u> </u>	<u> </u>		<u> </u>	
Two or More Planned/Current Bus Line Stops	1	1				-			A	A	
Total Available Points in Community Design and Planning: 42	11					(		L			
A. SITE		Poin	ts Ava	ilable	per Mea	sure					
2. Divert/Recycle Job Site Construction Waste (including Green Waste								_			
and Existing Structures)											
a. Required: Divert 50% (by weight) of All Construction & Demolition Waste	Y										
(Recycling or Reuse) (CALGreen code)	Т			:	R					R	
3. Construction Environmental Quality Management Plan, Duct Sealing,						1					
and Pre-Occupancy Flush-Out		1				5					
[*This credit is a requirement associated with PJ1: EPA IAP]							L				
A. Duct openings and other related air distribution component openings shall be covered	1	1		1					_	_	
during construction. (CALGreen code if applicable) Total Available Points in Site: 11	1					-	R	R	R	R	
B. LANDSCAPE	•	Poin	te Ave	ilahla r	per Mea		┣──				
1. Landscaping			10 AVa			13410	<u> </u>				
		-									
Is the landscape ≥ 10% of the site area? Sites with less than 10% of the total site area dedicated											
to landscaping can only earn up to 4 points for measures B1a through B1g. Calculate the											
landscape area percentage by dividing the landscape area by the total site area. Include the											
building footprint(s) and all other developed portions of the site up to the site boundary.											
Yes a. Group Plants by Water Needs (Hydrozoning)	2				T	2				R	
c. Construct Resource-Efficient Landscapes				t strates					•		
Yes i. No Invasive Species Listed by Cal-IPC Are Planted	1	*			1	1		1		R	
e. Install High-Efficiency Irrigation Systems		1.1.1						<u></u>	-	-	

BRE: Pleasanton Site 2 -rvs/d 120220 Nathan Krantz 2007054 Blueprint Scoresheet ii. System Has Smart (Weather-based) Controller (CALGreen code if applicable)	C Points Achieved	Community Energy IAQ/Health Resources & Water	son and a second
Total Available Points in Landscape: 3	36		
D. FOUNDATION, STRUCTURAL FRAME & BUILDING ENVELOPE		Points Available per Measure	
3. Construction Material Efficiencies	ļ		
c. Optimal Value Engineering Yes ii. Door & Window Headers Sized for Load	1	1	R
Total Available Points in Foundation, Structural Frame & Building Envelope: 3			
E. EXTERIOR		Points Available per Measure	
1. Drainage Planes and Durable Siding			
Yes b. Use Durable and Non-Combustible Siding Materials	1	1	
2. Durable Roofing Options	<b>—</b>		· · · · · · · · · · · · · · · · · · ·
a. Required: All Roofing Has 3-Year Subcontractor Warranty and a 20-Year Manufacturer Warranty	Y	R	R
Yes b. Use Durable and Fire Resistant Roofing Materials or Assembly	1	······································	
Total Available Points in Exterior:	8 2		
G. PLUMBING		Points Available per Measure	
1. Water Efficient Fixtures		, , , , , , , , , , , , , , , , , , ,	
b. High Efficiency Urinals or No-Water Urinals Are Specified:			
Yes i. Average Flush Rate is ≤0.5 gpf (CALGrean code if applicable)	1	1	RR
c. High Efficiency Showerheads Use ≤ 2.0 Gallons Per Minute (gpm) at 80 psi (CALGreen coc	e 3	3	
if applicable)	Ľ_	<b>`</b>	
d. Flow Limiters Or Flow Control Valves Are installed on All Faucets			
Yes i. Residences: Kitchen - ≤ 1.8 gpm (CALGreen code if applicable)	1		R R R
Yes         iii. Residences: Bathroom Faucets- ≤ 1.5 gpm at 60psi           iv. Non-Residential Areas: Bath Faucets - ≤ .5 gpm or .25 gal for meter faucets	-		
(CALGreen code if applicable)	Y		RR
Total Available Points in Plumbing:	8 8		
H. Heating Ventilation and Alr Conditioning		Points Available per Measure	
3. Advanced Ventilation Practices for Cooling			
b. Mechanical Ventilation System for Cooling:			
Yes ii. Whole House Fan (CALGreen code if applicable)	1	1 6	R
4. Advanced Mechanical Ventilation for IAQ			
a. Required: Compliance with ASHRAE 62.2 Mechanical Ventilation Standard (As Adopted in Title 24 Part 6) N/A for projects permitted under 2005 Title 24.	Y	R	A A R
Yes d. ENERGY STAR Bathroom Fans on Timer or Humidistat (CALGreen code if applicable)	1	1	R R
6. Install Carbon Monoxide Alarms (or No Combustion Appliances in Living Space and No Attached Garage) [*This credit is a requirement associated with PJ1: EPA (AP)	1	1 j	R
Total Available Points in Heating Ventilation and Air Conditioning:	3 <b>3</b>	•	
J. BUILDING PERFORMANCE		Points Available per Measure	
1. Building Performance Exceeds Title 24			
a. Required: Residences: Minimum 15% Better Than Title 24. 2 Points for Every 1% Better Than Title 24	30	30+	<u>R</u>
Total Available Points in Building Performance: 4	3+ 30		
K. FINISHES		Points Available per Measure	
3. Low/No-VOC Paints & Coatings [*This credit is a requirement associated with PJ1: EPA (AP)			
<ul> <li>a. Low-VOC Interior Wall/Ceiling Paints (&lt;50 grams per liter (gpl) VOCs Regardless of Sheen) (CALGreen code if applicable)</li> </ul>			
Yes i. In All Residences	1		A   R
c. Use Low-VOC Coatings That Meet SCAQMD Rule 1113 (CALGreen code if applicable)			
Yes i. In All Residences	2	2	A R
4. Use Low VOC Caulks, Construction Adhesives and Sealants that Meet SCAQMD Rule 1168 (CALGreen code if applicable)	1	1	R R R
6. Reduce Formaldehyde in Interior Finish – Meet Current CARB Airborne Toxic Control Measure (ATCM) for Composite Wood Formaldehyde Limits by Mandatory Compliance Dates (CALGreen code if applicable) ["This credit is a requirement associated with PJ1: EPA IAP]	Y		A A R
Total Available Points in Finishes:	26 4		
L. FLOORING Yes 3. All carpet and 50% of Resillent Flooring is low emitting. (CALGreen code if applicable	) Y	Points Available per Measure	
Total Available Points in Flooring	6 0		
M. APPLIANCES & LIGHTING		Points Available per Measure	
1. ENERGY STAR Appliances		· · · · · · · · · · · · · · · · · · ·	
Yes a. Install ENERGY STAR Dishwasher (Must Meet Current Specifications)	2	1 1	RR
Yes 3. Provide Built-In Recycling Center in Each Residential Unit	1	1	R

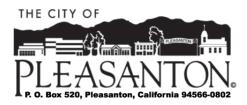
BRE: Pleasanton Sité 2 -rvs'd 120221 Nathan Kranz 2007054 Blueprint Scoresheet	Points Achieved	Community	Energy	IAQ/Health	Resources	Water	Plan Review	Rough Inspection	Final final file	Documentatio R	Blueprint Page No.
4. Low-Mercury Lamps a. Low-Mercury Products Are Installed Wherever Linear Fluorescent Lamps Are Used or Replaced	1				1				R	R	
Total Available Points in Appliances & Lighting: 16	4					· · · ·					
N. OTHER		Poi	nts Ava	ilable p	er Mea	sure					
Yes 1. Required: incorporate GreenPoint Rated Checklist in Blueprints [*This credit is a requirement associated with PJ1: EPA IAP]	Y	R		i			R				
3. Operations & Maintenance Manuals and Training [*This credit is a requirement associated with PJ1: EPA IAP]				<u>.</u>		1	<b> </b>				
Yes a. Provide O&M Manual to Building Maintenance Staff (CALGreen code if applicable)	1	_	1			[				R	
Total Available Points in Other: 9	1										
P. INNOVATIONS H. Heating Ventilation and Air Conditioning		Poi	nts Ava	ilable p	er Mea	sure	L				
Yes 1. Design and Install HVAC System to ACCA Manual J, D, and S Recommendations (CALGreen code if applicable) [*This credit is a requirement associated with PJ1: EPA IAP]	4		4			-		R		R	
Yes         3. Install High Efficiency HVAC Filter (MERV 6+, Mutually exclusive with H1.)           [*This credit is a requirement associated with PJ1: EPA IAP]	1		1				Γ		R		
Total Available Points in Other: 43+	5										
2. California CALGreen CODE		Poi	nts Ava	ilable p	er Mea	sure					
Yes         0. Home meets all applicable CALGreen measures listed in above Sections A - P of the GreenPoint Rated checklist.	Y	R									
The following measures are mandatory in the CALGreen code and do not earn points in the GreenPoint Rated Checklist but have been included in the Checklist for the convenience of junsdictions. The GreenPoint Rater is not a code enforcement official. The measures in this section may be verified by the GreenPoint Rater at their own discretion and/or discretion of the building official.	0										
Yes         1. CALGreen 4.106.2 Storm water management during construction.           Yes         2. CALGreen 4.106.3 Design for surface water drainage away from buildings.	Y Y	<u> </u>						R	R		
Yes         3. CALGreen 4.303.1 As an alternative to perscriptive compliance, a 20% reduction in baseline water use shall be demonstrated through calculation	Y					;			R	R	
<ol> <li>CALGreen 4.406.1 Joints and openings. Annular spaces around pipes, electric cables, conduits, or other openings in plates at exterior walls shall be protected</li> </ol>	Y							R			
Yes 5. CALGreen4.503.1 Gas fireplace shall be a direct vent sealed-combustion type. Woodstove or pellet stove shall comply with US EPA Phase II emission limits	Y					·			R	R	
<ol> <li>CALGreen 4.505.2 Vapor retarder and capillary break is installed at slab on grade foundations.</li> </ol>	Y						R	R		<b></b>	
Yes 7. CALGreen 4.505.3 19% moisture content of building framing materials	Y					1		R		R	
Yes 8. CALGreen 702.1 HVAC system installers are trained and certified in the proper	Y					1				R	
installation of HVAC systems.	0							<u>I</u>	L		
Total Available Points in California CAL Green CODE: 0	4			_		0					L
Total Available Points in California CALGreen CODE: 0		0	0	<u>a</u>							
Summary	275.	0	0	0	0						
	275+ 50	0 76 6	0 88+ 30	0 35 5	83 6	52 3					

#### Project Has Met All Minimum Requirements

<mark>- Malender and Standard Standards - Sandards - Sandar</mark>

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## **INITIAL STUDY and MITIGATED NEGATIVE DECLARATION**

for

BRE Properties, Hacienda Park Site 1 and Site 2 PUD-85-08-12D, PUD-81-30-86D, and P11-0856

Initial Study and Mitigated Negative Declaration

Appendix A, Relevant Mitigation from Prior Environmental Documents

Appendix B, Air Quality and Greenhouse Gas Analysis

Appendix C, Arborist Study

Appendix D, Environmental Noise Assessment

Appendix E, November 2011 Traffic Impact Analysis

PUD-85-08-12D and PUD-81-30-86D and P11-0856, BRE Properties Applications for: (1) two PUD (Planned Unit Development) Development Plan approvals to construct: (a) a mixed-use high-density residential/commercial development containing 251 residential units, 4 live/work units, and approximately 5.700 square feet of retail space at the property located at the southeast corner of Owens Drive and Willow Road (PUD-85-08-12D); and (b) a high-density residential development containing 247 residential units, 4 live/work units, and a .55-acre public park at the property located at the northern corner of Gibraltar Drive and Hacienda Drive (PUD-81-30-86D); and (2) an amendment to the Phase I and Phase II Development Agreements between the City of Pleasanton and Prudential Insurance Company of America to: (a) extend the term of the Development Agreement to five years from the date of approval of the two Development Plans referenced above; and (b) incorporate approval of the development standards and design guidelines of the Hacienda Transit Oriented Development (TOD) Standards and Guidelines (P11-0856). Zoning for the property is PUD-MU (Planned Unit Development – Mixed Use) District.

# Also consider the Initial Study and Mitigated Negative Declaration prepared for the projects (Site 1, PUD-85-08-12D, and Site 2, PUD-81-30-86D).

Brian Dolan stated that his staff report will be brief and that he will not go through the details of the projects as they has already been presented twice in the past. He noted that one of the remaining issues that resulted from the Joint City Council/ Planning Commission Joint Workshop involved the depth of the live/work configuration. He indicated that a lot of suggestions were made at that Workshop, and the applicant responded to that issue in a way that was discussed at the Workshop, essentially extending the live/work space forward out to 40 feet, thereby creating additional square footage in front of the live/work spaces without removing parking behind them.

Mr. Dolan stated all the slides on the projects' location, architecture, setting, and site plan are available but that it would not be necessary to go through them as the Commission is already familiar with those issues. He indicated, however, that he would like to address one critical graphic submitted by the applicant on the revised plans offering the 40-foot depth.

Mr. Dolan stated that in one location, Building A, the setback from the diagonal parking along Owens Drive would go down to 14 feet. He indicated that staff consulted with urban design consultants, who thought that might be getting a little tight. He added that instead of accepting the full 40 feet on the depth of the live/work space, staff mistakenly stated in its recommendation that that this applies to both Buildings A and B. He noted that this applies only to Building A as there is plenty of setback on Building B. He further noted that this is the only change from the projects that the Commission has seen in the past. He stated that the same thing is proposed on Site 2 and that staff is accepting the full 40 feet on that location.

Mr. Dolan stated that in one corner on Building A, the setback would be at least 16 feet instead of 14 feet, giving up two feet of depth in the live/work space. He indicated that it is acceptable to have a 38-foot depth in this live/work space as staff believes it can be converted to retail should the market demand.

Mr. Dolan stated that the only other matter he wanted to alert the Commission about was some modifications made to the conditions, which staff was not able to provide to the Commission earlier than tonight. He indicated that some of the conditions from the standard conditions of approval were deleted because they do not apply here. He added that two changes were of substantive nature: (1) Condition No. 16: Staff and the applicant have been operating under the assumption that Livermore Amador Valley Transit Authority (LAVTA) was agreeable to the elimination of the bus stop, so until very recently since the conditions were produced for the Commission's packet, staff had written the condition in certain way. He indicated that this had to do with a change of staffing at LAVTA, and there is a difference of opinion. He added that staff will need to continue to work with LAVTA and is optimistic that this can be ultimately resolved. (2) Condition No. 84 regarding the photovoltaic systems: This condition is written as if staff is requiring the roofs of the residential projects to have full photovoltaics on them. He indicated that is not the intention and is not a requirement. He added that the applicant is putting a photovoltaic system on the common building areas, the leasing center, and the recreation center, which would meet the City's solar requirement. He indicated that this condition is incorrect and will be eliminated.

Commissioner Olson referred to page 20 of the staff report regarding school impacts and inquired how this would be funded and if whoever is responsible for this funding has been determined.

Mr. Dolan replied that there was a conversation between the applicant and the School District and that it was his understanding is that there is an agreement between them.

Commissioner Olson inquired if there was already an agreement as he did not want this to be something that will bite the developer sometime in the future in terms of funding.

Mr. Dolan replied that he was not certain it was in writing but that this is not required until later in the project. He noted, however, that the applicant and the School District have reached an agreement.

## THE PUBLIC HEARING WAS OPENED.

Bob Linder, applicant, stated that Mr. John Wayland from BRE and Mr. Irwin Yau, project architect, are present tonight, and they would be happy to answer questions. He indicated that he agrees with staff's report and that they have submitted revised plans.

Mr. Yau stated that he has the same PowerPoint presentation he has shown in the past and that other than the slide requested at the Workshop that shows elevations with and without trees, there is no new information that Mr. Dolan has not already covered. James Paxson, General Manager of Hacienda Business Park, stated that on behalf of the Park, he voiced very strong support for these two projects. He indicated that he has been working with BRE for some time and was very pleased with what BRE has brought forward. He noted that he has sent an approval letter to the City for BRE's projects. He added that he is commending BRE, who was given quite a task of converging a lot of divergent requirements, and has done it very well, resulting in two beautifully designed projects. He stated that he was proud of BRE, was pleased to have its projects come to the Park, and hopes that BRE breaks ground soon.

## THE PUBLIC HEARING WAS CLOSED.

Commission Blank moved to find that the projects would not have a significant effect of the environment and that the exceptions to the Hacienda Transit-Oriented Development (TOD) Standards and Design Guidelines as listed in the staff report are appropriate for the two sites; to make that PUD findings for the proposed Development Plans as listed in the staff report; and to recommend approval to the City Council of (1) the Mitigated Negative Declaration prepared for the projects, (2) the Development Agreement Amendment to extend the term of the Development Agreement to five years from the date of approval of the two Development Plans, Cases PUD-85-08-12D and PUD-81-30-86D, and to incorporate approval of the development standards and design guidelines of the Hacienda TOD Standards and Guidelines, Case P11-0856, (3) Cases PUD-85-08-12D and PUD-81-30-86D Development Plans to construct two mixed-use, high-density residential/commercials developments, subject to the Conditions of Approval listed in Exhibit A-1 and Exhibit A-2 of the staff report.

Mr. Blank made a comment to the public that the Commission has seen these projects extensively in two previous very detailed Workshops and that the Commission is not going through these projects lightly.

Commissioner Pearce seconded the motion.

Chair Pentin requested that the changes to Exhibit A-1 and Exhibit A-2 as listed in staff's memo be incorporated in the motion.

Commissioners Blank and Pearce accepted the amendment.

**ROLL CALL VOTE:** 

AYES:Commissioners Blank, O'Connor, Olson, Pearce, and PentinNOES:NoneABSTAIN:NoneRECUSED:NoneABSENT:Commissioner Narum

Resolutions Nos. PC-2012-13 recommending approval of the Mitigated Negative Declaration, PC-2012-14 recommending approval of the Development Agreement Amendment, PC-2012-15 recommending approval of Case PUD-85-08-12D (Site 1), and PC-2012-16 recommending approval of Case PUD-81-30-86D (Site 2) were entered and adopted as motioned.

Commissioner Blank thanked BRE for going through the process and asked that it make Mr. Paxson's request come true as quickly as possible.

# CLIMATE ACTION PLAN CHECKLIST

Project Name: BRE Properties Project Address: Site 1, located at the southeast corner of Owens Drive and Willow Road

Case No.: PUD-85-08-12D Residential Units: 251 and 4 live/work units

Sqft. of Com./Office/Mixed-Use Area: 5,700

	Project Aspects that reduce			NI/A					
	Greenhouse Gas (GHG) Emissions	Yes	No	N/A	Comments				
	U1: Support Infill and High Density Development Project is infill development within the existing urban fabric that helps complete,								
LU1-2	reinforce, and repair the surrounding area.	Х							
LU1-3	Project is mixed-use development which incorporates higher density and affordable residential units consistent and with the Downtown Specific Plan with easy access to activity areas. (Applies to projects in the downtown area only).			x					
LU1-4	Project is transit-oriented development near BART station, along transportation corridors, in business parks, and/or in the downtown area.	х							
LU1-5	Project is high density development near and/or around transportation hubs and employment centers.	х							
LU1-6	Project is TOD (transit oriented development): located within 1/4 mile of commuter rail, BART, and other transportation hubs.	х							
LU1-7	Project incorporates affordable housing on a vacant infill site.	Х							
-	oport Mixed-use Infill and New Development near Local-serving								
Commer	cial Areas								
LU2-1	Project is located within convenient walking distance to work, residences, and services.	х							
LU2-2	Project provides new housing and/or new employment located within ½-mile walking/biking proximity of complementary land uses, including retail, employment, institutional, or recreational.	х							
LU2-4	Project reconnects streets and adds streets; minimizes parking to below code requirements; and includes attractive and functional urban plazas. (Applies to development near Pleasanton BART station in Hacienda and development near West Pleasanton BART)	х							
LU2-9	Project includes live-work units.	Х							
LU2-10	Project incorporates elements of LEED for Neighborhood Development (LEED ND)	х							
LU3: Imp	prove Transportation Efficiency through Design Improvements								
LU3-1	Project provides key services within a ½-mile walking distance of residential clusters or areas. (Applies to non-residential projects)	х							
LU3-2	Project provides building, landscape, and streetscape development design features that encourage transit, bicycle, and pedestrian access.	х							
LU3-3	Project encourages transit use and provides pedestrian and bicycle facilities.	х							
LU3-4	Project provides infrastructure to facilitate 'NextBus' technologies for tracking buses and predicting arrival times. (Applies to projects that include two or more bus shelters.)			x					
LU3-5	Project provides street improvements that meet the municipal street standards and AB 1358 Complete Streets and increase the safety, convenience, and efficiency of pedestrians, bicyclists, motorists, and transit riders.	х							
LU3-6	Project includes pedestrian and bicycle access through cul-de-sacs in new projects, except where prohibited by topography.			х					
LU3-7	Project includes neighborhood traffic calming to slow traffic speeds, reduce cut- through traffic and traffic-related noise, improve the aesthetics of the street, and increase safety for pedestrians, bicyclists, and vehicles.	х							
	prove and Increase Transit Ridership with Incentives, hips, and Related Investments								

	The project offers discounted transit passes as part of HOA amenities, payable			Hacienda Park provides transit
intro .	through the HOA dues. (Applies to residential development within 1/2 mile of transit.)	Х		passes to all new tenants.

	Project Aspects that reduce				
	Greenhouse Gas (GHG) Emissions	Yes	No	N/A	Comments
TR1-9	The project includes a condition of approval to limit diesel vehicle idling. (Applies to projects with associated bus or truck traffic.)			х	
NM1: En	hance and Maintain a Safe, Convenient, and Effective System				
	estrians and Bicyclists				
	Project provides a community trail, bike lane, staging area or other facility consistent				
NM1-1	with the Community Trails Master Plan or the Pedestrian and Bicycle Master Plan.	х			
NM1-4	Project provides bicycle-related improvements (i.e., work-place provision for showers, bicycle storage, bicycle lanes, etc.).	х			
NM1-5	Project provides bike parking. (Applies to non-residential and multi-family projects.)	х			
NM1-7	Project provides bicycle detection at signalized intersections.	Х			
NM1-8	Project provides safe and convenient bike racks. (Applies to private schools, business and office projects.)			х	
NM1-9	Project completes a section of the Iron Horse Trail. (Applies to developments adjacent to the trail location.)			x	Provides a trail that leads to the Iron Horse Trail
	Project contributes to the bicycle/pedestrian underpass at 580/680 interchange				
NM1-10	(Johnson Drive canal) for connection to Dublin. (Applies to new projects in the immediate vicinity.)	1		х	
	Jse Parking Policy/Pricing to Discourage Single Occupancy			~	
	(SOV) Travel				
TDM1-1	Project shares parking with adjacent use to reduce paved areas that contribute to urban heat islands and reduce stormwater infiltration.			х	
	Project separates fee-based parking from home rents/purchase prices or office				A condition of approval (No. 38 in
TDM1-2	leases. (Applies to projects within 1/2 mile of BART stations to increase housing and				Exhibit A-1) has been added to
	office affordability for those without a car or cars.)	Х	ļ		reflect this requirement
TDM1-3	Project tenants will participate in the City's TSM program to reduce auto trips. (Applies to non-residential projects.)			х	
TDM1-5	Project will participate in a parking demand management program.			Х	
TDM1-6	Project provides one or more electric charging stations for plug-in vehicles.	x			A condition of approval (No. 39 in Exhibit A-1) has been added to reflect this requirement
TDM1-7	Project provides motorcycle or scooter parking. (Applies to projects located in Downtown.)			х	
TDM2: P	Promote Alternatives to Work and School Commutes				
TDM2-4	Project provides a neighborhood telecommuting center.		Γ	Х	
TDM2-7	Project provides transit passes or other transit use incentives for an interim period to establish transit use patterns for employees. (Applies to new non-residential				
	projects of more than 20,000 s.f. within 1/4 mile of transit)			Х	
TDM2- 10	Project provides dedicated parking spaces for carpool, vanpool, alternative-fuel, and car-share vehicles.			x	The project does not have a sufficient amount of commercial square footage to require this standard.
TDM2- 11	Project incorporates a car-sharing service.			х	
EC1: Use	e City Codes, Ordinances and Permitting to Enhance Green				
Building	, Energy Efficiency, and Energy Conservation				
	Project meets LEED Certified rating level and achieves 25% above T-24, and				
EC1-1	incorporates new requirements for shade trees, cool roofs and landscape lighting. (Applies to civic projects and commercial projects over 20,000 s.f.)			х	
	Project meets the City's residential green rating standard, including 25% above T-				
EC1-2	24, and incorporates new requirements for shade trees, cool roofs and landscape lighting. (Applies to residential projects.)	x			

	Project Aspects that reduce Greenhouse Gas (GHG) Emissions	Yes	No	N/A	
EC1-3	Project provides light-colored paving material for roads and parking areas, as well as parking lot shade trees.				A condition of approval (No. 40 c Exhibit A-1) has been added to reflect this requirement
C4: Dev	velop Programs to Increase Energy Efficiency and Conservation				
EC4-4	Project incorporates solar tubes, skylights, and other daylighting systems within the design .	x			A condition of approval (No. 41 in Exhibit A-1) has been added to reflect this requirement.
	plement Local Ordinances and Permitting Processes to Support				
enewal ER1-1	<b>Die Energy</b> Project provides residential renewable energy installations (e.g., wind turbines). (Applies to residential projects.)	х			Project includes solar
R2: Dev ommur	velop Programs to Promote On-Site Renewable Energy in the			•	
ER2-3	Project incorporates distributed generation, especially PV, solar thermal, solar hot water, and solar cooling, and/or providing bloom box or other fuel cell technologies.	х			
ER2-5	Project includes a solar grid to power one or more EV charging stations.			x	The project would provide EV charging stations (condition of approval No. 39 of Exhibit A-1). Staff does not find it necessary t include a solar grid for charging stations.
	crease Recycling, Organics Diversion, and Waste Reduction ted with the Entire Community				
SW2-12	Project provides adequate space and logistics for handling of recyclable and compostable materials. (Applies to commercial and multifamily residential projects.)	х			
	nserve Community Water through Building and Landscape and Improvements				
WA 1-7	Project incorporates a water-saving landscape plan that includes xeriscaping and drought-resistant planting in lieu of lawns.	х			
WA 1-8	Project limits lawn areas to designated play areas.	Х			
A3: Ind	crease or Establish use of Reclaimed/Grey Water Systems				
WA3-2	Project utilizes reclaimed wastewater.	x			A condition of approval (No. 42 o Exhibit A-1) has been added to reflect this requirement
WA3-4	Project incorporates rain harvesting.	x			A condition of approval (No. 43 of Exhibit A-1) has been added to reflect this requirement

# CLIMATE ACTION PLAN CHECKLIST

Project Name: BRE Properties Project Address: Site 2, located at the northern corner of Gibraltar Drive and Hacienda Drive

Case No.: PUD-81-30-86D Residential Units: 247 and 4 live/work units

Sqft. of Com./Office/Mixed-Use Area: N/A

	Project Aspects that reduce	V		N1/A	
	Greenhouse Gas (GHG) Emissions	Yes	No	N/A	Comments
L01: Su	oport Infill and High Density Development Project is infill development within the existing urban fabric that helps complete,	1			
LU1-2	reinforce, and repair the surrounding area.	Х			
LU1-3	Project is mixed-use development which incorporates higher density and affordable residential units consistent and with the Downtown Specific Plan with easy access to activity areas. (Applies to projects in the downtown area only).			x	
LU1-4	Project is transit-oriented development near BART station, along transportation corridors, in business parks, and/or in the downtown area.	х			
LU1-5	Project is high density development near and/or around transportation hubs and employment centers.	х			
LU1-6	Project is TOD (transit oriented development): located within 1/4 mile of commuter rail, BART, and other transportation hubs.	х			
LU1-7	Project incorporates affordable housing on a vacant infill site.	Х			
LU2: Suj	oport Mixed-use Infill and New Development near Local-serving				
Commer	rcial Areas				
LU2-1	Project is located within convenient walking distance to work, residences, and services.	х			
LU2-2	Project provides new housing and/or new employment located within ½-mile walking/biking proximity of complementary land uses, including retail, employment, institutional, or recreational.	х			
LU2-4	Project reconnects streets and adds streets; minimizes parking to below code requirements; and includes attractive and functional urban plazas. (Applies to development near Pleasanton BART station in Hacienda and development near West Pleasanton BART)	х			
LU2-9	Project includes live-work units.	Х			
LU2-10	Project incorporates elements of LEED for Neighborhood Development (LEED ND)	х			
LU3: Imp	prove Transportation Efficiency through Design Improvements				
LU3-1	Project provides key services within a ½-mile walking distance of residential clusters or areas. (Applies to non-residential projects)	х			
LU3-2	Project provides building, landscape, and streetscape development design features that encourage transit, bicycle, and pedestrian access.	х			
LU3-3	Project encourages transit use and provides pedestrian and bicycle facilities.	х			
LU3-4	Project provides infrastructure to facilitate 'NextBus' technologies for tracking buses and predicting arrival times. (Applies to projects that include two or more bus shelters.)			x	
LU3-5	Project provides street improvements that meet the municipal street standards and AB 1358 Complete Streets and increase the safety, convenience, and efficiency of pedestrians, bicyclists, motorists, and transit riders.	х			
LU3-6	Project includes pedestrian and bicycle access through cul-de-sacs in new projects, except where prohibited by topography.			х	
LU3-7	Project includes neighborhood traffic calming to slow traffic speeds, reduce cut- through traffic and traffic-related noise, improve the aesthetics of the street, and increase safety for pedestrians, bicyclists, and vehicles.	х			
	prove and Increase Transit Ridership with Incentives, hips, and Related Investments				

through the HOA dues. (Applies to residential development within 1/2 mile of transit.) X passes to all new tenants.
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	Project Aspects that reduce				
	Greenhouse Gas (GHG) Emissions	Yes	No	N/A	Comments
TR1-9	The project includes a condition of approval to limit diesel vehicle idling. (Applies to projects with associated bus or truck traffic.)			Х	
NM1: En	hance and Maintain a Safe, Convenient, and Effective System				
for Pede	strians and Bicyclists				
NM1-1	Project provides a community trail, bike lane, staging area or other facility consistent with the Community Trails Master Plan or the Pedestrian and Bicycle Master Plan.	х			
NM1-4	Project provides bicycle-related improvements (i.e., work-place provision for showers, bicycle storage, bicycle lanes, etc.).	х			
NM1-5	Project provides bike parking. (Applies to non-residential and multi-family projects.)	х			
NM1-7	Project provides bicycle detection at signalized intersections.	X			
NM1-8	Project provides safe and convenient bike racks. (Applies to private schools, business and office projects.)			Х	
NM1-9	Project completes a section of the Iron Horse Trail. (Applies to developments adjacent to the trail location.)			Х	Provides a trail that leads to the Iron Horse Trail
NM1-10	Project contributes to the bicycle/pedestrian underpass at 580/680 interchange (Johnson Drive canal) for connection to Dublin. (Applies to new projects in the immediate vicinity.)			х	
TDM1: U	se Parking Policy/Pricing to Discourage Single Occupancy		•		
Vehicle (	(SOV) Travel		1		
TDM1-1	Project shares parking with adjacent use to reduce paved areas that contribute to urban heat islands and reduce stormwater infiltration.			Х	
TDM1-2	<u>Project</u> separates fee-based parking from home rents/purchase prices or office leases. (Applies to projects within 1/2 mile of BART stations to increase housing and office affordability for those without a car or cars.)	х			A condition of approval (No. 36 in Exhibit A-2) has been added to reflect this requirement
TDM1-3	Project tenants will participate in the City's TSM program to reduce auto trips. (Applies to non-residential projects.)			х	
TDM1-5	Project will participate in a parking demand management program.			Х	
TDM1-6	Project provides one or more electric charging stations for plug-in vehicles.	х			A condition of approval (No. 37 in Exhibit A-2) has been added to reflect this requirement
TDM1-7	Project provides motorcycle or scooter parking. (Applies to projects located in Downtown.)			х	
TDM2: P	romote Alternatives to Work and School Commutes		•		
TDM2-4	Project provides a neighborhood telecommuting center.			Х	
TDM2-7	Project provides transit passes or other transit use incentives for an interim period to establish transit use patterns for employees. (Applies to new non-residential projects of more than 20,000 s.f. within 1/4 mile of transit)			х	
TDM2- 10	Project provides dedicated parking spaces for carpool, vanpool, alternative-fuel, and car-share vehicles.			х	
TDM2- 11	Project incorporates a car-sharing service.			х	
	e City Codes, Ordinances and Permitting to Enhance Green				
Building	, Energy Efficiency, and Energy Conservation		1		
EC1-1	Project meets LEED <i>Certified</i> rating level and achieves 25% above T-24, and incorporates new requirements for shade trees, cool roofs and landscape lighting. (Applies to civic projects and commercial projects over 20,000 s.f.)			х	
EC1-2	Project meets the City's residential green rating standard, including 25% above T- 24, and incorporates new requirements for shade trees, cool roofs and landscape lighting. (Applies to residential projects.)	х			
EC1-3	Project provides light-colored paving material for roads and parking areas, as well as parking lot shade trees.	х			A condition of approval (No. 38 in Exhibit A-2) has been added to reflect this requirement.

	Project Aspects that reduce Greenhouse Gas (GHG) Emissions	Yes	No	N/A	Discussion
EC4: De	velop Programs to Increase Energy Efficiency and Conservation				
EC4-4	Project incorporates solar tubes, skylights, and other daylighting systems within the design .	x			A condition of approval (No. 39 in Exhibit A-2) has been added to reflect this requriement.
	plement Local Ordinances and Permitting Processes to Support				
R <u>enewa</u> l	ble Energy				
ER1-1	Project provides residential renewable energy installations (e.g., wind turbines). (Applies to residential projects.)	х			Project will include solar
ER2: De Commu	velop Programs to Promote On-Site Renewable Energy in the nity				
ER2-3	Project incorporates distributed generation, especially PV, solar thermal, solar hot water, and solar cooling, and/or providing bloom box or other fuel cell technologies.	x			
ER2-5	Project includes a solar grid to power one or more EV charging stations.			Х	
	crease Recycling, Organics Diversion, and Waste Reduction ted with the Entire Community				
SW2-12	Project provides adequate space and logistics for handling of recyclable and compostable materials. (Applies to commercial and multifamily residential projects.)	x			
WA1: Co	onserve Community Water through Building and Landscape	<u> </u>	<u> </u>		
	and Improvements				
WA 1-7	Project incorporates a water-saving landscape plan that includes xeriscaping and drought-resistant planting in lieu of lawns.	х			
WA 1-8	Project limits lawn areas to designated play areas.	Х			
WA3: Inc	crease or Establish use of Reclaimed/Grey Water Systems				
WA3-2	Project utilizes reclaimed wastewater.	x			A condition of approval (No. 40 of Exhibit A-2) has been added to reflect this requirement
WA3-4	Project incorporates rain harvesting.	х			A condition of approval (No. 41 in Exhibit A-2) has been added to reflect this requriement.

## ATTACHMENT 14



March 12, 2012

Ms. Janice Stern Planning Manager City of Pleasanton 200 Bernal Avenue Pleasanton, CA 94566

Re: Preliminary Design Review Approval 4777 Willow Road Site 7G

#### Dear Janice:

This letter is being provided in accordance with the Declaration of Covenants, Conditions and Restrictions for Hacienda, Article III, Section 3.2, Paragraph 3.2.1, Preliminary Plans. The Design Review Committee for the Hacienda Owners Association has reviewed the Preliminary Plans dated November 30, 2011 and February 29, 2012, prepared by Thomas P. Cox Architects, on behalf of BRE and El Purchaser (CA) QRS, Site 7G. Landscaping, Building Elevations, Site Grading and Utility Plans have been designed in substantial compliance with the guidelines set forth in the Design Guidelines and Covenants, Conditions and Restrictions.

Prior to the time of Final Design Review the Hacienda Owners Association will want to see the following issues addressed:

Architecture

- 1. Provide details on setbacks and easements so that all encroachments can be evaluated.
- 2. Provide alternatives for the existing bus stop location on Owens Drive.
- 3. Give consideration to raising the ceiling heights on the live/work units to improve their viability as retail space.
- 4. Provide a comprehensive sign program for all site signage.

#### Landscape Architecture

- 1. Provide details on ADA compliance for walks, ramps and paths of travel through the project.
- 2. Provide fencing details and indicate access points to trail.
- 3. Consider alternative plantings for those noted on plans.
- 4. Provide landscape reclaimed water requirements per Hacienda's Design Guidelines.
- 5. Provide irrigation backflow and meter locations and indicate screening.

#### **Civil Engineering**

- 1. Confirm the location of all Public Service Easements, Common Area Easements and Public Utility Easements on the plans.
- 2. Provide details on new easements shown on plans.
- 3. Provide details and locations of all utility connections.
- 4. Provide details on the driveway extension noted to the east of the property along Owens Drive.
- 5. Provide hydraulic grade lines at all storm drain structures.
- 6. Provide information on all street improvements adjacent to the project including median and striping modifications; parking and related striping; relocation of traffic signals, bus stops and street lights; and changes to crosswalks.

Two exceptions to the criteria outlined in the Design Guidelines have been approved for this application. The first exception is being granted to allow the use of an alley design for site access throughout the project rather than the utilization of a complete streets design as contemplated by the Hacienda TOD Standards and Design Guidelines. This is being done in order to allow for a higher development of open space within the project as requested by the City of Pleasanton City Council and Planning Commission. A second exception is being granted to allow a reduction in the front setback from twenty feet to sixteen feet as required by the Hacienda TOD Standards and Design Guidelines. This is being done in order to allow the project to simultaneously achieve the minimum space depth of forty feet for retail and live/work units while accommodating the aforementioned open space goals.

This application is hereby approved by the Hacienda Owners Association and may be processed for necessary approvals by the City of Pleasanton. Please feel free to contact me at the Association's office if I can be of any assistance in this matter.

Sincerely,

James Paxson General Manager, HBPOA

cc: Brooks Gordon Bob Linder

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March 12, 2012

Ms. Janice Stern Planning Manager City of Pleasanton 200 Bernal Avenue Pleasanton, CA 94566

Re: Preliminary Design Review Approval 4410 Hacienda Drive Site 7E

#### Dear Janice:

This letter is being provided in accordance with the Declaration of Covenants, Conditions and Restrictions for Hacienda, Article III, Section 3.2, Paragraph 3.2.1, Preliminary Plans. The Design Review Committee for the Hacienda Owners Association has reviewed the Preliminary Plans dated November 30, 2011 and February 29, 2012, prepared by Thomas P. Cox Architects, on behalf of BRE, Site 7E. Landscaping, Building Elevations, Site Grading and Utility Plans have been designed in substantial compliance with the guidelines set forth in the Design Guidelines and Covenants, Conditions and Restrictions.

Prior to the time of Final Design Review the Hacienda Owners Association will want to see the following issues addressed:

#### Architecture

- 1. Provide details on setbacks and casements so that all encroachments can be evaluated.
- 2. Give consideration to raising the ceiling heights on the live/work units to improve their viability as retail space.
- 3. Provide a comprehensive sign program for all site signage.

#### Landscape Architecture

- 1. Provide details on ADA compliance for walks, ramps and paths of travel through the project.
- 2. Provide fencing details and indicate access points to trail.
- 3. Consider alternative plantings for those noted on plans.
- 4. Provide landscape reclaimed water requirements per Hacienda's Design Guidelines.
- 5. Provide irrigation backflow and meter locations and indicate screening.

#### **Civil Engineering**

- 1. Confirm the location of all Public Service Easements, Common Area Easements and Public Utility Easements on the plans.
- 2. Provide details on new casements shown on plans.
- 3. Provide details and locations of all utility connections.
- 4. Provide hydraulic grade lines at all storm drain structures.
- 5. Provide details on existing facilities to be removed.
- 6. Provide details on the disposition of the existing electrical service.
- 7. Provide information on all street improvements adjacent to the project including median and striping modifications; parking and related striping; relocation of traffic signals, bus stops and street lights; and changes to crosswalks.

Two exceptions to the criteria outlined in the Design Guidelines have been approved for this application. The first exception is being granted to allow the use of an alley design for site access throughout the project rather than the utilization of a complete streets design as contemplated by the Hacienda TOD Standards and Design Guidelines. This is being done in order to allow for a higher development of open space within the project as requested by the City of Pleasanton City Council and Planning Commission. A second exception is being granted to allow a reduction in the total frontage required for live/work units on Gibraltar Drive. This is being done in order to allow the project to simultaneously achieve the minimum space depth of forty feet for retail and live/work units while accommodating the aforementioned open space goals and, in particular, the dedication of land abutting the Gibraltar Drive street frontage for a publically accessible recreation area.

This application is hereby approved by the Hacienda Owners Association and may be processed for necessary approvals by the City of Pleasanton. Please feel free to contact me at the Association's office if I can be of any assistance in this matter.

Sincerely,

James Paxson General Manager, HBPOA

cc: Brooks Gordon Bob Linder

fc: 07E\_pre002\_approval.lete dc: DEV/DES/APR/PRE