



PLANNING COMMISSION MEETING MINUTES

City Council Chamber
200 Old Bernal Avenue, Pleasanton, CA 94566

DRAFT
Wednesday, April 10, 2019

CALL TO ORDER, PLEDGE OF ALLEGIANCE, AND ROLL CALL

The Planning Commission Meeting of April 10, 2019 was called to order at 7:00 p.m. by Chair Allen.

The Pledge of Allegiance was led by Commissioner Ritter.

Staff Members Present: Gerry Beaudin, Director of Community Development; Ellen Clark, Planning Manager; Julie Harryman, Assistant City Attorney; Jenny Soo, Associate Planner; Stefanie Ananthan, Recording Secretary

Commissioners Present: Commissioners Jack Balch, Justin Brown, Greg O'Connor, Herb Ritter and Chair Nancy Allen

Commissioners Absent: None

AGENDA AMENDMENTS

Approval of the minutes were pulled off the Consent Calendar for edits.

Commissioner Brown noted two corrections, in separate paragraphs, both on Page 8: "Commissioner Brown asked if target markets for the potential fitness center were supposed to support corporate clients or more for supporting the residents." "Commissioner Brown said he was not focused on the number of spaces, but they have created a small number of spaces with many mini "loops" on the south side of the fitness center..."

CONSENT CALENDAR - *Consent Calendar items are considered routine and will be enacted by one motion unless a request for removal for discussion or explanation is received from the Planning Commission or a member of the public by submitting a speaker card for that item.*

1. Approve the meeting minutes of February 27, 2019, as amended

Commissioner Balch moved to approve the Minutes of the February 27, 2019 meeting, as amended.

Commissioner Ritter seconded the motion.

ROLL CALL VOTE:

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

The Minutes of the February 27, 2019 meeting were approved, as amended.

MEETING OPEN TO THE PUBLIC

2. Public Comment from the audience regarding items not listed on the agenda – *Speakers are encouraged to limit comments to 3 minutes.*

There were no members of the audience wishing to address the Commission.

PUBLIC HEARINGS AND OTHER MATTERS

3. PUD-134/P18-0334/P18-0332, Brad Hirst for Anabi Real Estate Development, LLC. – Work Session to review and receive comments on applications for: (1) Planned Unit Development (PUD) development plan and rezoning to demolish the existing 7-Eleven convenience store, auto service building, and Shell service station canopy at 3760 and 3790 Hopyard Road and construct an approximately 3,034-square-foot 7-Eleven convenience store, 1,290 square-foot drive-through car wash building, Shell self-service station canopy, and related site improvements; and (2) Conditional use permit to operate a self-service station with a drive-through car wash and convenience store with the sale of alcoholic beverages. Zoning for the property is C-N (Neighborhood Commercial) District.

Associate Planner Jenny Soo presented the specifics of the item in the Agenda Report.

Chair Allen inquired about the letter received from the church and confirmed that a representative was present to clarify points made in the letter.

Commissioner Balch referred to a slide presented with the rectangular building. He confirmed the Commission was only reviewing the rectangular shape proposed and not the version showing the parking stall on the eastern side, which would have to reverse into the trash enclosure.

Ms. Soo responded that this area needs to be rebuilt and the trash enclosure would be pushed back, and the design will be modified.

Commissioner Brown said he had the same question, as it pertained to the trash enclosure.

Ms. Clark said staff expected there would need to be reduction of at least one parking space due to the layout.

Commissioner Balch said his other question pertained to the canopy over the gas pumps, which would be rebuilt. He confirmed that the two islands of pumps would not change and would be sufficient for the number of vehicles.

Commissioner Ritter confirmed with Ms. Clark that the pump station can accommodate 12 cars at one time. He also inquired about the standard queue line for a carwash.

Ms. Clark stated the City's Traffic Engineer Mike Tassano is present and can address the inquiry and any traffic circulation questions.

Commissioner Brown questioned the reason staff is opposed to the loading zone.

Ms. Clark stated that regardless of whether there is a loading space, delivery trucks will park at the most convenient location, which currently happens to be at the adjacent property. The barrier suggested by the applicant will help prevent the adjacent property from being a convenient place to load.

Commissioner Brown referred to the staff proposed modifications, which indicates that the business might lose a parking space, and he inquired where large delivery trucks would park, given the elimination of the loading zone.

Ms. Clark said a large truck would likely park adjacent to the customer parking spaces, and there is room to park adjacent in the drive aisle.

Commissioner Brown referred to the loading zone per the applicant's design and asked if it was long enough to accommodate a standard delivery truck, which is typical of what would be seen outside of a convenience store.

Commissioner Balch noted that plan sheet SP3 seemed to show the requested information, but he was unsure if this was the size truck being referenced.

Commissioner Balch referred to the 35-foot versus 45-foot driveway and asked what would be appropriate. He visited the site and the first driveway closest to the corner, if turning left onto Hopyard Road, cannot be accessed because it is already in the turning lane coming off of West Las Positas Boulevard. He would assume that this 35-foot versus 45-foot driveway would be a primary driveway for much of the traffic on Hopyard Road and he asked for further clarification.

Ms. Clark said the applicant's position is that the 45-foot wide driveway facilitates a faster, more convenient turn coming off Hopyard Road. Per the City's Traffic Engineer, the shorter driveway forces vehicles to slow down in order to take the turn, which creates a safer environment, as opposed to having a larger driveway.

Commissioner Brown asked if it decreases the opportunity to move safely when crossing two lanes of traffic if someone were to be turning left at the intersection from West Las Positas Boulevard onto Hopyard Road.

City Traffic Engineer Mike Tassano explained that the primary concern is exiting or entering the location. With 22.5 feet or two lanes to enter or exit the driveway, vehicles travel at a greater speed. The City's standard is 27 feet, so it would be a 15-foot driveway entrance and a 12-foot exit. At this location, 35 feet works because of the position or angle of the fueling station. Specifically, 35 feet versus 45 feet, either way a vehicle would have to enter on the

right side of the driveway so the extension would be to the south; the entrance point, after making a left turn to make the next right turn, would be the same whether it was a 35-foot or 45-foot driveway.

Chair Allen asked for the capacity of this gas station in comparison to the one previously approved on Santa Rita Road.

Mr. Tassano stated it is comparable, but he thinks there are extra fueling positions at the Santa Rita location. From a parking perspective, staff had stricter guidelines for the Santa Rita location, as well as the gas station on First Street, which has a similar design. Staff was very strict on the parking requirements for both of these locations and he has observed those over the last few years. The code requirements for parking do not reflect what is seen in the peak hours so there is more flexibility in the parking, which is why he would judge the conflicts entering and exiting.

Chair Allen referred to the driveways for the other projects and confirmed that the Santa Rita Road/West Las Positas Boulevard location or the southern-most location closest to the retail development is the narrowest; Mr. Tassano said he believes it is less than 27 feet. The next driveway is 40 to 42 feet on the corner of Santa Rita Road. This is the one he looked at in evaluating how this proposed location would work and did not believe the 40-foot driveway provides anything additional except more flexibility on how quickly a vehicle can come across.

Commissioner Balch said he noticed that the U-turn is further down for the location on West Las Positas Boulevard, at the end of the car wash, and he would not think there is the same traffic.

Mr. Tassano confirmed. He then said in addition to the reduction they also requested it be shifted to the east so there is better sight access upon entering, and it separates the visibility of how a vehicle exits the car wash. However, 35 feet is adequate at this location for that reason.

Commissioner Brown asked if other cities codify what percentage of the canopy parked cars in a combined model like this would contribute to parking.

Mr. Tassano said as opposed to what other cities do, staff assesses the IT Parking Manual and they do not count those in their parking as spots. Over time, people's behavior changes and the way in which convenience stores are used is different than in the 1990s. These are fueling positions and they have a separate standard which states how many parking spaces are needed.

Commissioner O'Connor referred to Ray Street and asked how wide the south driveway was when exiting.

Mr. Tassano said he was not sure, but the real issue with that location is less about the width. There was a large vertical displacement so someone would 'catch air' if they were going too fast. It also exits at an odd angle, and they requested this to be widened as well, but he was not sure of the dimensions.

Commissioner O'Connor said when a vehicle is making a left turn out of Ray Street, if another vehicle is exiting, it is hard to make that turn, and it causes a back-up on First Street.

Mr. Tassano said he recalled that location is just next to the curb and retaining wall when making their exit and drivers go out to the middle, especially if they are trying to get back to First Street.

THE PUBLIC HEARING WAS OPENED

Chief Administrative Officer of Anabi Real Estate Development, LLC, Summer Ireifej, gave a presentation and background on the company's start and noted this is the company's first site in Northern California and they're simply asking that the Commission be fair and not make the process difficult for them. She said it took them one year to purchase the land next door and she thanked Brad Hirst for his help in getting to the point where they are today.

Applicant Brad Hirst spoke on behalf of the owner and provided a brief history on the site. He said none of the three parcels on Hopyard Road have any easements and each parcel is self-contained, so it is unfortunate, and they are trying to make several improvements. They are trying to be good neighbors with the church to the south, they've made a number of changes to accommodate them, are seeking to eliminate delivery of vehicle parking on their property, said they are not asking for something that has not been done in the City, and he spoke of the added parking of 26 parking stalls as opposed to the current 17 spaces. He stated that the building elevations recommended by staff are acceptable and there is no need to discuss parking. He did note that the Commission will hear some opposition tonight from neighbors to the south and he is available to address any questions at that time.

Architect Craig Schafer with PM Design Group spoke on behalf of Brad Hirst and said they have been designing and constructing these types of projects for other large oil companies for over 30 years. He clarified that the 'pumps' are what is in the ground and mounted to the top of the tanks and they pump the product to the 'dispensers,' which are what is used to fuel a vehicle. They will provide eight fueling positions currently and will have six dispensers providing 12 fueling positions. He then discussed the site layout, loading and deliveries, standards for service stations and specific details about parking. He suggested the two parking spaces closest to the trash enclosure at the car wash entrance would be for employee-only parking. Creation of a larger site will improve what is currently a confused situation and he said it will keep customers on the 7-Eleven and Shell site and keep people off the church site.

Commissioner Ritter asked for a history on the queue lines for the carwash.

Mr. Schafer explained that this is an express carwash and it pulls cars through much faster than the location on Santa Rita Road.

Chris Barton, representing the church at 3730 Hopyard Road, said they have been in discussions with the developer and there have been changes, but the overall comment relates to the safety and welfare of church members. This use is already established and knows the associated issues with the area. With the 7-Eleven type of use there tends to be loitering around the store and neighboring properties and they have young children and the elderly who are intimidated by such groups in the parking lot. He also cited property damage and given it is

a Planned Unit Development (PUD) they would like the development plan to stop any kind of trespassing onto the church property. He also noted it is close to the same amount of parking being provided now, thinks it is too much development on what is a small site, asked for additional setback for the additional row of parking next to the building and more of a barrier. He said he needs to review the landscape barrier and suggested a more physical barrier. He cited maintenance vehicles that park up on the stalls next to the 7-Eleven building, which is close to the site. He concluded and said this is a prominent intersection and thinks all concerns can be addressed with a smaller sized development.

Peter Hu, Pleasanton, said he visited the 7-Eleven at the Santa Rita Road location twice this week and there were three to four employees working in uniforms. He said multiple deliveries are made daily by delivery trucks along with UPS deliveries. There is also service vendor parking and three can be seen in Photo 17 of his letter. He thinks there is no credible support data for the 17 parking spaces, and he asked to consider the neighborhood. Santa Rita Road has easy access to the plaza so overflow is not an issue. The Hopyard Road 7-Eleven store is very different and he presented pictures of other convenience stores showing reasonable access, and asked that the Commission consider safety, noting their primary concern is the lack of parking spaces on the site.

Dan Chen continued Mr. Hu's presentation and discussed the substantial maintenance of the church parking lot in regard to seal coating, striping and other associated repairs and cost which is increased due to use from other vehicles. He thinks the project is too much of an impact to neighbors and many things addressed here are included in their letter to the Commission.

Ed Broome, Pleasanton, agreed this is a great project, said he has a retail background and thinks the home plate design adds a feature to the gateway of the City in the area that cannot be matched with a typical rectangular building. He did not see any other way the lot can be laid out to serve a practical purpose, did not feel that eliminating the loading zone to the south of the property was any benefit in any way and to have the pocket there for smaller trucks removes any chance of blocking circulation for customers. He compared this location to the Santa Rita Road and West Las Positas Boulevard site and said they do not have the merge lane which is the cause of many people not knowing what to do. He thinks this will create a bottleneck for those exiting the driveway and he did not think it solved anything by shortening the driveway opening.

T.C. Sun, Church President since 2002, voiced concern about the existing habitual problem of those parking on the church lot as opposed to parking in the gas station parking lot. He asked that a real barrier be created to change this behavior to stop people from parking on the church property.

Mr. Hirst was given the opportunity for a rebuttal, in which he thanked the church for pointing out problems that existed long before the church was there and they agree there is a delivery truck problem, which they have been working to find a solution that hasn't been easy. They want parking in their proposed location in order for the 24-foot trucks to park. They agreed to a setback and landscaping coming all the way to the street, but were not agreeable to a fence. He said people who worship in the church do park and walk through the area and they will continue to do this unless they cannot any longer. Police, post office, Amazon and FedEx

vehicles park there, as well. He said wider driveways are not an exception in the City of Pleasanton. The driveway at the Chevron station on Santa Rita Road and Valley Avenue is 39 feet, six inches and the driveway on Valley Avenue is 42 feet; the 42-foot wide driveway is 35 feet from another 35-foot driveway, and they are providing more parking.

Ms. Ireifej continued Mr. Hirst's rebuttal and stated once this becomes one parcel, it will be different. It currently looks like two businesses, so people park there because it is convenient. With the building also being a triangular shape, it will be prevent people from coming over. She was against a wall which she feels will create an alley and unsafe conditions.

Mr. Schafer continued the rebuttal and pointed to the bio-retention area, stating it will be concaved. This will not promote people walking down through it to and from the church site or vice versa. They are in agreement with the architecture of the car wash and placing more trellises on there and the nice trash enclosures.

Mr. Hirst finished by pointing out the other areas where 18-wheel trucks will park and said he has seen where they park. They want to get them out of there and they placed "No 7-Eleven Parking" signs in these areas, trying to promote people to park elsewhere. They are doing everything they can to get them off the church property.

Commissioner Balch asked how deep was the bioswale.

Mr. Schafer said he was not certain, but it would at least be 18-inches deep.

Chair Allen said imagining that the bioswale is 18 inches, she inquired whether there would be a way to add rocks inside the bioswale.

Mr. Schafer said yes; there are rocks, plants, and sand around it to give it visual appeal while serving as a deterrent to people walking through it.

Commissioner Brown asked and confirmed with Mr. Schafer that this design will not have a back door for loading, which would then occur through the main entrance.

Commissioner Brown said the agenda report identifies 17 parking spaces and asked if the additional space was the loading zone.

Mr. Schafer said yes; it is a parking space.

Commissioner Balch and Commissioner O'Connor clarified that they both counted 17 spaces.

Ms. Ireifej confirmed there would be 17 spaces without the loading zone.

Commissioner Ritter asked what is between the building and the bioswale.

Mr. Schafer said this is a walkway; if someone needs to work on the electrical, they can park and walk back on the steppingstones.

Commissioner Ritter asked what would prevent a church goer from crossing the bioswale.

Mr. Hirst said it would be the hedge. He pointed out that one area is bicycle parking with a locker and rack.

Chair Allen inquired over the concern in having a picket fence with openness as a physical barrier.

Mr. Schafer said the plan is to implement a hedge as the barrier.

Chair Allen said it can take some time for a hedge to grow and fill in to create the barrier. She was trying to understand about having a low, attractive fence.

Mr. Hirst said they are trying to maintain openness and not completely isolate the properties. The proponents of the property want to be isolated and this is their right and they could build a fence.

Commissioner O'Connor said he heard there is a safety issue with a wall because it might promote loitering or hiding. If there were a four-foot high picket-type fence and a hedge about four feet high, it would be another alternative.

Chair Allen suggested the Commission address the discussion points.

Discussion Point 1: Would it be appropriate to rezone the site from the current C-N District to a PUD-C District in order to allow a 24-hour convenience market with the sale of alcoholic beverages and a drive-through car wash in conjunction with the existing gas station?

Commissioners unanimously concurred with rezoning of the site.

Discussion Point 2: Should the proposed triangular-shaped building be revised to a rectangular-shaped building oriented perpendicular to Hopyard Road, and to eliminate the loading space?

Commissioner Balch said he acknowledged the burden that the church has carried but also said the applicant is trying to be a good neighbor through design to help alleviate some of the issues. He likes the applicant's design for the triangular-shaped building and thinks it is a building type that doesn't currently exist in the City of Pleasanton. He said he thinks the orientation is better as a result, thinks the loading space is critical, cited other gas station situations, and said he believes it is a good idea to have a loading zone in this location.

Chair Allen said she agrees for the same reasons and added that with the home plate design, it also provides a narrower opening to Hopyard Road and provides the bioswale, which creates blockage and would likely prevent fewer people from parking in the church parking lot. This design is also safer for vehicles when they are reversing versus the rectangular design which backs up on the street, therefore, this design creates more of a buffer zone.

Commissioner Balch agreed and said the design has created a safer situation.

Chair Allen said as a side note, which she will return to under Discussion Point 4, in regard to the triangular design, she would like to see more façade enhancements to the north side of the building for those traveling south on Hopyard Road.

Commissioner Ritter thinks the triangular design is better, likes the employee parking near the entrance to the carwash and feels spaces will be used appropriately. His only concern is the walkway going into the electrical room and asked for proposed enhancements. He recognized the applicant is trying to remove everything off the church lot and believes this is a viable option.

Commissioner Brown echoed previous comments. He prefers the triangular design because it provides more access for people reversing, it is a much more attractive building, and he would argue this has been done at the location on Santa Rita Road and Valley Avenue.

Commissioner O'Connor concurred and noted the Commission is unanimous. He voiced support to make the site more aesthetically appealing, thinks a barrier or fence is needed and should be erected, however, it shouldn't be taller than four feet to help keep vehicles out.

Discussion Point 3: Are the proposed site plan, circulation, and parking acceptable?

Commissioner Brown expressed concern over the proposed removal of the loading zone. He understands deliveries are typically done later at night but said the UPS truck that frequents the Amazon drop-off locker would be the perfect place to park during the day, so he thinks it would pose issues if they were to remove the loading zone. He did not disagree with Mr. Tassano's argument regarding shortening the length of the driveway. If it narrows and expands the landscape further, it will also provide some protection for large trucks that might park there; he voiced support for shortening the driveway from the existing 45 feet. He said he has an electric vehicle, but he was not sure he would dedicate a charging stall next to the carwash because it encourages vehicles to park longer. He also thinks more could be done to increase the appeal to the carwash and trellis, in order to make it a less boxy design.

Commissioner Ritter said he was in favor of the idea to extend the loading zone from 27 feet to 37 feet and shorten the driveway on West Las Positas Boulevard from 45 feet to 35 feet. He was amenable to the circulation and believes parking is acceptable and utilizing some of the gas station spaces as parking spots, given this is often the behavior of those when pumping gas.

Chair Allen said she agrees with both Commissioner Brown and Commissioner Ritter to keep the loading zone and shorten the driveway to 35 feet, which would slow traffic and make it safer. She was also in agreement with the reduction of the driveway on West Las Positas Boulevard from 45 feet to 35 feet. She thinks it makes sense to utilize some of the gas station spaces as parking spots. She said it is hard to predict the outcome around parking, given there is no on-street parking, but she thinks parking is reasonable.

Commissioner Balch referred to the southern driveway dimension and he confirmed Mr. Tassano's recommendation was for 35 feet. He was amenable to the architecture of the carwash on the backside, facing the building; he also voiced support for the other three sides, facing the entrance and sides. Additionally, he was in agreement with the architecture on all

three sides of the 7-Eleven primarily because the southern side can easily be seen and the landscape on the western side is sparse. He referred to the driveway and expressed his opinion and agreed to reducing the width. He said the location on West Las Positas Boulevard makes sense and, in his opinion, this would be the busiest driveway on the site, given how he and others accessed the site. In his opinion, the applicant is giving an entire driveway and asking for one with more width. By doing this, it appears they will get better on-site circulation primarily to the first few parking spots and the loading zone.

He continued by saying he was agreeable to the middle lane between the dispensers because it helps develop site circulation. While the circulation is not what he is used to at gas stations, this is more of what drivers are used to and is similar to the circulation pattern at Costco. Lastly, he appreciates the applicant mentioning the 'Staff Only' parking spots at the entrance to the carwash, which is important, and he asked that they be marked. He also asked that the electric charging station be as close to the convenience store as possible. Regarding the fence, he was supportive of the hedge noting the applicant has a good point that a cinderblock wall would block views and access, therefore, a hedge would work. He also agrees with the applicant that the church should have erected a fence a long time ago, but it's possible the church does not want to give up the foot for a fence.

Commissioner O'Connor said he has properties where he has grass, landscaping and hedges and paths are created right through them, as people will create their own pathway regardless of a path, hedge or fence. He was supportive of the proposed parking, was favorable with eliminating the EV charging station in this location. He said he thought it was odd that they would have the non-designated spots spaced out and asked to group the ones that are carwash specific together and closest to the other end. He sees value in the loading zone and wants to keep it that way, thinks there are many service trucks they saw when visiting the site, as well as Amazon delivery trucks. He said he and Commissioner Balch agree that the southern driveway should be larger than 35 feet because this is where most of the activity will occur. When people drive down Hopyard Road it is not a 25-mph zone, so when slowing down to make that curve, if people go too slow, it would cause traffic to back up on Hopyard Road and would impede other traffic.

Commissioner Ritter clarified his reduction was more for the safety of the delivery driver. If staff and the Commission are in agreeance to a 27-foot loading dock, he was agreeable with the wider driveway.

Commissioner Brown clarified that he was not set on a 35-foot driveway and he could be convinced to support a different width.

Commissioner Balch said the primary argument staff was making was for pedestrian safety, with 45 feet being a long distance to cross. That would be safest, but he agrees with Commissioner O'Conner regarding traffic on Hopyard Road which is quite fast. What he saw is that the turn pocket lane off West Las Positas Boulevard to southbound Hopyard Road is backing up as people are trying to get in and off the road and into this site. Therefore, narrowing the driveway will create an hourglass for those entering and exiting the driveway/site.

Chair Allen said either way, with 27 feet, 35 feet or 45 feet, there can be only one vehicle entering and one vehicle exiting. The argument mentioned by Mr. Tassano made sense to her that when narrowing the driveway, it forces people to drive more carefully. She said 45 feet seems very wide and she worries that providing enough room for three cars might create more confusion.

Commissioner Balch agreed; however, he believed a truck might project out of the loading zone and would potentially be cutting off 10 feet of the driveway. His argument was that giving 45 feet allows them to shift that two-car movement closer to the intersection, versus dictating a specific spot; it can occur within a 35-foot or 27-foot area, but this is not to say any of those are inadequate.

Commissioner O'Connor reflected on the situation that he's observed at the Safeway parking lot on Santa Rita Road where vehicles come off of Valley Avenue and make the right turn and there are vehicles trying to make a right turn into the Safeway parking lot; the right turn into the parking lot is too tight and traffic stops and backs up on Santa Rita Road.

Chair Allen cited the options; one is to leave the discussion as it stands, second is to take a vote and third would be for Mr. Tassano to provide guidance.

Mr. Tassano clarified that they have a number of driveways and the typical standard at gas stations is usually 40 feet wide. He explained higher speed movements are seen at the 40-foot than at the 35-foot. The Santa Rita Road location is a narrow driveway, and one thing that does not ring true to him is that when leaving Hopyard Road drivers are going into the free right turn lane and the only collision risk is people trying to get into the northern-most driveway. When the application came forward, his first thought was to close that driveway and then he could approve whatever is needed. Unfortunately, this cannot be done because tanker trucks cannot enter and exit; he thinks 35 feet would be adequate.

Mr. Beaudin said ultimately it is up to the Commission to determine the width of the driveway and in creating a pedestrian- and bike-friendly environment. The goal is to create the environment to balance multi-modal transportation and slowing traffic down. In comparison to a standard driveway, this is more than adequate to enter/exit a commercial location.

Chair Allen took a straw poll.

Commissioner Balch said staff has made a great argument and could leave it at 35 feet.

Chair Allen said 35 feet would be her preference and 45 feet would be her added 'side number.'

Commissioner O'Connor said he would accept 40 feet but was also agreeable with 35 feet.

Commissioner Brown said he would agree with Chair Allen and said his preference is 35 feet but could stretch to 40 feet. He would not vote the project down either way. He said he liked the suggestion of grouping the vacuuming, water and air services further back in the carwash. He referred to the landscaping area on the south side by the carwash and asked if there was any interest to squeeze another parking space in the corner.

Commissioner Balch said this is bio-retention. He said now that they are doing the turnout at the carwash and the stop sign, it creates a voided area at that corner and theoretically a parking space might fit right at that corner, but this would be up to staff.

Discussion Point No. 4: Is the proposed building design acceptable?

Commissioner Balch referred to Commissioner Ritter's point about the stone walkway, his only comment or question was why the sidewalk was ending at the back part of the base. He suggested ending it at the front face and adding four more steppingstones, which would further denote this was not a direction of travel and would push it off to the street. His other comment was regarding the West Las Positas Boulevard side at the carwash exit, there was potential for a parking space to fit because the design is to create a circular bit and stop sign, but this is for the applicant to work out the details.

Commissioners Ritter and Brown stated the building design is acceptable.

Commissioner O'Connor wants to ensure they are not wasting money on sides of the building that are not seen.

Commissioner Balch agrees that it is the southern side facing the church, the storefront side facing the parking lot and not the west side facing the back nor the west side on the carwash.

All Commissioners concurred with the three-sided architecture as stated above.

Commissioner Balch asked about the trash enclosure. Commissioner O'Connor said they are designed very nice these days, and Commissioner Balch suggested it blend in.

Chair Allen said regarding a wish list item which was triggered by Ed Broome's letter in comparing the design at the Santa Rita Road location. She spent time there and it looks more interesting design-wise. Two things seem to enhance it; one is there appears to be more sloping to the roofs including in the bay to the gas stations. Secondly, there is the barrel tile roofing materials which is a higher quality. Perhaps it could be staff's recommendation, but the stone veneer with the trim right above it looks very professional, and she would like to see this same design, which should also follow through on the car wash, the pillars for the bays and on the 7-Eleven because it will look really nice, given this is a prominent corner.

Commissioner Balch said he also realized that the south side facing the church does have trellises on the elevations on page 37. In terms of finishes, he agrees the Santa Rita Road location is very sharp and he would support this.

Commissioner Ritter suggested leaving it to the architectural experts and those in charge of branding and he was not opposed to having it look different than the Santa Rita Road location, so he suggested seeing the applicant's proposal.

Chair Allen also noted that staff has made recommendations of enhancements they would like to see, and she confirmed the Commission was in support of those. She asked staff to recap the elements for recommendation.

Ms. Clark said enhancements are for the rear of the building for wainscoting to be provided on all sides and the back of building, that additional trellises be provided similar to those on the back side to enhance the plain elevation. The rear elevation or western side of the 7-Eleven is just paint.

Commissioners suggested the veneer be put on all sides, except the west side, and discussed the circulation and what could be seen of the 7-Eleven and the carwash.

Ms. Clark said generally staff would recommend having three-sided architecture to be consistent throughout.

Commissioner Balch said he was supportive of the stone veneer going all the way around and thinks the west side could be lighter in requirement than a standard four-sided architecture for the main building. For the carwash, he did not believe any enhancements to the west side are required.

Chair Allen agreed.

Commissioner O'Connor said he would like the east side of the carwash to have stone veneer.

Commissioner Brown said he did not want every 7-Eleven to look the same in the City.

Chair Allen summarized that the Commission was agreeable with this but was also open to staff pushing added elements that could further enhance the look.

Commissioner Brown noted the Commission pretty much conducted a full review and he suggested the applicant as being able to fast track the project. He thanked the applicant for their presentation and believes the property will be much better than it currently exists; it will also significantly improve the situation for the church.

Brad Hirst asked if he could clarify some of the points. He referred to improving the Hopyard Road or west side of the carwash and said he had originally made a suggestion to do a colorful mural on Pleasanton's history, but staff did not like this, and they dropped it. They can go back to that attraction or they can do some trellis work or Spandrel that looks like glass. He said in the scheme of things, it is not a large expense, but they can add a lot of color or make it look like the exteriors of the 7-Eleven building.

Chair Allen said she did not want a mural. She did not like the carwash sign of red and white because it stood out. She asked to see quality, stone veneer, possibly glass, but something aside from a mural or making it look cheap.

Commissioner Balch said he would not support the glass and said stone veneer would be acceptable along with a trellis with attractive landscaping that is established starting with a five-gallon pot versus a one-gallon pot.

Mr. Hirst asked about the EV charging station.

Commissioner Brown said he did not believe there was a need to have electric charging station at the side of carwash because it encourages the space to be tied up.

Ms. Clark said she will check the Building Code in regard to this requirement for charging stations, as it may be required.

Mr. Hirst stated they can provide the wiring for it now.

Commissioner Balch said the other majority comment was to group the vacuum, air and water stations together to be closer to West Las Positas Boulevard because there are spaces available closer to the convenience store.

Mr. Hirst thanked the Commissioner and Chair Allen concluded the work session.

MATTERS INITIATED BY COMMISSION MEMBERS

Commissioner Ritter inquired from Assistant City Attorney Julie Harryman about a Commissioner's role outside of the Commission when approaching the City Council and whether it is appropriate when a Commissioner discusses a topic outside of the record and speaking on their behalf.

Ms. Harryman said she believes this is outlined in the Commissioner's Handbook on page 22 and agreed to email this to Commissioners. She said it would be the same as writing to the Pleasanton Weekly for an editorial. It is always required to say a Commissioner announces that they are speaking or writing on their own behalf and not as a Commissioner.

Commissioners then relayed examples and situations when they addressed themselves as an individual and not a Planning Commissioner.

MATTERS FOR COMMISSION'S REVIEW/ACTION/INFORMATION

4. Reports from Meetings Attended (e.g., Committee, Task Force, etc.)

There were no reports from meetings attended.

5. Future Planning Calendar

Ms. Clark gave a brief overview of future items for the Commission's review.

6. Actions of the City Council

No action was taken.

7. Actions of the Zoning Administrator

No action was taken.

ADJOURNMENT

Chair Allen adjourned the meeting at 9:28 p.m.

Respectfully submitted,

Stefanie Ananthan
Recording Secretary