

RESOLUTION NO. PC-2018-____

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

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

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

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

WHEREAS, the Planning Commission considered the revised project at a hearing on March 14, 2018. Staff recommended that the Commission recommend denial of the project to City Council. After hearing public testimony, discussion, and review of the proposed plans, the Planning Commission concluding that the project, with enhancements to the landscaping and street frontage, would not raise General Plan consistency concerns; and voted unanimously to continue the hearing to a date uncertain with direction to staff to prepare a resolution recommending approval of the project; and

WHEREAS, on April 9, 2018 the applicant submitted revised project plans and renderings including new gabion walls, weathered steel screen panels, and a new art piece along the Santa Rita Street frontage; and

WHEREAS, on April 25, 2018 the Planning Commission held a continued public hearing on the application and considered all revised plans, public testimony, agenda reports, related materials, and recommendations of staff; and

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

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

Section 1: Findings for PUD-125

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

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

The Planning Commission finds the proposed PUD development plan is in the best interests of the public health, safety, and general welfare, and this finding can be made. The proposed project, as conditioned, meets all applicable City standards concerning

public health, safety, and welfare. The subject development would include the installation of all required on-site drainage and utilities with connections to municipal systems in order to serve the new development. The proposed development is compatible with the General Plan and zoning designations for the site and would be consistent with the existing scale and character of the area. In addition, the project will: include Green Building measures; provide for the future addition of photovoltaic panels; install charging stations for electrical vehicles; install carpool and vanpool parking; provide for pedestrian connections to Santa Rita Road; and include on-site pre treatment of storm water runoff in vegetative swales before discharge into the City's storm drain system.

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

The Planning Commission finds the proposed development plan is consistent with the City's General Plan, and believes this finding can be made. The site's General Plan Land Use Designation of "Retail/Highway/Service Commercial/Business and Professional Offices" allow for a varied mix of uses. The proposed CTC is consistent with this land use designation. The proposed FAR of 24.5 percent for the CTC on the site conforms to the 60 percent maximum FAR limit in the General Plan and is below the 35 percent average density. The project is not located in a specific plan area.

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

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

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

The site is relatively flat with minimum changes in grades proposed. Erosion control and dust suppression measures would be documented in the building permit plans and would be administered by the City's Building and Safety Division. City building code requirements would ensure the buildings and parking lot are constructed on properly-

prepared surfaces. Storm water runoff associated with the project would be treated and directed into the bio-retention planters before being released. The site is not located within an Alquist-Priolo Earthquake Fault Zone. Therefore, the Planning Commission finds the fourth PUD consideration can be made for the project.

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

The Planning Commission finds that the existing site is relatively flat and that the proposed building and site design would not make major topographical changes to the site's existing flat terrain. Frontage landscaping would enhance the aesthetic character of the streetscape. Therefore, this finding can be made.

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

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

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

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

With respect to the above criteria, the Planning Commission finds that the project would preserve and enhance the city's aesthetic values and ensure the preservation of the public health, safety and general welfare since it would be consistent with the allowable height, setbacks and other pertinent development standards of the PUD zoning district in which it is located, and would replace, upgrade and modernize the existing CTC facility. The project would include attractively designed landscaping and provide an enhanced streetscape along Santa Rita Road including substantial new tree and shrub plantings, decorative gabion walls,

weathered steel panels, and public art, which would provide visual interest along the street and would screen the new parking lot.

Section 2: The Planning Commission hereby recommends the City Council approve the application for a PUD development plan as reflected in the plans dated April 9, 2018, to demolish the existing CTC building and construct an approximately 87,000-square-foot two-story CTC building and outdoor training and storage yard with associated site improvements located at 2350 Santa Rita Rd, subject to the Conditions of Approval in Attachment 1, attached hereto and incorporated into this resolution by reference.

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

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Pleasanton at a regular meeting held on April 25, 2018 by the following vote:

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

ATTEST:

Ellen Clark
Secretary, Planning Commission

David Nagler
Chair

APPROVED AS TO FORM:

Julie Harryman
Assistant City Attorney

**ATTACHMENT 1
DRAFT CONDITIONS OF APPROVAL**

**PUD-125, Carpenters Training Center
2350 Santa Rita Road
April 25, 2018**

PROJECT SPECIFIC CONDITIONS

Planning Division

1. The proposed project shall be constructed and operated in substantial conformance with Exhibit B, including revised project plans dated "Received April 9, 2018," Public Art exhibit dated "Received April 9, 2018," Traffic Impact Analysis and Memo dated October 3, 2017, and October 10, 2017, Environmental Noise Analysis dated "Received September 11, 2017," and Arborist Report dated September 5, 2017, on file with the Planning Division, except as modified by these conditions. Minor changes to the plans may be allowed subject to the review and approval of the Director of Community Development.
2. The permitted uses for the property shall be consistent with the Statement of Operational Details Narrative dated "Received January 11, 2018," on file with the Planning Division, except as modified by these conditions. Minor changes or additional uses may be considered on a case-by-case basis to be reviewed and approved by the Director of Community Development.
3. All conditions of approval in this Attachment 1 shall be included as a plan sheet with all permit plan sets submitted for review and approval. The applicant/developer/responsible party shall create and complete a "Conditions of Approval" checklist indicating that all conditions in Exhibit A have been satisfied, incorporated into the plans, and/or addressed. Said checklist shall be attached to all plan checks submitted for review and approval by the City prior to issuance of permits.
4. Prior to issuance of building permits, the applicant shall submit a Transportation Demand Management/Comprehensive Parking Plan (TDM) including evidence of off-site parking agreements or other alternative means of providing parking during construction phasing that meets the minimum parking requirement/demand for each phase as shown in the table below. The TDM shall be subject to the review and approval by the Director of Community Development. The TDM shall guarantee that parking within all phases of the project will be adequately provided on and/or off-site, and will not negatively impact the adjacent property owners or spill over into adjacent residential neighborhoods. The TDM shall run with the land for the duration of construction or until all required parking spaces for complete build-out are able to be accommodated on-site.

Construction Phase	Students	Parking Demand (1.46 ratio)	Proposed On-Site Supply	Surplus or (Deficit) to be Addressed in TDM/Parking Plan
Existing	145	212	266	54
1	145	212	130	(82)
2	145	212	180	(32)
3.1	207	302	242	(60)
3.2	230	336	269	(37)
4-5	230	336	336	0

5. In addition to the submitted TMM, the applicant shall offer Livermore Amador Valley Transit Authority (LAVTA) transit passes to the employees and students of the CTC at a fifty percent (50%) ticket price discount during all phases of construction for use of the LAVTA transit system. Once the CTC is complete, the developer shall also offer an incentive program to all employees and trainees to encourage the use of alternative transportation such as BART, bus, biking, and carpooling to the satisfaction of the Director of Community Development.
6. The developer shall install public art on-site, along the Santa Rita Road frontage prior to building permit final. The proposed public art shall be generally consistent with the location, and design shown in Exhibit B, including project plans dated "Received April 9, 2018" on file with the Planning Division, with the final public art design and location subject to review and approval by the City's Civic Arts Commission prior to installation. This condition shall not preclude the applicant from proposing an alternative installation or type of public art from that shown in the plans, if such proposal is determined by the Civic Arts Commission to better achieve the objective of providing a high quality visual amenity along the project frontage and improving the project's overall street presence. The property owner shall be responsible for continued maintenance and upkeep of the public art at all times in a manner consistent with the approved development plan. Minor changes to the approved public art following its approval by the Civic Arts Commission may be allowed subject to the review and approval of the Director of Community Development or, if more substantial, by the Civic Arts Commission.
7. The area shown in the site plans in Exhibit B as the "Yard" shall be kept in a dust free and weed free condition at all times and no activities within this area beyond what has been described within the plans and narrative included within Exhibit B shall be permitted without review and approval by the Director of Community Development.
8. No signage is approved with this application. Site and building signage shall be reviewed and approved under a separate application.
9. The project applicant or developer shall effectively screen from view (both on-site and off-site) all ducts, meters, emergency power generators, and any other mechanical equipment, whether mounted on the structure or on the ground, with materials architecturally compatible with the main structure. Screening details shall be shown on the plans submitted for issuance of building permits, the adequacy of which shall be

determined by the Planning Division. All required screening shall be provided prior to occupancy.

10. The proposed storage racks adjacent to the east property line shall not exceed the height of the property line wall.
11. All exterior lighting, including landscape lighting, shall be directed downward and designed or shielded so as to not shine onto neighboring properties or streets. The applicant shall submit a final lighting plan including photometrics and drawings and/or manufacturer's specification sheets showing the size and types of light fixtures. The lighting plan shall be subject to the review and approval by the Director of Community Development prior to issuance of building permits for the project.
12. Prior approval from the Planning Division is required before any changes are made in site design, building design, grading, etc. In lieu of a PUD Development Plan modification, the Director of Community Development may authorize the design review process for minor building additions, site and landscape plan modifications, and/or grading/engineering modifications.
13. All trash and recycling refuse shall be contained completely within the approved trash and recycling enclosures. The materials and colors of the enclosures shall be consistent with plans shown in Exhibit B. The design and location of the trash and recycling enclosures shall be subject to the approval of the Director of Community Development, the Chief Building Official, and the Fire Chief. Trash and recycling containers shall be stored within the enclosures at all times, except when being unloaded. A recycling container(s) shall be provided within the enclosure. The recycling containers and enclosures shall be designed in a manner consistent with Pleasanton Garbage Service's recycling program in effect at the time of building permit issuance. The recycling containers shall be shown on the plans submitted for the issuance of a building permit.
14. All backflow prevention devices, above-ground irrigation controls, and above-ground irrigation meters shall be located and screened to minimize their visual impacts. These devices with their proposed screening shall be shown on the landscaping and utility plans submitted with the building permit plans, clearly marked "above ground" or "below ground" on the plans, and shall be subject to the review and approval of the Planning Division prior to their installation. If above ground, they shall be painted forest green or an equivalent dark-green color. Screens shall consist of berms, walls, or landscaping satisfactorily integrated into the landscape plan. Landscape screens shall include shrubbery designed by species and planting density to establish a complete screen within one year from the date of planting. Weather protection devices such as measures to protect pipes from freezing shall require approval by the Planning Division prior to use; at no time shall fabric or other material not designed and/or intended for this purpose be wrapped around or otherwise placed on these devices.
15. All heating, ventilation, and air conditioning (HVAC) equipment, satellite receiving stations, etc., shall be located within the building's roof-equipment wells, and shall project no higher than a horizontal plane defined by the top-edge of the equipment

screens/parapet walls unless otherwise approved by the Director of Community Development.

16. The location of any pad-mounted transformers shall be subject to approval by the Director of Community Development prior to issuance of permits by the Building and Safety Division. Such transformers shall be screened by landscaping or contained within an enclosure matching the building and with painted metal or wood gates. All transformers shall be shown on the plans submitted for issuance of building permits.
17. Prior to issuance of a building permit, the project developer shall pay the applicable Zone 7 and City connection fees and water meter cost for any water meters, including irrigation meters. Additionally, the project developer shall pay any applicable Dublin-San Ramon Services District (DSRSD) sewer permit fee.
18. The flat roof(s) of the building shall be a white cool roof(s) which are designed to reflect the heat of the sun away from the building, thus reducing its cooling load. Details of the cool roof shall be provided with the plans submitted for issuance of a building permit and shall be subject to the review and approval by the Director of Community Development.
19. The project shall comply with the current City/Pleasanton Garbage Service recycling and composting programs.
20. Final inspection by Planning Division is required prior to occupancy.
21. The building shall be constructed to allow for future installation of a Photovoltaic (PV) system. The project/building developer shall comply with the following requirements for making the buildings photovoltaic-ready:
 - a. Electrical conduit and cable pull strings shall be installed from the roof/attic area to the buildings main electrical panels;
 - b. An area shall be provided near the electrical panel for the installation of an "inverter" required to convert the direct current output from the photovoltaic panels to alternating current; and
 - c. Engineer the roof trusses to handle an additional load as determined by a structural engineer, to accommodate the additional weight of a prototypical photovoltaic system beyond that anticipated for roofing.

These measures shall be shown on plans submitted for issuance of a building permit.

22. The applicant shall prepare a Construction Best Management Plan for each construction phase for review and approval by the Community Development Director. The Construction Best Management Plan shall be approved prior to issuance of a building permit and shall include, but is not limited to, the following:
 - a. A construction staging plan shall be designated for all materials, equipment, and vehicles including parking for construction works and personnel.

- b. A construction truck route shall be designated to keep all construction traffic away from nearby residential streets. Prior to construction, the construction traffic route, construction hours, and contact names and telephone numbers shall be posted on the driveway entrances, throughout the construction site, and in any construction trailer(s).
- c. Comprehensive traffic control measures shall be implemented, including scheduling of major truck trips and deliveries, to avoid peak travel hours. If necessary, as determined by the City Traffic Engineer, proper lane closure procedures such as flagger stations, signage, cones, and other warning devices shall be implemented during construction.
- d. The haul route for all materials to and from this development shall be approved by the City Engineer prior to the issuance of a permit, and shall include the provision to monitor the street surfaces used for the haul route so that any damage and debris attributable to the haul trucks is identified and corrected at the expense of the project applicant or developer.
- e. All internal combustion engines used for grading or construction shall be equipped with a muffler equal to or better than that supplied by the vehicle manufacturer. All equipment shall be maintained in good mechanical condition so as to minimize noise and air pollution from a faulty engine, drive train, or other components. No muffler or exhaust system shall be equipped with cutout, bypass, or similar device intended to thwart quieting.
- f. Dust control best management practices, as approved by the City Engineer, shall be followed at all times during grading and construction operations. Such measures may include watering of exposed surfaces twice a day, and more frequent watering when wind speeds exceed 15 mph; covering of stockpiled earth; and covering of trucks hauling dirt if windy conditions prevail. Failure to keep dust under control may result in the stoppage of all work until a modified plan acceptable to the City Engineer is approved and implemented.
- g. Except for security trailers staffed by licensed security personnel, at no time shall campers, trailers, motor homes, or any other vehicle be used as living or sleeping quarters on the construction site. All such vehicles shall be removed from the site at the end of each workday. Construction trailers shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.

Landscape Architecture Division

- 23. The developer shall comply with the recommendations of the Arborist Report dated September 5, 2017, on file with the Planning Division. Details of the recommendations shall be submitted in conjunction with the plans submitted for issuance of building permits and shall be subject to review and approval by the Director of Community Development prior to issuance of building permits for the project.

24. The final landscape and irrigation plan shall be revised to remove the cobble underneath all existing oak trees along. The final ground material shall be reviewed and approved by the City Landscape Architect.
25. A final landscape plan and irrigation plan shall be submitted to and approved by the Director of Community Development as part of the building permit plans prior to issuance of a building permit. Said landscape and irrigation plan shall be consistent with the approved landscape plan plus any conditions of approval, and shall be detailed in terms of species, location, size, quantities, and spacing. Plant species shall be of a drought-tolerant nature with an irrigation system that maximizes water conservation throughout the development (e.g., drip system). The irrigation system shall meet all requirements for compatibility with recycled water supply per City of Pleasanton Recycled Water Standards.
26. The project developer shall post cash, letter of credit, or other security satisfactory to the Director of Community Development in the amount of \$5,000 for each tree required to be preserved (including the City street trees along the project frontage), up to a maximum of \$25,000. This cash bond or security shall be retained for one year following completion of construction and shall be forfeited if the trees are destroyed or substantially damaged. No trees shall be removed other than those specifically designated for removal on the approved plans.
27. All trees used in landscaping shall be a minimum of twenty-four (24) inch box-size and all shrubs shall be a minimum of five (5) gallons.
28. The project shall comply with the City of Pleasanton's Water Efficient Landscape Ordinance (PWELo). Per Section 492.3 of PWELo, prior to issuance of a building permit, the applicant shall submit a Landscape Documentation Package in PDF format to the City's Landscape Architecture Division, which shall be subject to the review and approval of the City's Landscape Architect prior to issuance of a building permit. The Landscape Document Package shall include the following
 - a. Project information.
 - b. Water Efficient Landscape Worksheet.
 - c. Soil management report.
 - d. Landscape design plan.
 - e. Irrigation design plan; and
 - f. Grading design plan.
29. Per Section 492.9 of PWELo, upon completion of construction and prior to a final inspection by the Building and Safety Division, the applicant shall submit a Certificate of Completion in PDF format to the City's Landscape Architecture Division for review and approval. The Certificate of Completion shall include the following contents:
 - a. Part 1: Project information sheet.
 - b. Part 2: Certificate of installation according to the landscape documentation package.
 - c. Part 3: Irrigation scheduling.
 - d. Part 4: Schedule of irrigation landscape and irrigation maintenance.

- e. Part 5: Landscape irrigation audit report; and
 - f. Part 6: Soil management report (if not previously submitted).
30. The property owner is encouraged to use best management practices for the use of pesticides and herbicides.
 31. The project developer shall provide root control barriers and four inch perforated pipes for parking lot trees, street trees, and trees in planting areas less than ten feet in width, as determined necessary by the Director of Community Development at the time of review of the final landscape plans.
 32. Prior to occupancy, the landscape architect or landscape designer shall certify in writing to the Director of Community Development that the landscaping has been installed in accordance with the approved landscape and irrigation plans with respect to size, number, and species of plants and overall design concept.
 33. The following statements shall be printed on to the site, grading, and landscape plans where applicable to the satisfaction of the Director of Community Development prior to issuance of a building permit:
 - a. No existing tree may be trimmed or pruned without prior approval by the Director of Community Development.
 - b. No equipment may be stored within or beneath the driplines of the existing trees.
 - c. No oil, gasoline, chemicals, or other harmful materials shall be deposited or disposed within the dripline of the trees or in drainage channels, swales, or areas that may lead to the dripline.
 - d. No stockpiling/storage of fill, etc., shall take place underneath or within five feet of the dripline of the existing trees.
 34. Prior to issuance of a grading or building permit, the project developer shall install a temporary six-foot-tall chain-link fence (or other fence type acceptable to the Director of Community Development) outside of the existing tree drip lines, as shown on the plans. The fencing shall remain in place until final landscape inspection by the Department of Community Development. Removal of such fencing prior to that time may result in a "stop work order."
 35. The project developer shall enter into an agreement with the City, approved by the City Attorney, which guarantees that all landscaping included in this project as well as adjacent street trees will be maintained at all times in a manner consistent with the approved landscape plan for this development. Said agreement shall run with the land for the duration of the existence of the improvements located on the subject property.

Traffic Engineering Division

36. The walkway on the south side of the building shall be revised to be a minimum of 5-feet wide.
37. Prior to issuance of building permits, the applicant shall pay all required traffic impact fees as well as any remaining Traffic Impact Analysis balance.

Engineering Department

38. The applicant shall slurry seal the length and width of the driving vehicle lane that is being impacted by the installation of the new 8-inch diameter sewer main along Santa Rita Road. This shall be depicted in the plans submitted for issuance of a building permit and is subject to review and approval by the City Engineer.
39. The applicant shall design DMA 5 without the 10-inch diameter storm drain bypass pipe for bioswale BMP 5, as shown in the preliminary stormwater quality control plan on sheet C5 in Exhibit B. The revision shall be a part of the plans submitted for issuance of a building permit and is subject to review and approval by the City Engineer.
40. The applicant shall install a new sewer manhole at the new 6-inch diameter sewer lateral connection point to the City sewer main. This shall be depicted in the plans submitted for issuance of a building permit and is subject to review and approval by the City Engineer.
41. The applicant shall install a new sewer manhole where the new 8-inch diameter sewer main connects to the existing city sewer main along Santa Rita Road. This shall be depicted in the plans submitted for issuance of a building permit and is subject to review and approval by the City Engineer.
42. The applicant shall install catch basin inserts (5 millimeter mesh screens) for trash capture, approved by the State Water Resources Control Board, on all bioswale overflow outlet risers. This shall be depicted in the plans submitted for issuance of a building permit and is subject to review and approval by the City Engineer.
43. The applicant shall abandon all unused utility stubs in compliance with the latest City standards. This shall be depicted in the plans submitted for issuance of a building permit and is subject to review and approval by the City Engineer.
44. The applicant shall submit potable water, storm sewer, and sanitary sewer demand calculations to the City for review and acceptance. The calculations shall be provided with the plans submitted for issuance of a building permit and is subject to review and approval by the City Engineer.
45. The applicant shall repair the uneven sidewalk at the three locations located along the project frontage. The locations include a Pacific Bell Utility Box near an existing fire hydrant, uplifted sidewalk near the north side of southernmost driveway, and uplifted sidewalk near a street tree. This shall be depicted in the plans submitted for issuance of a building permit and is subject to review and approval by the City Engineer.
46. The applicant shall install one tree per tree well within the two existing tree wells that are missing trees along the sidewalk fronting the property. The size and species of the trees shall be subject to the City Landscape Architect's review and approval. This shall be depicted in the plans submitted for issuance of a building permit and is subject to review and approval by the City Engineer.

STANDARD CONDITIONS

Planning Division

47. The PUD development plan approval shall lapse two years from the effective date of approval unless a building permit is obtained and construction diligently pursued, or the City has approved a time extension.
48. The applicant shall implement the measures identified in the U.S. Green Building Council's (USGBC), "Leadership in Energy and Environmental Design (LEED)" rating system to achieve a "certified rating" in the design, construction, and operation of the project. The green building measures shall be shown on plans submitted to the Building and Safety Division for issuance of a building permit. Each point identified shall have a notation indicating the sheet where the point can be found, and each sheet shall note where the point is located. All proposed green building measures shall be shown throughout the plan set as determined by the Planning Division.
49. The permit plan check package will be accepted for submittal only after the ordinance approving the PUD development plan becomes effective, unless the project developer submits a signed statement acknowledging that the plan check fees may be forfeited in the event the ordinance is overturned or that the design has significantly changed. In no case will a permit be issued prior to the effective date of the ordinance.
50. To the extent permitted by law, the project applicant shall defend (with counsel reasonably acceptable to the City), indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents from and against any claim (including claims for attorneys fees), action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorneys fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.
51. The applicant must provide to the Director of Community Development a building height certification performed by a licensed land surveyor or civil engineer. Said certification must allow for the installation of finished roof materials and must meet the approved building height.
52. Planning Division approval is required before any changes are implemented in the site design, building design, grading, landscape material, lighting, etc., before construction begins and after construction is completed.
53. Alternative vehicle parking shall be provided in compliance with PMC Section 18.88.035.
54. Prior to issuance of a building permit, the developer shall pay the required commercial development school impact fee as prescribed by state law and as adopted by the Pleasanton Unified School District (PUSD). Written proof of compliance with this

condition shall be provided by Applicant to the City, on a form generated by the PUSD, prior to building permit issuance.

55. All demolition and construction activities, inspections, plan checking, material delivery, staff assignment or coordination, etc., shall be limited to the hours of 8 a.m. to 5 p.m., Monday through Saturday. No construction shall be allowed on State or Federal Holidays or Sundays. The Director of Community Development may allow earlier “start times” or later “stop times” for specific construction activities, e.g., concrete pouring. Prior to construction, the hours of construction shall be posted on site.
56. Portable toilets used during construction shall be emptied on a regular basis as necessary to prevent odor.
57. The project shall provide a minimum bicycle parking equivalent to 5-percent of the total number of vehicle parking spaces, with a maximum of 20 required bicycle parking spaces. Bicycle parking shall be shown on the building permit plans for review and approval by the Traffic Engineering Division prior to building permit submittal.
58. All bicycle racks shall comply with the following criteria:
 - a. Located in a visible and accessible location;
 - b. Support the frame of the bicycle and not just one wheel;
 - c. Allow the frame and one wheel to be located to the rack;
 - d. Allow the use of either a cable or U-shaped lock;
 - e. Be securely anchored;
 - f. Be usable by bikes with no kickstand; and
 - g. Be usable by a wide variety of sizes and types of bicycles.

Engineering Department

59. A “Conditions of Approval” checklist shall be completed and attached to all plan checks submitted for approval indicating that all conditions have been satisfied.
60. The project developer shall comply with the recommendations of the project’s geotechnical consultant. The project developer’s geotechnical consultant shall review and approve all foundation, retaining wall, and drainage geotechnical aspects of the final development plans to ensure that the recommendations have been properly incorporated into the development. The consultant shall certify by writing on the plans or as otherwise acceptable to the City Engineer that the final development plan is in conformance with the geotechnical report approved with the project.
61. The project developer shall arrange and pay for the geotechnical consultant to inspect and approve all foundation, retaining, and wall and drainage geotechnical aspects of project construction. The consultant shall be present on site during grading and excavation operations. The results of the inspections and the as-built conditions of the project shall be certified in writing by the geotechnical consultant for conformance to the approved plans and geotechnical report and submitted to the City Engineer for review and approval prior to occupancy.

62. All existing septic tanks or holding tanks shall be properly abandoned, pursuant to the requirements of the Alameda County Department of Health Services prior to the start of grading operations, unless specifically approved by the City Engineer.
63. The haul route for all materials to and from this development shall be approved by the City Engineer prior to the issuance of a permit, and shall address the need to schedule major truck trips and deliveries during off peak travel times, to avoid peak travel congestion. It shall also include the provision to monitor the street surfaces used for the haul route so that any damage and debris attributable to the haul trucks is identified and corrected at the expense of the project applicant or developer.
64. All dry utilities (electric power distribution, gas distribution, communication service, Cable television, street lights and any required alarm systems) required to serve existing or new development shall be installed in conduit, underground in a joint utility trench unless otherwise specifically approved by the City Engineer.
65. Any damage to existing street improvements during construction on the subject property shall be repaired to the satisfaction of the City Engineer at full expense to the project developer and includes but is not limited to slurry seal, overlay, restoration of landscaping and irrigation system, signing, striping, pavement marking or street reconstruction if deemed warranted by the City Engineer.
66. There shall be no direct roof leaders connected to the street gutter or storm drain system, unless otherwise approved by the City Engineer.
67. The project developer and/or the project developer's contractor(s) shall obtain an encroachment permit from the City Engineer prior to moving any construction equipment onto the site.
68. The project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and drainage control measures, including concrete-lined V-ditches, to protect all cut and fill slopes from surface water overflow. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of a subdivision grading permit.
69. The project developer shall include erosion control measures on the final grading plan, subject to the approval of the City Engineer. The project developer is responsible for ensuring that the contractor is aware of such measures. All cut and fill slopes shall be revegetated and stabilized as soon as possible after completion of grading, in no case later than October 15. No grading shall occur between October 15 and April 15 unless approved erosion control measures are in place, subject to the approval of the City Engineer. Such measures shall be maintained until such time as a permanent landscaping is in place.
70. All existing drainage swales that are filled shall have subdrains installed unless otherwise approved by the City Engineer and the developer's soils engineer. All subdrains shall have cleanouts installed at the beginning of the pipe. The end of the pipe shall terminate in a storm drain or other storm drain outfall, subject to the approval

of the City Engineer. The applicant's engineer shall submit a final subdrain location map to the City Engineer prior to acceptance of the public improvements. It shall be the responsibility of the owner to relocate a subdrain if a subdrain is encountered during the excavation of any subsurface structure.

71. A detailed grading and drainage plan prepared by a licensed Civil Engineer including all supporting information and design criteria (including but not limited to any peer review comments), storm drain treatment calculations, hydromodification worksheets, etc., shall be submitted as part of the improvement plans.
72. The minimum grade for the gutter flowline shall be set at one percent where practical, but not less than 0.75% unless otherwise approved by the City Engineer.

Building and Safety Division

73. At the time of building permit plan submittal, the project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures to prevent stormwater runoff onto adjoining properties.
74. Prior to issuance of building or demolition permits, the applicant shall submit a waste management plan to the Building and Safety Division. The plan shall include the estimated composition and quantities of waste to be generated and indicate how the project developer intends to recycle at least 75 percent of the total job site construction and demolition waste measured by weight or volume. Proof of compliance shall be provided to the Chief Building Official prior to the issuance of a final building permit. During demolition and construction, the project developer shall mark all trash disposal bins "trash materials only" and all recycling bins "recycling materials only." The project developer shall contact Pleasanton Garbage Service for the disposal of all waste from the site.
75. The applicant and/or developer shall submit a pad elevation certification prepared by a licensed land surveyor or registered civil engineer to the Chief Building Official and Director of Community Development certifying that the pad elevation(s) and building location (setbacks) are pursuant to the approved plans, prior to receiving a foundation inspection for the structure.
76. The current State of California's Green Building Standards Code, "CAL Green," shall apply, as applicable.

Livermore-Pleasanton Fire Department (LPFD)

77. The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.
78. Prior to any construction framing, the project developer shall provide adequate fire protection facilities, including, but not limited to a water supply and water flow in conformance to the City's Fire Department Standards able to suppress a major fire.

79. All fire sprinkler system water flow and control valves shall be complete and serviceable prior to final inspection. Prior to the occupancy of a building having a fire alarm system, the Fire Department shall test and witness the operation of the fire alarm system.
80. All commercial, industrial, and multi-family residential occupancies shall have valve tamper and water flow connected to an Underwriters Laboratory (UL) listed Central Station Service. Fire Department plan check includes specifications, monitoring certificate(s), installation certificate and alarm company U.L. certificate. Fire alarm control panel and remote annunciation shall be at location(s) approved by the Fire Prevention Bureau. All systems shall be point identified by individual device and annunciated by device type and point.
81. A Hazardous Materials Declaration shall be provided for this tenant and/or use. The form shall be signed by the owner/manager of the company occupying the suite/space/building. No building permit will be issued until the Hazardous Materials Declaration is provided. The form is available through the permit center or from the LPFD Fire Prevention Bureau.
82. Should any operation or business activity involve the use, storage or handling of hazardous materials, the firm shall be responsible for contacting the LPFD prior to commencing operations. Please contact the Hazardous Materials Coordinator at 925/454-2361.
83. The proposed building(s) may have additional Fire Department requirements that can only be addressed by knowing the details of occupancy. These occupancy details shall be submitted to the Fire Department prior to submittal of construction plans to the Building Department. Details shall include but not be limited to the following:
 - a. Type of storage
 - b. Height of storage
 - c. Aisle spacing
 - d. Rack of bulk storage
 - e. Palletized storage
 - f. Type of occupancies within areas of the building(s)

Based on the information received, there may be additional requirements such as: smoke and heat venting, in-rack sprinklers, increases in sprinkler design criteria, draft curtains, etc.

84. Electrical conduit shall be provided to each fire protection system control valve including all valve(s) at the water connections. The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.
85. In industrial and commercial developments, fire hydrants shall be installed at spacing not greater than 300 feet. In residential development(s) hydrant spacing shall be at 400 feet.

86. On-site access ways and internal drives shall be designated as fire lanes and identified as such by red curb striping and posted with signs at locations approved by the Fire Department. Signs shall be according to state standards and read "No Parking - Fire Lane" and must be shown on the plans. The following schedule shall apply:

<u>Width</u>	<u>Requirements</u>
36 Feet or Greater	No Requirements
Between 28 and 36 Feet	Post one side
Between 20 and 28 feet	Post both sides
Less than 20 feet	Not permitted

<u>Aerial Ops - Width</u>	<u>Requirements</u>
42 Feet or Greater	No Requirements
Between 34 and 42 Feet	Post one side
Between 26 and 34 feet	Post both sides
Less than 26 feet	Not permitted

Where Fire Department vehicle access through or around a site involves changes in direction or curves, minimum-turning radius shall be as follows. Inside radius of 45 feet and outside radius of 55 feet shall be provided to facilitate fire truck turning radius for entry and exit from the site.

87. Dead-end access ways and internal drives shall not exceed 300 feet in length and shall terminate in turnaround no less than 100 feet in diameter or hammer-head (tee). Standards and options are available through the Fire Prevention Bureau.
88. Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12" high by 1" stroke. If building is located greater than 50 feet from street frontage, character size shall be 16" high by 1 ½" stroke minimum. Where multiple access is provided, address or tenant space number shall be provided on each access and/or warehouse door and character size shall be no less than 4" high by ¾" stroke. In all cases address numerals shall be of contrasting background and clearly visible in accordance with the Livermore-Pleasanton Fire Department Premises Identification Standards. This may warrant field verification and adjustments based upon topography, landscaping or other obstructions.
89. LPFD truck aerial access shall be provided at a distance between 15 and 30 feet of on side of the building.
90. Emergency Responder Radio Coverage shall be provided in accordance with section 510 of the Pleasanton Fire Code.

Community Development Department

91. The project applicant/developer shall submit a refundable cash bond for hazard and erosion control. The amount of this bond will be determined by the Director of Community Development. The cash bond will be retained by the City until all the permanent landscaping is installed for the development unless otherwise approved by the department.

92. The project developer shall pay any and all fees to which the property may be subject prior to issuance of permits. The type and amount of the fees shall be those in effect at the time the permit is issued.
93. If any prehistoric or historic artifacts, or other indication of cultural resources are found once the project construction is underway, all work must stop within 20 meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find prior to resuming groundbreaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of the State CEQA Guidelines. In the event of discovery or recognition of any human remains in any on-site location, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County coroner has determined, in accordance with any law concerning investigation of the circumstances, the manner and cause of death and has made recommendations concerning treatment and dispositions of the human remains to the person responsible for the excavation, or to his/her authorized representative. A similar note shall appear on the improvement plans.

CODE REQUIREMENTS

(Applicants/Developers are responsible for complying with all applicable Federal, State and City codes and regulations regardless of whether or not the requirements are part of this list. The following items are provided for the purpose of highlighting key requirements.)

Livermore-Pleasanton Fire Department (LFPD)

94. All construction shall conform to the requirements of the California Fire Code currently in effect, City of Pleasanton Building and Safety Division and City of Pleasanton Ordinance 2153. All required permits shall be obtained.
95. Automatic fire sprinklers shall be installed in all occupancies in accordance with City of Pleasanton Ordinance 2153. Installations shall conform to NFPA Pamphlet 13.
96. Fire alarm system shall be provided and installed in accordance with the CFC currently in effect, the City of Pleasanton Ordinance 2153 and 2002 NFPA 72 - National Fire Alarm Code. Notification appliances and manual fire alarm boxes shall be provided in all areas consistent with the definition of a notification zone (notification zones coincide with the smoke and fire zones of a building). Shop drawings shall be submitted for permit issuance in compliance with the CFC currently in effect.
97. City of Pleasanton Ordinance 2153 requires that all new occupancies be provided with an approved key box from the Knox Company as specified by the Fire Department. The applicant is responsible for obtaining approval for location and the number of boxes from the Fire Prevention Bureau. Information and application for Knox is available through their website or the Fire Prevention Bureau. Occupant shall be responsible for providing tenant space building access keys for insertion into the Knox Box prior to final inspection by the Fire Department. Keys shall have permanent marked tags identifying address and/or specific doors/areas accessible with said key.

98. Underground fire mains, fire hydrants and control valves shall be installed in conformance with the most recently adopted edition of NFPA Pamphlet 24, "Outside Protection."
- Fire flow and duration shall be provided in accordance with 2016 CFC Appendix B.
 - The underground pipeline contractor shall submit a minimum of three (3) sets of installation drawings to the Fire Department, Fire Prevention Bureau. The plans shall have the contractor's wet stamp indicating the California contractor license type, license number and must be signed. No underground pipeline inspections will be conducted prior to issuance of approved plans.
 - All underground fire protection work shall require a California contractor's license type as follows: C-16, C-34, C-36 or A.
 - All field-testing and inspection of piping joints shall be conducted prior to covering of any pipeline.

Building and Safety Division

99. The project developer shall submit a record of survey and a site development plan in accordance with the provisions of Chapter 18.68 of the Municipal Code of the City of Pleasanton. These plans shall be approved by the Chief Building Official prior to the issuance of a building permit. The site development plan shall include all required information to design and construct site, grading, paving, drainage, and utilities.

Urban Stormwater Conditions

The project shall comply with the NPDES Permit No. CAS612008, dated November 19, 2015, and amendments, issued the by California Regional Water Quality Control Board, San Francisco Bay Region, a copy of which is available at the Community Development Department, Public Works/Engineering section at City offices, Alameda County Clean Water Program and at State Water Board:

http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/index.shtml;

The project shall comply with the "Construction General Permit" as required by the San Francisco Bay Regional Water Quality Control Board:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml

A. Design Requirements

1. The NPDES Permit design requirements include, but are not limited to, the following:
 - a. Source control, sight design measures, and design and implementation of stormwater treatment measures are required when commercial, industrial or

- residential development creates and replaces 10,000 square feet or more of impervious surface, including roof area, streets and sidewalk.
- b. Hydro-modification standards are required when a new development or redevelopment project creates and replaces total impervious area of one acre or more.
 - c. The NPDES Permit requires a proactive Diazinon pollutant reduction plan (aka Pesticide Plan) to reduce or substitute pesticide use with less toxic alternatives.
 - d. The NPDES Permit requires complying with the Copper Pollutant Reduction Plan and the Mercury Pollutant Reduction Plan.
2. The following requirements shall be incorporated into the project:
- a. The project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures including bio-swales. Irrigated bio-swales shall be redesigned as needed to the satisfaction of the City Engineer to optimize the amount of the stormwater running off the paved surface that enters the bio-swale at its most upstream end. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of any building permits.
 - b. The project developer shall submit sizing design criteria to treat stormwater runoff and for hydromodification, if required, at the time of PUD plan submittal and an updated detailed copy of calculations with subsequent submittals.
 - c. Landscaping shall be designed to minimize irrigation and runoff, promote surface infiltration where appropriate and acceptable to the project soils engineer, and minimize the use of fertilizers and pesticides that can contribute to stormwater pollution.
 - I. Structures shall be designed to prohibit the occurrence and entry of pests into buildings, thus minimizing the need for pesticides.
 - II. Where feasible, landscaping shall be designed and operated to treat stormwater runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to water shall be specified. Soil shall be amended as required. (See planting guide line by Alameda County Clean Water Program.)
 - III. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment.
 - IV. Landscaping shall also comply with City of Pleasanton ordinances and policies regarding water conservation.
 - d. Trash areas, dumpsters and recycling containers shall be enclosed and roofed to prevent water run-on to the area and runoff from the area and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal. These areas shall not drain to the storm drain system, but to the sanitary sewer system and an area drain shall be installed in the enclosure area, providing a structural control such as an oil/water separator or sand filter. No other area shall drain into the trash

enclosure; a ridge or a berm shall be constructed to prevent such drainage if found necessary by the City Engineer/Chief Building Official. A sign shall be posted prohibiting the dumping of hazardous materials into the sanitary sewer. The project developer shall notify the Dublin-San Ramon Services District (DSRSD) upon installation of the sanitary connection; a copy of this notification shall be provided to the Planning Department.

- e. All paved outdoor storage areas shall be designed to minimize pollutant runoff. Bulk materials stored outdoors that may contribute to the pollution of stormwater runoff must be covered as deemed appropriate by the City Engineer/Chief Building Official and as required by the State Water Board.
- f. All metal roofs, if used, shall be finished with rust-inhibitive paint.
- g. Roof drains shall discharge and drain away from the building foundation. Ten percent of the stormwater flow shall drain to landscaped area or to an unpaved area wherever practicable.

B. Construction Requirements

The Construction General Permit's construction requirements include, but are not limited to, the following:

Construction activities (including other land-disturbing activities) that disturb one acre or more (including smaller sites that are part of a larger common plan of development) are regulated under the NPDES stormwater program. Operators of regulated construction sites are required to develop and implement a Stormwater Pollution Prevention Plan and to obtain a Construction General Permit (NOI) from the State Water Resources Control Board to discharge stormwater:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/finalconstperm.it.pdf

Stormwater

1. The project developer shall submit a Stormwater Pollution Prevention Plan (SWPPP) for review by the City Engineer/Chief Building Official prior to issuance of building or engineering permits. A reviewed copy of the SWPPP shall be available at the project site until engineering and building permits have been signed off by the inspection departments and all work is complete. A site specific SWPPP must be combined with proper and timely installation of the BMPs, thorough and frequent inspections, maintenance, and documentation. Failure to comply with the reviewed construction SWPPP may result in the issuance of correction notices, citations or stop work orders.
2. The amendments to the SWPPP and all the inspection forms shall be completed and available at the site for inspection by the city, county or state staff.
3. The project developer is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure, shall be included in the SWPPP and implemented as approved by the City.

- a. The project developer shall include erosion control/stormwater quality measures on the final grading plan which shall specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydroseeding, hay bales, sandbags, and siltation fences and are subject to the review and approval of the City Engineer/Chief Building Official. If no grading plan is required, necessary erosion control/stormwater quality measures shall be shown on the site plan submitted for an on-site permit, subject to the review and approval of the Building and Safety Division. The project developer is responsible for ensuring that the contractor is aware of and implements such measures.
- b. All cut and fill slopes shall be revegetated and stabilized after completion of grading, but in no case later than October 15. Hydroseeding shall be accomplished before September 15 and irrigated with a temporary irrigation system to ensure that the grasses are established before October 15. No grading shall occur between October 15 and April 15 unless approved erosion control/stormwater quality measures are in place, subject to the approval of City Engineer/Chief Building Official. Such measures shall be maintained until such time as permanent landscaping is in place.
- c. Gather all sorted construction debris on a regular basis, place it in the appropriate container for recycling, and empty at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater runoff pollution.
- d. Remove all dirt, gravel, rubbish, refuse, and green waste from the street pavement and storm drains adjoining the site. Limit construction access routes onto the site and place gravel on them. Do not drive vehicles and equipment off paved or graveled areas during wet weather. Broom sweep the street pavement adjoining the project site on a daily basis. Scrape caked-on mud and dirt from these areas before sweeping.
- e. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
- f. Create a contained and covered area on the site for the storage of cement, paints, oils, fertilizers, pesticides, or other materials used on the site that have the potential of being discharged into the storm drain system through being windblown or in the event of a material spill.
- g. Never clean machinery, equipment, tools, brushes, or rinse containers into a street, gutter, or storm drain.
- h. Ensure that concrete/gunite supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.

- i. Equipment fueling area: Use off-site fueling stations as much as possible. Where on-site fueling occurs, use designated areas away from the storm drainage facility, use secondary containment and spill rags when fueling, discourage “topping off” of fuel tanks, place a stockpile of absorbent material where it will be readily accessible, and check vehicles and equipment regularly for leaking oils and fuels. Dispose rags and absorbent materials promptly and properly.
- j. Concrete wash area: Locate wash out areas away from the storm drains and open ditches, construct a temporary pit large enough to store the liquid and solid waste, clean pit by allowing concrete to set, breaking up the concrete, then recycling or disposing of properly.
- k. Equipment and vehicle maintenance area: Use off-site repair shop as much as possible. For on-site maintenance, use designated areas away from the storm drainage facility. Always use secondary containment and keep stockpile of cleanup materials nearby. Regularly inspect vehicles and equipment for leaks and repair quickly or remove from the project site. Train employees on spill cleanup procedures.

C. Operation and Maintenance Requirements

The project shall comply with the operation and maintenance requirements of the NPDES Permit. All regulated projects (such as commercial, industrial, residential subdivision, mixed use, or public projects) that create and/or replace 10,000 square feet or more of impervious areas shall enter into a recorded Stormwater Operation and Maintenance (O&M) Agreement for treating stormwater runoff from the site in perpetuity. The agreement is required to be recorded at the Alameda County Recorder’s Office in a format approved by City.

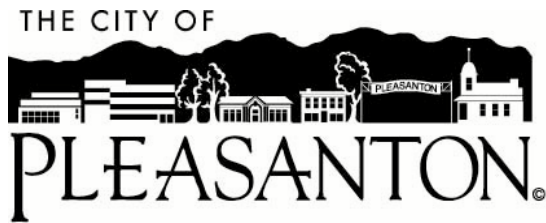
1. The Operation and Maintenance Agreement shall clarify that the property owner(s) of the site shall be responsible for the following in perpetuity:
 - a. Maintaining all private stormwater treatment measures on the project site.
 - b. Annually submitting a maintenance report to the City Operations Services Department, Utilities Division, addressing the implementation of the Operation and Maintenance Agreement requirements.

The preliminary signed/notarized stormwater Operation and Maintenance Agreement (O&M) shall be submitted to the Engineering Division prior to any construction permit is granted by the City of Pleasanton.

The final O&M is subject to review and approval of the City Engineer/City Attorney. Prior to recordation of the final O&M the following will be required: 1) All exhibits to the agreement should be updated to reflect stormwater devices’ as-built conditions, 2) Letter signed and stamped by the design consultant that all storm water treatment areas and hydro-modification control devices have been constructed in accordance with the approved design plans, 3) Joint inspection of stormwater treatment areas and hydro-modification devices by the City inspector and the project superintendent to verify the proper installation.

2. The Operation and Maintenance Agreement responsibilities shall include, but not be limited to the following:
 - a. Repainting text near the drain inlets to state “No Dumping – Drains to Bay.”
 - b. Ensuring maintenance of landscaping with minimal pesticide and fertilizer use.
 - c. Ensuring wastewater from industrial, commercial, and covered vehicle wash areas and equipment washing operations is not discharged to the storm drain system.
 - d. Ensuring no one is disposing of vehicle fluids, hazardous materials or rinse water from cleaning tools, equipment or parts into storm drains.
 - e. Cleaning all on-site storm drains at least twice a year with one cleaning immediately prior to the rainy season. The City may require additional cleanings.
 - f. Sweeping regularly but not less than once a month, driveways, sidewalks and paved areas to minimize the accumulation of litter and debris. Corners and hard to reach areas shall be swept manually. Debris from pressure washing shall be trapped and collected to prevent entry into the storm drain system. Wastewater containing any soap, cleaning agent or degreaser shall not be discharged into the storm drain.
 - g. Mowing and removing clippings from vegetated swales with grasses on a regular basis.

{ end }



**Planning Commission
Agenda Report**

December 13, 2017
Item 6.a.

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

STAFF RECOMMENDATION

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

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

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

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

EXECUTIVE SUMMARY

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

BACKGROUND

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

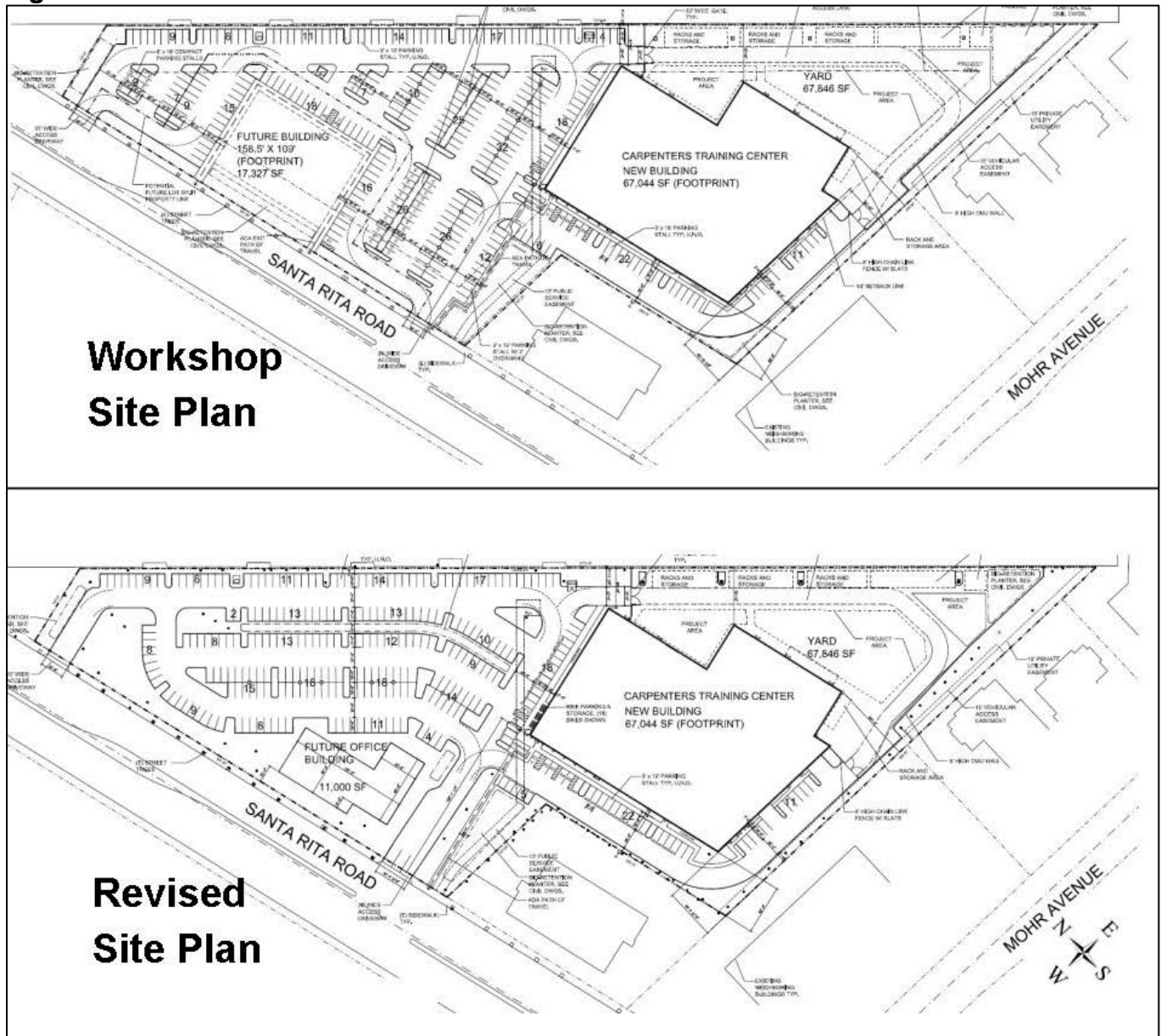
On March 1, 2017, the applicant submitted a Preliminary Review application for a PUD development plan application to demolish the existing CTC building and construct an approximately 87,000-square-foot two-story CTC building and outdoor training and storage yard and a pad for a future, approximately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

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

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

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

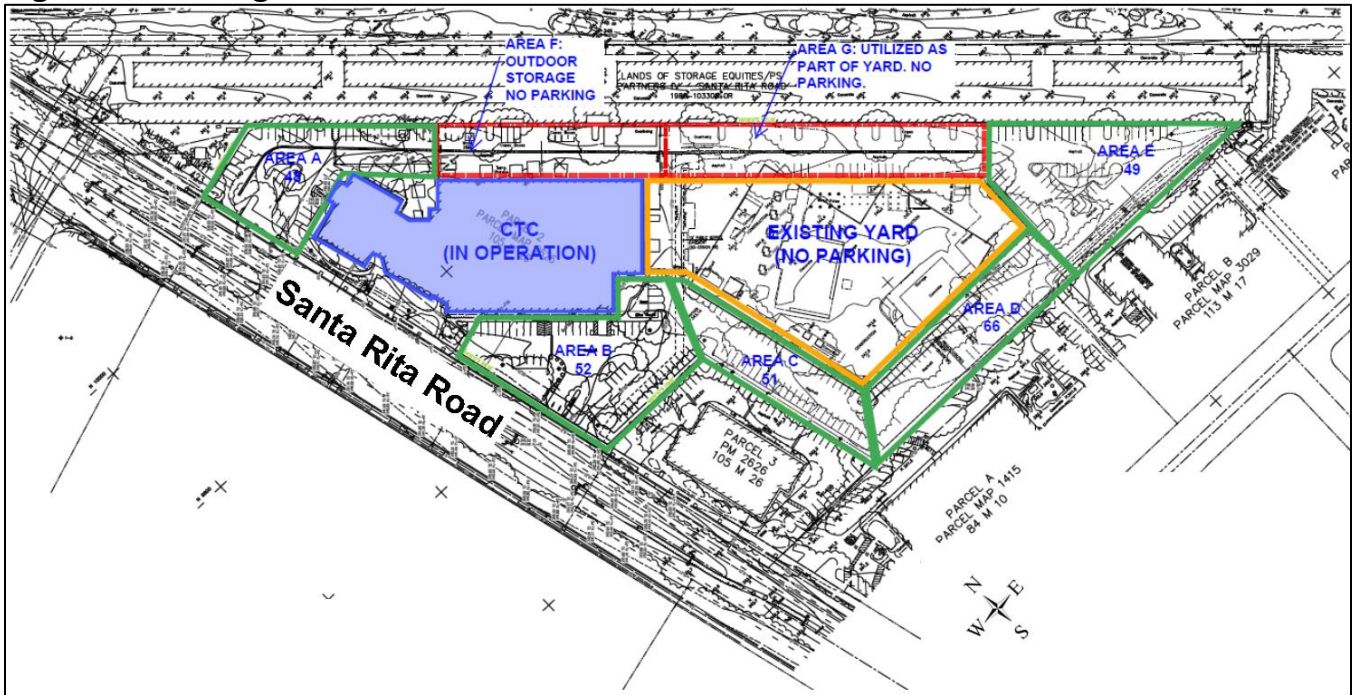
Figure 1: Old and New Site Plan



AREA AND SITE DESCRIPTION

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

Figure 2: Existing Site Area



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

Figure 3: Surrounding Land Uses

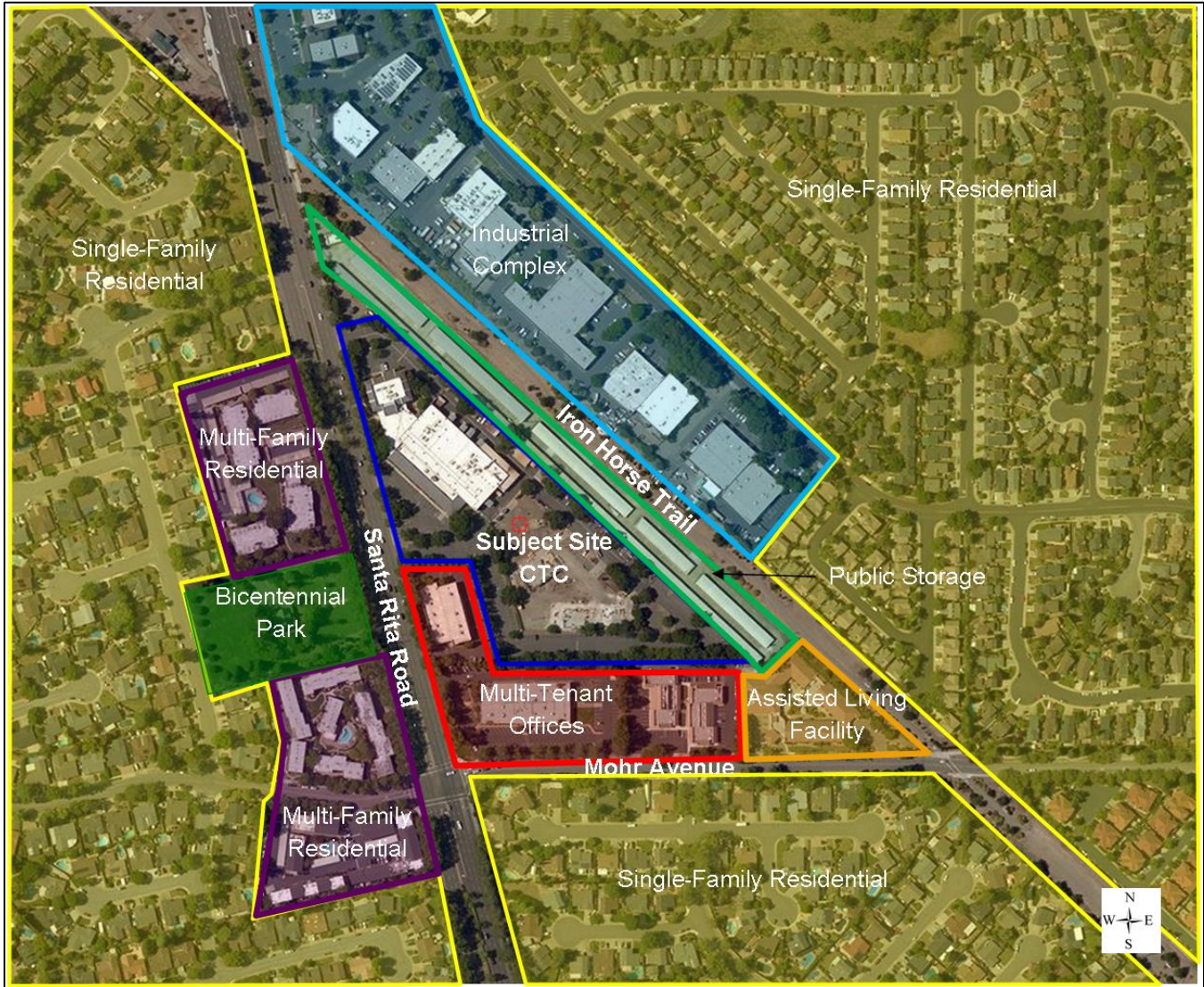


Figure 4: Surrounding Zoning

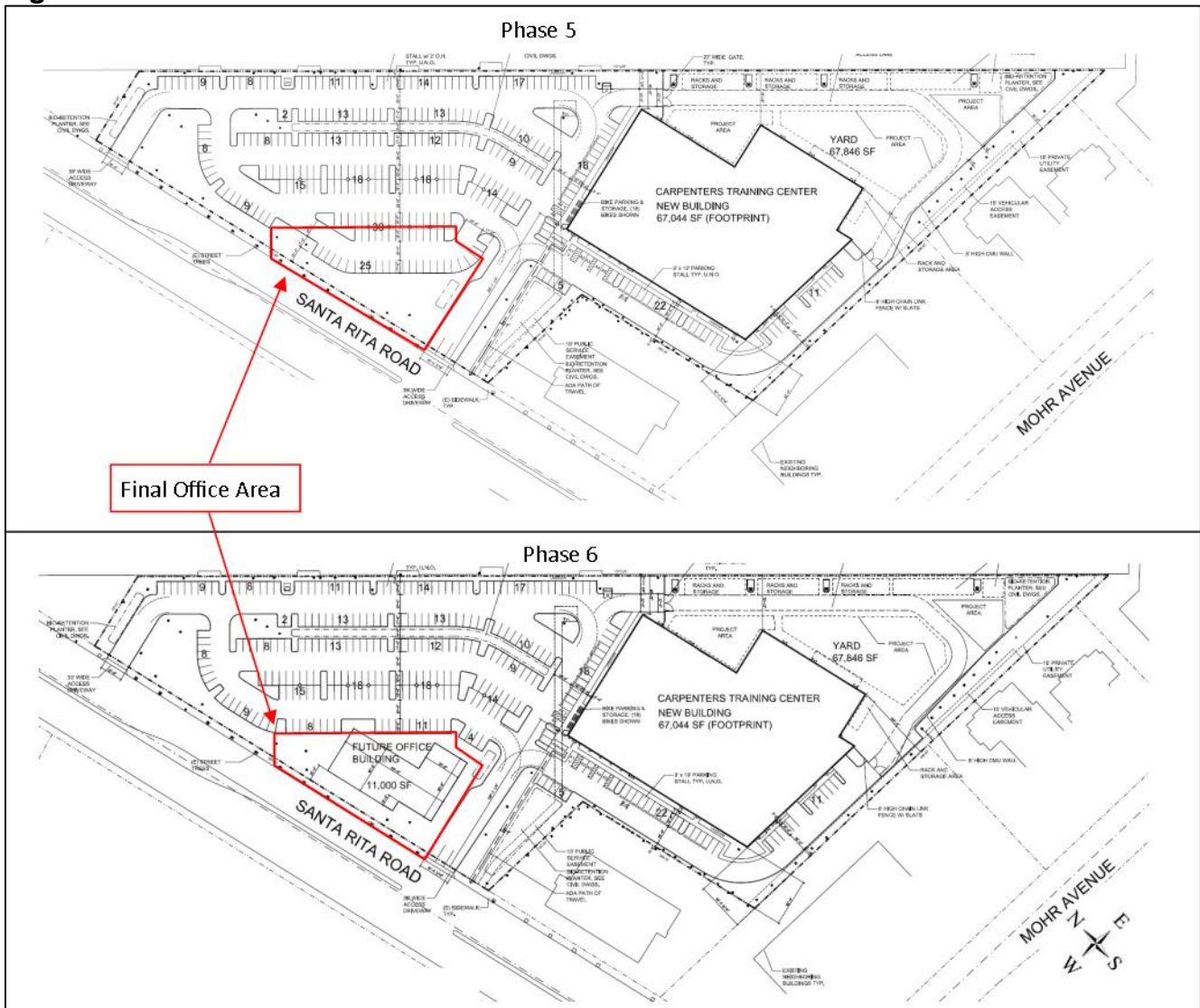


PROJECT DESCRIPTION AND ANALYSIS

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

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

Figure 5: Phase 5 and Phase 6 Site Plans



Land Use

Conformance with General Plan

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

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

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

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

Site Layout, Access and Circulation

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

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

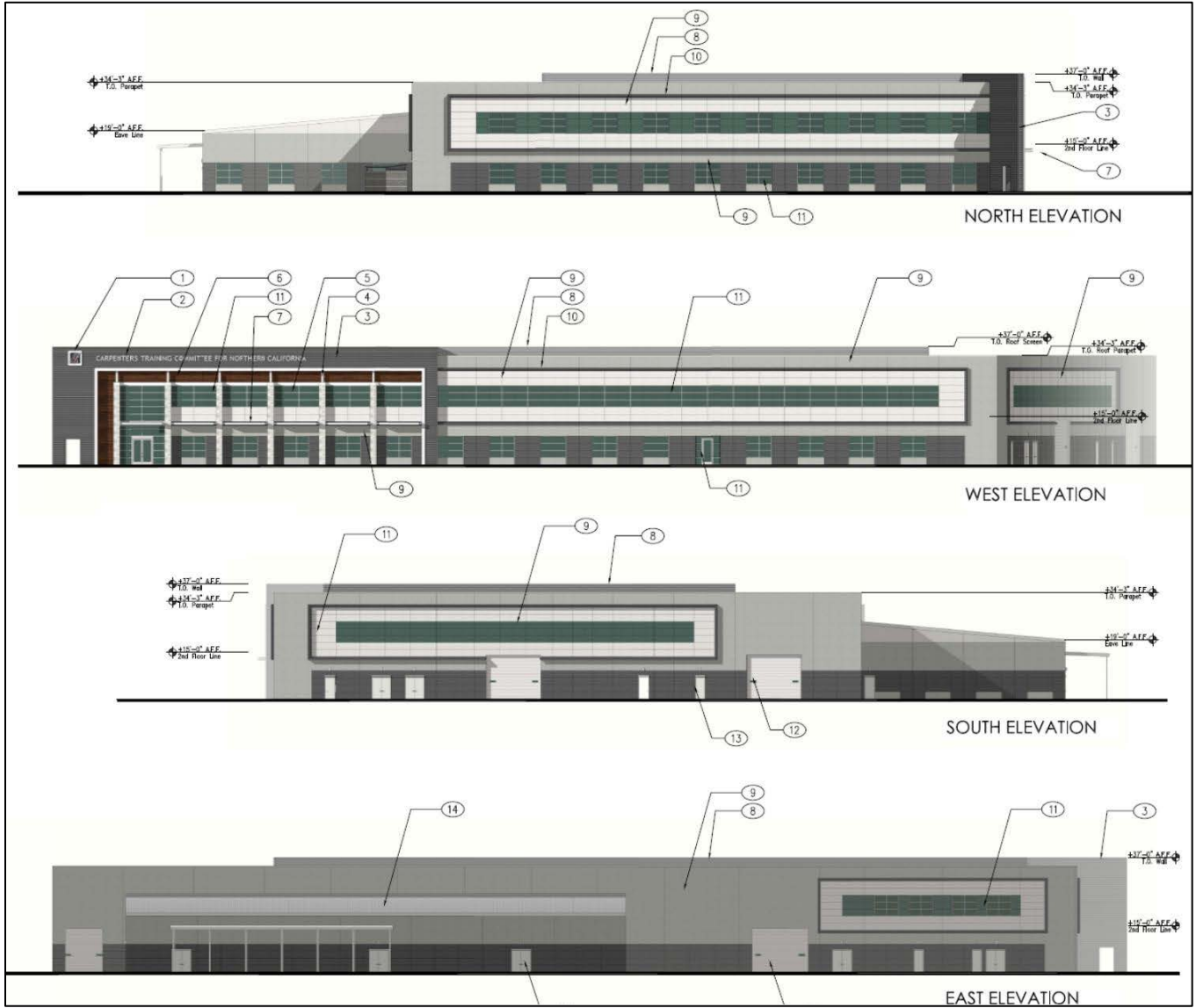
construct the office building, the on-site parking and circulation would be modified and, once complete, the site would include a total of 300 parking spaces to be shared between the CTC and the office building.

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

Architecture and Design

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

Figure 6: Elevations



CTC Floor Plan and Operations

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

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

Figure 7: Proposed Floor Plan



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

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

Table 1: Proposed Typical Weekly Schedule

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

Outdoor Operational Noise

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

Traffic Analysis and Parking

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

Off-site Traffic Impacts

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

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

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

On-site Access and Circulation

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

Parking

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

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

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

Table 2: Parking Analysis

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

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

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

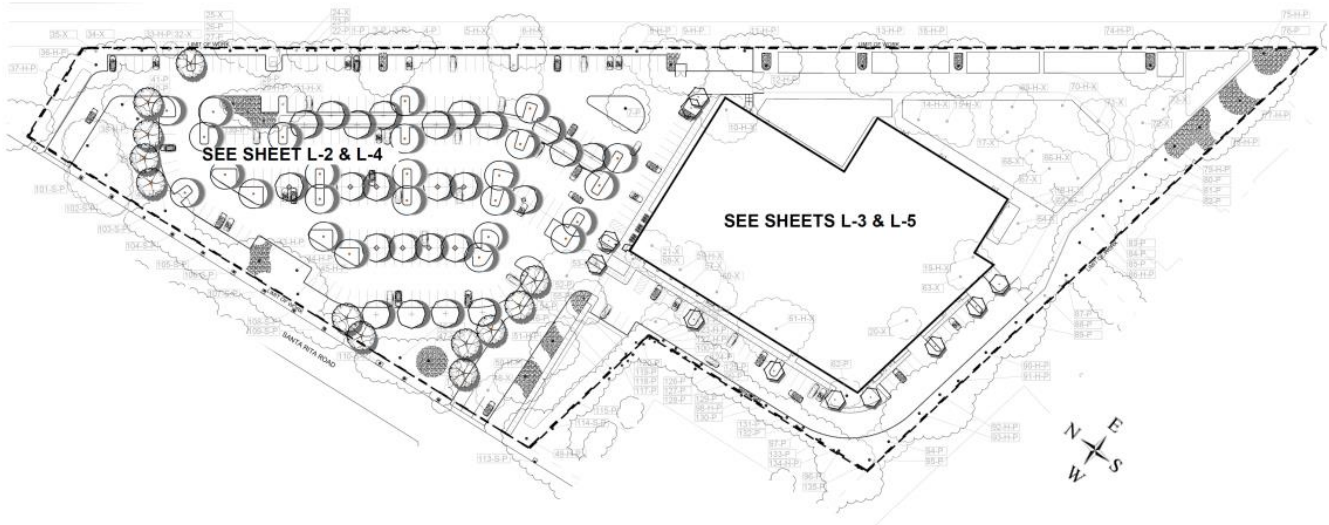
PMC requirement of 1 stall for every 300 square feet of building area. With an approximately 11,000-square-foot office building, 37 parking stalls would be required. Although the overall parking supply after the construction of the future office building would not meet the parking demand shown in Table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

Trees and Landscaping

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

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

Figure 8: Landscape Plan



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

Grading, Drainage, and Storm Water Runoff

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

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

Green Building Measures

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

Future Office Building

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

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

PROJECT SITE ALTERNATIVES

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

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

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

PROS/CONS

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

PUD CONSIDERATIONS

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

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

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

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

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

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

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

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

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

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

Therefore, staff believes this finding can be made.

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

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

Therefore, staff believes this finding can be made.

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

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

Therefore, staff believes this PUD finding can be made.

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

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

Therefore, staff believes this finding can be made.

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

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

Therefore, staff believes this finding can be made.

PUBLIC NOTICE

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

ENVIRONMENTAL ASSESSMENT

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

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

SUMMARY/CONCLUSION

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

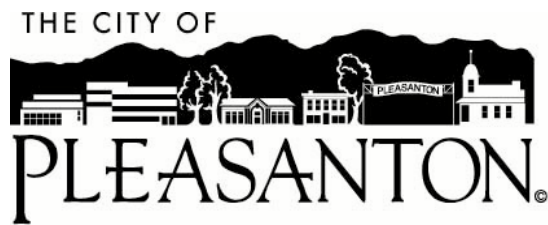
Primary Authors: Jennifer Hagen, Associate Planner, 925-931-5607 or jhagen@cityofpleasantonca.gov.

Reviewed/Approved By:

Steve Otto, Senior Planner

Melinda Denis, Interim Planning Manager

Gerry Beaudin, Director of Community Development



**Planning Commission
Agenda Report**

March 14, 2018
Item 6.b.

SUBJECT: PUD-125

**APPLICANT/
PROPERTY
OWNER:** Mark Taylor
Carpenters Training Trust Fund

PURPOSE: Application for Planned Unit Development (PUD) development plan to demolish an existing, approximately 68,000-square-foot building and construct an approximately 87,000-square-foot two-story Carpenter's Training Center (CTC) building and outdoor training and storage yard with associated site improvements. (Public Hearing continued from December 13, 2017)

LOCATION: 2350 Santa Rita Road

GENERAL PLAN: Retail/Highway/Service Commercial/Business and Professional Offices

ZONING: Planned Unit Development – Office/Central Commercial (PUD-O/C-C)
District

EXHIBITS:

- A. [Draft Resolution Recommending Denial](#)
- B. [Project Plans, Narrative, and Response to Planning Commission Comments dated "Received January 11, 2018"](#)
- C. [December 13, 2017, Planning Commission Agenda Report, including Exhibit A, Draft Conditions of Approval](#)
- D. [Minute Excerpt of the July, 26, 2017, and December 13, 2017, Planning Commission hearings](#)
- E. [Location and Notification Map](#)

STAFF RECOMMENDATION

Based in the issues raised within the agenda report, staff is recommending that the Planning Commission deny Case PUD-125 by taking the following actions:

1. Make the finding that not all PUD considerations for the proposed PUD development plan can be made as discussed in the agenda report; and
2. Adopt a resolution recommending denial of Case PUD-125, and forward the application to the City Council for public hearing and review.

EXECUTIVE SUMMARY

This item was previously heard by the Planning Commission on December 13, 2017. At the meeting the Commission directed the applicant to consider alternative phasing options to allow the building to be moved closer to the street and continued the hearing to a date uncertain. Since then the applicant has revised their plan to eliminate the office building from their proposal; however, no alternative site design or building location options have been submitted. The applicant is proposing to demolish the existing 67,619-square-foot Carpenter's Training Center (CTC) building and construct a new approximately 87,000-square-foot two-story building and outdoor training and storage yard with associated site improvements on an 8.13-acre lot located at 2350 Santa Rita Road. While the proposed building architecture is attractive and appropriate, in staff's view the site design and building location are undesirable, inconsistent, and incompatible with land use patterns and development in the area, and are inconsistent with the General Plan, the Pleasanton Municipal Code (PMC) and purposes of the PUD district.

BACKGROUND

In 1981, the City Council approved PUD-81-12 to allow for the construction of a combination office building and CTC, outdoor training yard, and 430 parking stalls. The CTC has continually been in operation at the subject location since that time. The property owner and applicant, Carpenters Training Trust Fund (CTTF), is a joint management-labor trust fund designated for the purpose of training apprentices and journeymen technicians in several construction-related fields. Approximately 2,000 of those apprentices will attend training at the Pleasanton facility.

Pre-Application

On March 1, 2017, the applicant submitted a Preliminary Review application for a PUD development plan application to demolish the existing Carpenter's Training Center (CTC) building and construct an approximately 87,000-square-foot two-story CTC building and outdoor training and storage yard, as well as a pad for a future, approximately 17,000-square-foot office building with associated site improvements on the subject site.

Formal Application & Planning Commission Workshop

Following receipt of initial comments on the preliminary application, a formal PUD application was submitted on May 10, 2017, which was presented to the Planning Commission at a workshop on July 26, followed by a formal public hearing on December 13, 2017. Throughout the review process, staff and the Planning Commission indicated support for the overall project to expand and update the existing CTC facility. However, concerns were expressed by both staff and the Planning Commission with regard to the proposed PUD site plan that called for placement of the new CTC building on the south part of site, with no certainty as to the construction timing of a future office building that would maintain a street fronting building presence on Santa Rita Road; as well as with regard to parking supply during construction phasing. Additional detail on the application submittal, and review of the project through the December public hearing, is provided in the December 13, 2017 agenda report, attached as Exhibit C.

Public Hearing #1

At the December 13, 2017 public hearing, staff recommended approval of the project based on the redesign of the future office building location and the inclusion of a condition of approval that required an enhanced streetscape, including the dedication of public art to be provided until the construction of the office building was constructed. While a less desirable solution

than constructing the CTC building at the north end of the site adjacent to Santa Rita Road, it was staff's view that this could, in the short-term, still create a positive street frontage along Santa Rita Road pending the construction of a future office building.

At the hearing, the Planning Commissioners expressed concern with the limited amount of parking at build-out as well as disappointment that no alternatives were studied or analyzed by the applicant that would construct the CTC closer to Santa Rita Road to provide the desired frontage and streetscape character consistent with adjacent businesses and buildings along Santa Rita Road.

The Commission discussed various alternatives to accomplish this goal and allow the CTC to be constructed closer to Santa Rita Road, including providing on-site modular classrooms to the rear of the property during construction. By a unanimous vote, the Planning Commission continued the public hearing, and directed the applicant to consider alternative phasing options to allow the CTC to be moved closer to the street. The December 13, 2017, Planning Commission agenda report and minutes are attached to this report as Exhibits C and D.

The applicant has submitted revised plans, narrative, and a written response to the Planning Commission's comments and concerns (Exhibit B). The revised plans eliminate the office building and add four compact parking stalls to increase the total number of parking spaces from 332 to 336. The applicant's communication also includes objections to the December 13, 2017, draft conditions of approval that required enhanced streetscape improvements along Santa Rita Road beyond those originally proposed, stating that they believe that conditions that the City may impose must be limited to any impacts created by the proposed project, and that open-ended "enhanced" street frontage requirements would not be justified. The revised plans do not include any other site changes or modifications, and no alternatives were provided that would move the CTC building closer to Santa Rita Road.

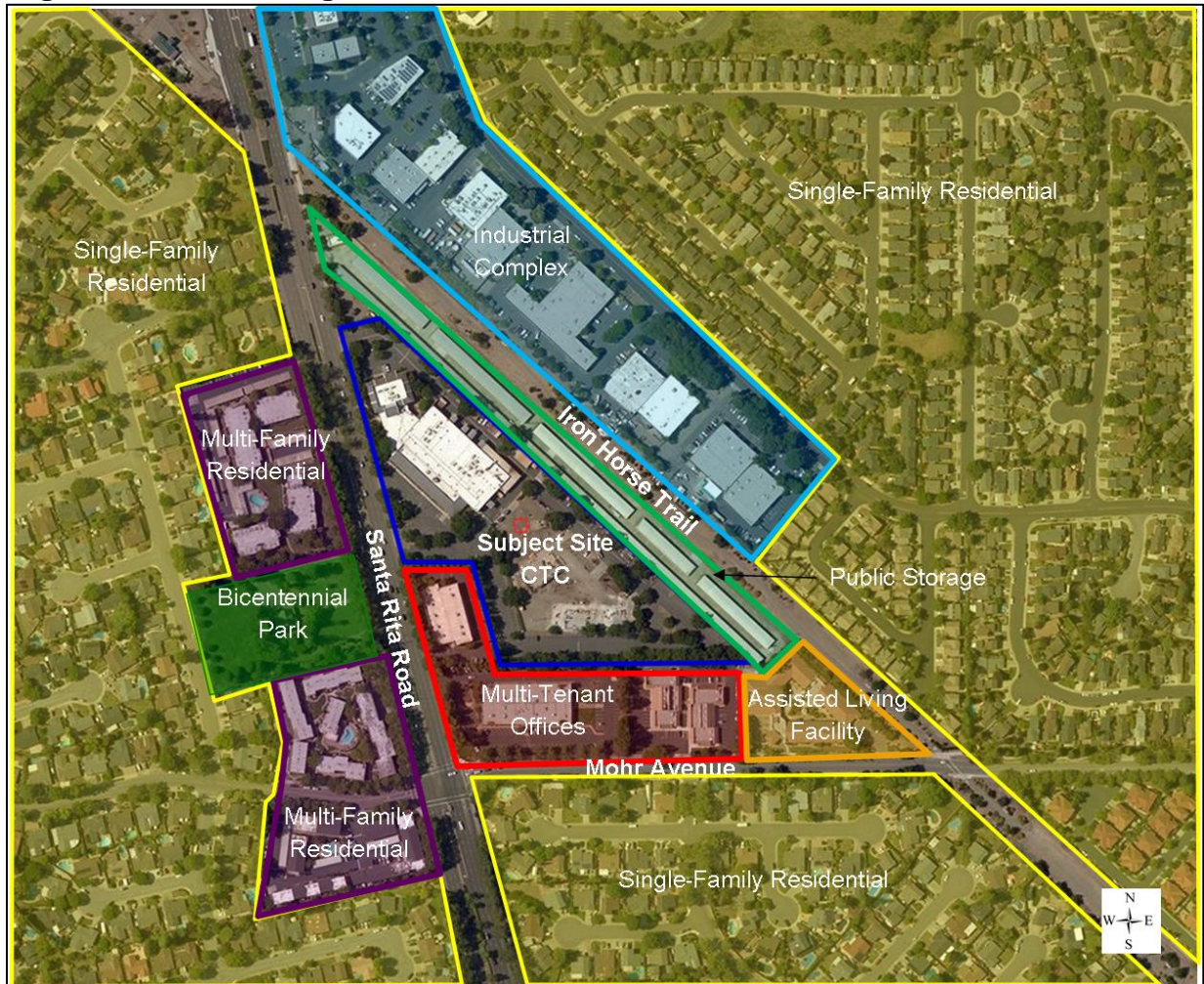
AREA AND SITE DESCRIPTION

This section summarizes information previously provided to the Planning Commission at the December public hearing; additional detail on the area and site is provided in the December 13, 2017 agenda report, included as Exhibit C.

The approximately 8.13-acre project site is currently developed with the existing CTC, including their administrative offices, classrooms and vocational training facility for various construction-related trades. The site has approximately 607 linear feet of street frontage along Santa Rita Road, with access provided by three driveways off Santa Rita Road.

The properties and land uses adjacent to and within the immediate vicinity of the site are shown in Figure 1.

Figure 1: Surrounding Land Uses



PROJECT DESCRIPTION

The project remains largely as previously proposed and reviewed by the Planning Commission in late 2017, including a proposal to demolish the existing 67,619-square-foot CTC building and construct an approximately 87,000-square-foot two-story CTC building with associated site improvements on an 8.13-acre lot. As shown below in Figure 2, the new building would be located towards the southern portion of the site, with parking occupying the majority of the northern part of the site that fronts Santa Rita Road. A proposed outdoor training and storage yard would be located in the east corner of the property, behind the CTC.

As noted, the project previously proposed creating a pad for an additional 17,000-square-foot office building on the northern portion of the property, to be developed at a future date. Since the December 13, 2017 public hearing the applicant has revised the project to eliminate the future office building from the plans. With the exception of this change and the addition of four compact parking stalls for a total of 336 stalls, no other changes to the project were made.

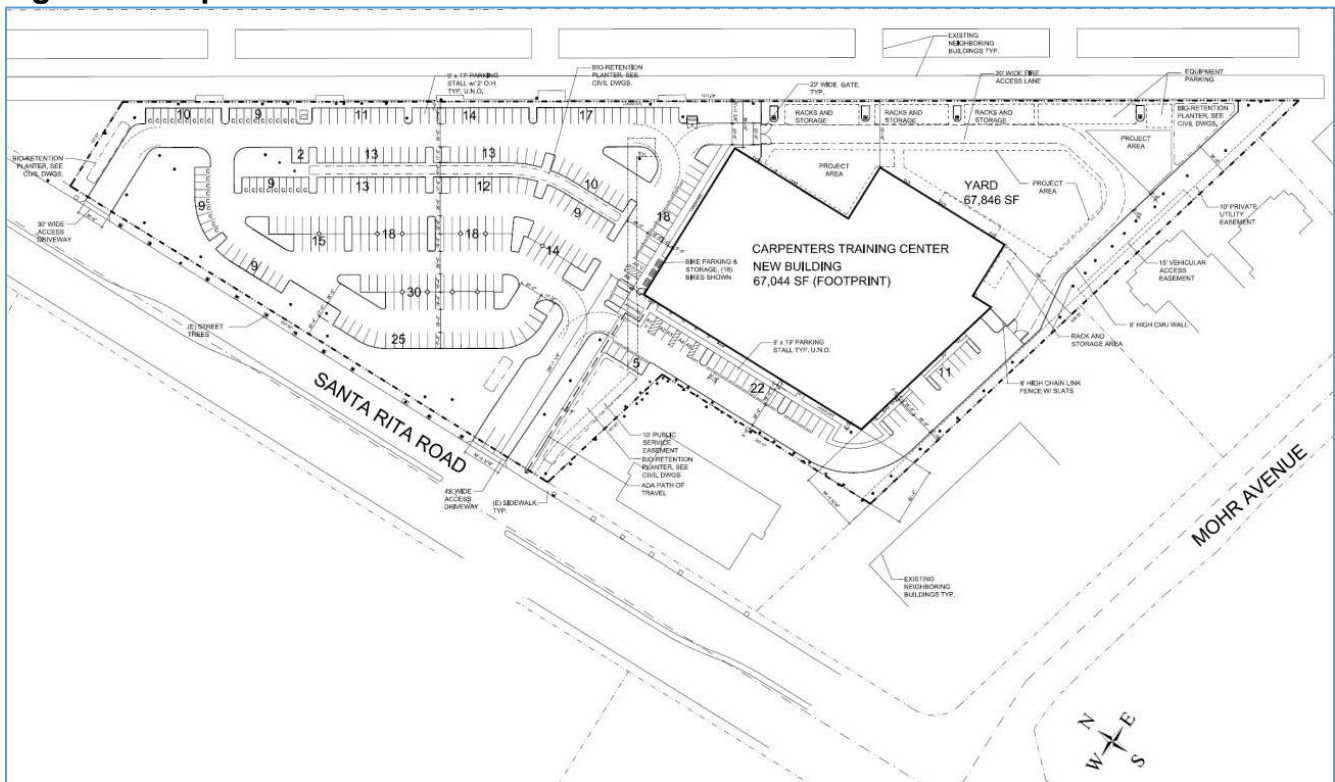
Once the CTC is complete, the site would include a total of 336 parking spaces. Parking stalls would include a mixture of standard stalls (300 spaces, 89 percent of total spaces) and compact stalls (36 spaces, 11 percent of total spaces). The applicant continues to request that the project be allowed to be constructed in phases to allow for the existing facility to remain in

operation while the new facility is under construction, following which operations would be moved to the new facility while the old building is demolished and the parking improvements are completed. The phased approach, allowing operations to continue in the existing building while the new building is constructed, creates on-site parking short-falls for the duration of the construction project. The attached December 13, 2017, Planning Commission agenda report (Exhibit C) presents a more thorough discussion of the project areas that have remained unchanged, which include the site layout; access; circulation, traffic, and parking; architecture and design; floor plan and operations; grading and drainage; and landscaping.

ANALYSIS

The following section provides further analysis of the project as revised and the outstanding areas of concern. It is staff’s recommendation that the Planning Commission recommend denial of the application, based on findings that the project as proposed would not be desirable, consistent, or compatible with land use patterns and development in the area, and therefore would be inconsistent with the General Plan, PMC, and purposes of the PUD district. The analysis below provides support for that recommendation.

Figure 2: Proposed Site Plan



General Plan and Municipal Code Conformance

The General Plan designates the subject property as “Retail/Highway/Service Commercial/Business and Professional Offices.” The proposed project would continue the existing use of the site with a commercial use that has been found to be consistent with this land use designation. However, the design of the project and particularly the manner in which the site would be redeveloped appears to be inconsistent with several policies of the City’s General Plan, including the General Plan’s smart growth policy, and, as designed would not be complimentary, consistent, or compatible with the character of other properties in the vicinity. In addition, the Zoning Ordinance of the Municipal Code (Section 18.04.101) sets forth

objectives for all projects to promote the public health, safety, peace, comfort, convenience, prosperity and general welfare. Staff believes that the project as proposed does not meet many of the objectives within this section.

Analysis of the project's conformance with relevant General Plan Goals, Programs, and Policies as well as conformance with relevant Municipal Code objectives is provided below.

General Plan – Land Use Element – Smart Growth: *Policies that integrate transportation and land-use decisions by encouraging more compact, mixed-use development within existing urban areas and that discourage dispersed, automobile-dependent development at the urban fringe make up the concept of smart growth. A main concept of smart growth is the decentralization of services so that people may access local services – retail, service industry, schools, recreation, etc. – through alternative modes of travel – i.e., walking, bicycling, and taking the bus. As a result, a land use pattern is established that is more fine-grained where public facilities, retail, and other commercial services are generally local, relatively small, and distributed throughout neighborhoods. Streets are designed to accommodate non-automobile traffic and are safer and slower than streets designed mainly to move automobile traffic or to transport people to larger, centralized services and businesses. Throughout its elements, this General Plan recognizes the importance of smart growth and incorporates its concepts – whenever reasonable and feasible – to help Pleasanton become more sustainable.*

Zoning – General Provisions of the PMC Section 18.04.101 are designed to achieve the following objectives:

- *To promote the stability of existing land uses that conform with the general plan and to protect them from inharmonious influences and harmful intrusions;*
- *To provide a precise guide for the physical development of the city in such a manner as to achieve progressively the arrangement of land uses depicted in the general plan adopted by the city council;*
- *To foster a harmonious, convenient, workable relationship among land uses.*

Analysis: While staff acknowledges the importance of locating key services and businesses such as the CTC along major arterial streets and highways, the City must also create consistent and compatible land use patterns and development that is consistent with the smart growth approach. As was reflected in the proposal, the existing CTC building would be demolished and replaced with a new building located in the southern portion of the site, set back approximately 225 feet from the front or western property line along Santa Rita Road, behind a building located on the adjacent property, and with the north part of the property along Santa Rita occupied by parking. This design, as currently proposed, would reflect a largely auto-oriented development that does not promote smart growth because it would not create a well-defined building edge that contributes to a fine-grained, pedestrian-oriented scale and environment.

With the elimination of the proposed office building, the new CTC would differ substantially from previously developed properties in the general vicinity and create inconsistent and incompatible land use patterns and development as shown in Figure 3. The existing CTC building is setback approximately 30 feet from Santa Rita Road, consistent with other adjacent

developments in the area. Except for Bicentennial Park, a city park that maintains a historic home (Century House) that is set back approximately 165-foot from Santa Rita Road; other properties in the vicinity maintain relatively small setbacks with limited parking between the buildings and the street.

Based on prior analysis and Planning Commission direction, staff has continued to encourage the applicant to move the CTC building adjacent to the street to provide a consistent and improved street presence and streetscape along Santa Rita Road. Within the applicant's response included within Exhibit B, the applicant has indicated that they have considered options to use temporary off-site facilities during construction but have found the option to add cost, time, and to be counter to the premise of their proposal. In addition they have considered using on-site portables during construction to allow for construction of the building towards Santa Rita Road but due to the nature of much of their training which requires specialty equipment and space, this option would not be feasible.

Figure 3: Setback Comparison



Staff believes that the proposed building location would not provide the continuous building presence that exists today along Santa Rita Road from Highway 580 extending to downtown. As redevelopment occurs along the Santa Rita Road corridor (and in other parts of our community), the City expects new projects to enhance the character of the existing streetscape using smart growth policies and relate to the pedestrian realm and public right-of-way in a manner that improves and upgrades current conditions. Setting the building back and placing significant parking in the area visible from the street is uncharacteristic of the Santa Rita Road

corridor, would reflect a worse, rather than improved condition over what exists today, and would be counter to many of the community's broader policy and design objectives. The applicant has attempted to address the building presence deficiency by retaining the existing trees along Santa Rita Road and installing interior parking lot trees, but has indicated that any additional enhanced landscaping or public art along Santa Rita Road is not justified and would be not provided. Although additional landscaping is always encouraged, it does not provide the same or consistent presence as would be provided by a structure or building along Santa Rita Road. Staff believes that the proposed site layout would present an overly auto-oriented character along the corridor, replacing the existing street-fronting CTC building with an expanse of parking that would not be an improvement over the existing condition.

General Plan – Community Character Element Policy 15:

- *Encourage new commercial area development and redevelopment, including stand-alone retail buildings, restaurants, and hotels, to incorporate attractive architectural and site-design features.*

Zoning – General Provisions of the PMC Section 18.04.101 are designed to achieve the following objective:

- *To safeguard and enhance the appearance of the city.*

Analysis: While the proposed CTC building has been designed with attractive architecture, the site design features are not consistent with the community's broader policy and design objectives to provide a consistent streetscape and building presence along Santa Rita Road, discourage auto-oriented development patterns, and provide an orientation and connectivity towards pedestrian facilities and transit. The proposed building will not enhance the existing street and curb appeal along Santa Rita Road due to the proposed location and in staff's opinion will be a downgrade from the current site design. Staff believes that the existing building and site design is more appropriate and provides a better appearance than the proposed parking lot and building setback 225 feet from the street. As proposed, the development appears auto-oriented and lacks curb appeal and will not enhance the appearance of the city.

General Plan – Community Character Element Program 15.3: Require developers to include the following features, as feasible, in the development of new and the redevelopment of existing commercial areas:

- *Pedestrian amenities such as landscaping, benches, trellises, fountains, public art, and attractive lighting*
- *Orientation of buildings to transit facilities, where applicable*

Zoning – General Provisions of the PMC Section 18.04.101 are designed to achieve the following objective:

- *To insure that public and private lands ultimately are used for the purposes which are most appropriate and most beneficial from the standpoint of the city as a whole.*

Analysis: As proposed, the new development does not provide any pedestrian amenities or enhanced landscaping along Santa Rita Road. Although the applicant is retaining the majority of the street trees, they have indicated that from their perspective additional landscaping or public art along Santa Rita Road is not justified and would be not provided. In addition, the proposed development is auto-oriented and does not align or position the building adjacent to the street or transit facilities. Setting buildings back to allow for significant parking that is visible from the street is counter to many of the community's broader policy and design objectives. For example, the recently adopted Bicycle and Pedestrian Master Plan includes Santa Rita Road as the second highest priority corridor for future improvements, but auto-oriented development along the corridor would not promote walking or bicycling in a complementary way.

The project as proposed is not consistent with the above-noted goals, policies, and programs of the General Plan. The project is located along Santa Rita Road, a main city thoroughfare, and does not meet the community's broader policy and design objectives to provide a consistent street-scape and building presence along Santa Rita Road or promote smart growth. The proposed development is not consistent or appropriate for the subject site and will not be an improvement or beneficial from the standpoint of the city as a whole.

Community Character Element Policy 22: Encourage the installation of public art in residential and commercial developments

Community Character Element Program 22.1: In new developments, encourage project applicants to work with the City's Planning Department and Civic Arts Commission on the installation of art visible from public rights-of-way.

Analysis: As previously proposed, draft conditions of approval required the applicant to include an enhanced streetscape to include public art along Santa Rita Road, consistent with the General Plan goals and policies stated in the Community Character Element. Although not ideal, in staff's view this would help to create a more positive street frontage along Santa Rita Road, consistent with previously-reference General Plan policies. The applicant has indicated that they believe that the condition as written was open-ended and that they would not support its inclusion or provide additional enhanced landscaping or public art (beyond typical requirements) along Santa Rita Road. As currently proposed, the CTC does not promote the installation of public art or provide similar amenities visible from the public right-of-way, and is not consistent with the above-noted policy and program.

Traffic Analysis and Parking

A Traffic Impact Analysis (TIA), was completed for the project in October 2017, which looked at the project as originally proposed, including the 87,000-square-foot CTC with a separate 17,327-square-foot office building. A supplemental parking analysis was also prepared which looked at the revised site plan and construction of only the CTC building as currently proposed. The attached December 13, 2017, Planning Commission agenda report (Exhibit C) presents a more thorough discussion of the TIA including off-site traffic impacts and on-site access and circulation. Overall the study recommended modifications to the on-site access and circulation which have been made and concluded the project would have no significant level of service impacts at the signalized study intersections under near-term or buildout conditions with or without the project. It also concluded that during all construction phases the on-site parking proposed would not be adequate to serve the proposed needs of the CTC.

Parking

Parking analysis conducted for the project as part of the TIA found that the parking at completion of all construction for the CTC would be four parking spaces short. Based on this analysis and direction from the Planning Commission the applicant has revised the project proposal to include four more compact parking stalls, which would increase the total number of parking spaces at the end of construction from 332 to 336. Parking demand for the CTC is based on surveys (parking counts) conducted Wednesday, August 2, and Thursday, August 3, 2017, at the subject site. On the two days surveyed, the peak parking accumulation observed was 162 occupied parking spaces on-site and on-street fronting the site. On the surveyed days, the student enrollment was 122 students/apprentices. Accordingly, the peak parking demand ratio for the CTC derived from the parking survey was 1.33 occupied spaces per enrolled student. When designing for parking, the consultant suggested the parking supply requirement should be calculated at a rate 10 percent higher than the maximum existing surveyed demand, resulting in an effective design parking ratio of 1.46 parking spaces per enrolled student. Table 1 below shows the parking supply and surplus or deficit for each project phase, based on this ratio.

Table 1: Parking Analysis

Construction Phase	Students	Parking Required (1.46 ratio)	Proposed Supply	Surplus (Deficit)
Existing	145	212	266	54
1	145	212	130	(82)
2	145	212	180	(32)
3.1	207	302	242	(60)
3.2	230	336	269	(37)
4-5	230	336	336	0

As shown in the table, there is projected to be a deficit of parking at all phases when the project is under construction, although ultimately the project will provide 336 spaces, which staff agrees would be sufficient to serve the needs of the CTC. To address the projected shortfall of parking during various construction phases, the applicant has indicated they will obtain off-site parking agreements at alternate locations; however no off-site locations have been presented at this time. Staff is concerned that the large number of off-site parking spaces that will be required during construction (between 37 and 82 spaces, depending on the phase) may be problematic and/or may not allow the CTC to operate at full capacity during construction. While the City may approve temporary shared use of off-site parking, any off-site location must be able to show that there is excess parking capacity for the duration of the proposed leasing period. Staff is unaware of any such properties in the general area, which would need to be within a convenient walking distance (a quarter mile or less) of the CTC unless alternative modes of transportation are provided. If the PUD were to be approved, staff would require condition(s) related to securing off-site parking agreements prior to issuance of building permits and require all agreements to be reviewed and approved by the Director of Community Development.

PLANNED UNIT DEVELOPMENT CONSIDERATIONS

Section 18.68.110 of the Pleasanton Municipal Code sets forth purposes of the Planned Unit Development (PUD) District and seven separate considerations to be addressed in reviewing a PUD development plan. These purposes and considerations are set forth in the Draft Resolution included as Exhibit A, and include whether the plan would be in conformance with

the City General Plan, in the best interest of public health, safety and general welfare, and whether the plan would be compatible with developed properties in the vicinity. As described in Exhibit A, and based on the information and analysis provided in this Agenda Report, staff believes the project would not meet several of those considerations and that the requisite finding for approval of the PUD Development Plan cannot be made. Therefore it is staff's recommendation that the Planning Commission recommend denial of the proposed PUD plan.

PUBLIC NOTICE

Notice of this application was sent to all property owners and tenants/occupants in Pleasanton within 1,000 feet of the site as shown in Exhibit E. At the time of report publication, staff received no public comments. Any public comments received after publication of this report will be forwarded to the Commission.

ENVIRONMENTAL ASSESSMENT

The proposed project is consistent with the development density established within the Pleasanton 2005-2025 General Plan and associated Environmental Impact Report (EIR) which was adopted and certified in July 2009. From environmental review pursuant to the California Environmental Quality Act Guidelines, Section 15183, Projects Consistent with a Community Plan, General Plan, or Zoning, additional environment review is not required except as necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. The project involves the re-development of an existing developed property, including replacement of existing buildings and parking areas with new and reconfigured buildings and parking. A Traffic Impact Analysis and Noise Assessment were prepared for the project and determined the new CTC and expanded operations would not create any significant effects peculiar to the project on- or off-site, or create new or substantially greater impacts compared to those associated with the existing uses on the property. Therefore, no further environmental review is required.

ALTERNATIVES

As described above, it is staff's recommendation that the Planning Commission adopt the attached Resolution, recommending the City Council deny Case PUD-125, based on the findings outlined in the resolution and analysis in this Agenda Report. However, the following alternative may be considered by the Planning Commission:

1. Recommend the City Council approve PUD-125, reflecting the site plan presented by the applicant and dated January 11, 2018, or with modifications, subject to Conditions of Approval. Since staff has not prepared a Resolution for approval of the project in its current form, it would be necessary to continue the hearing, in order for the resolution and conditions to be drafted.

SUMMARY/CONCLUSION

Staff is supportive of the CTC's continued use of this site and its expansion to accommodate the growing needs of the organization's vocational training functions and administration in Pleasanton. While the proposed building architecture is attractive and appropriate, in staff's view the site design and building location appear undesirable, inconsistent, and incompatible land use pattern with development in the area, and inconsistent with the General Plan and purposes of the PUD district. As documented in this agenda report and record of prior meetings and communication with the applicant, staff and the Planning Commission have

continuously held the position that the CTC building should be placed closer to Santa Rita Road, similar to the existing building, in order to maintain and reinforce a consistent and harmonious streetscape along Santa Rita Road, in-line with the existing and previously developed properties in the vicinity. The applicant is unwilling to make such a change to the project. Therefore, staff recommends the Planning Commission recommend the City Council deny Case PUD-125.

Primary Authors: Jennifer Hagen, Associate Planner, 925-931-5607 or jhagen@cityofpleasantonca.gov.

Reviewed/Approved By:

Steve Otto, Senior Planner

Ellen Clark, Planning Manager

Gerry Beaudin, Director of Community Development

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

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

Associate Planner Jennifer Hagen presented the agenda report.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commissioner Ritter questioned alternatives and deficiencies in parking during phases.

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

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

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

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

THE PUBLIC HEARING WAS OPENED.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

THE PUBLIC HEARING WAS CLOSED.

BREAK

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commissioner Nagler seconded the motion.

ROLL CALL VOTE:

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

PUD-125, Carpenter's Training Center

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

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

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

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

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

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

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

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

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

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

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

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

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

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

THE PUBLIC HEARING WAS OPENED.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Guest answered there were no comparable layouts.

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

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

THE PUBLIC HEARING WAS CLOSED.

Discussion Point #1

What refinements to the site plan could improve the project?

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

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

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

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

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

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

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

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

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

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

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

The Commission unanimously agreed with Commissioner Allen's comment.

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

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

Discussion Point #2

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

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

Discussion Point #3

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

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

Discussion Point #4

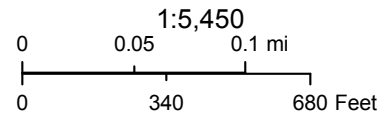
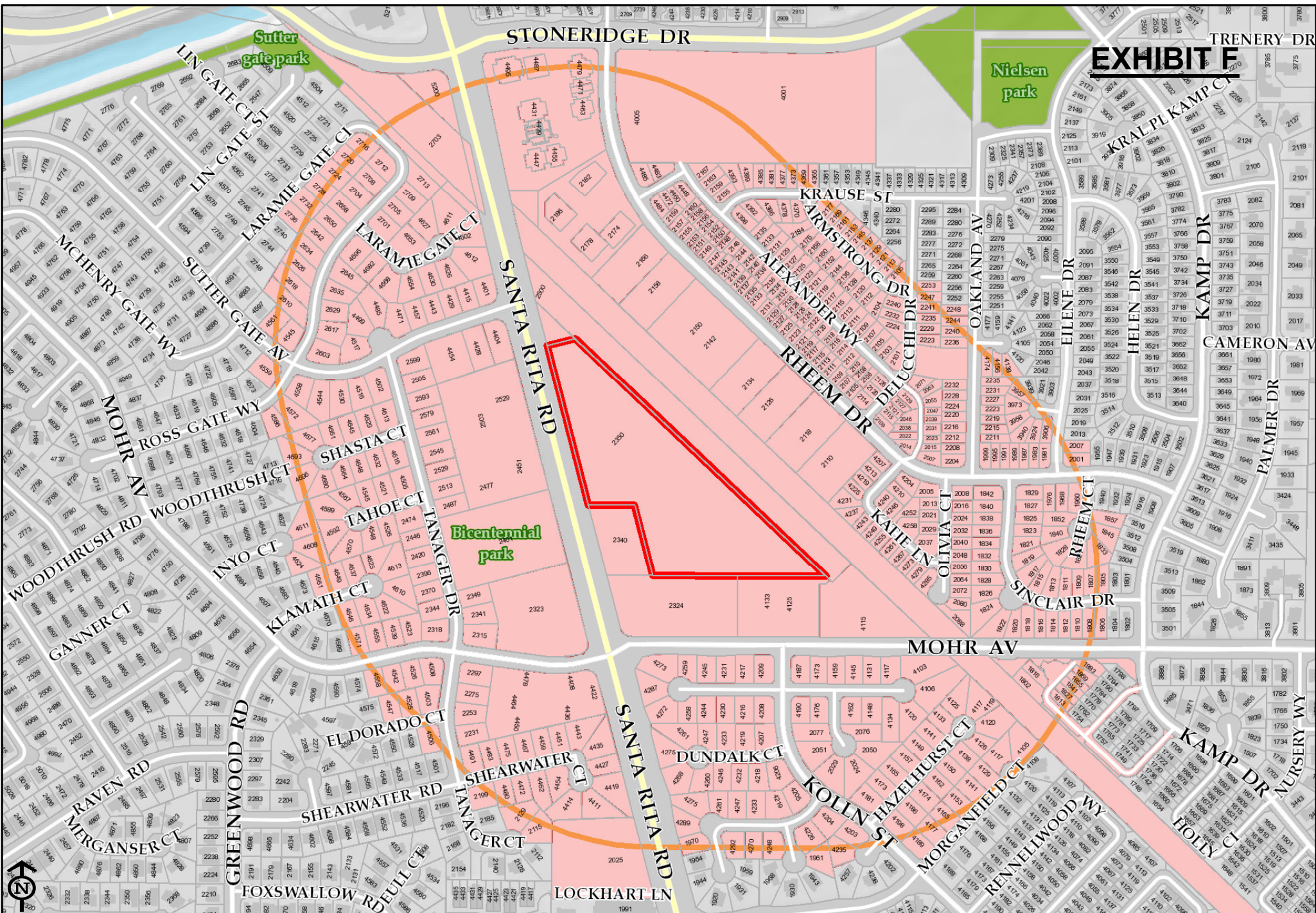
What other information would assist the Commission in its decision on the proposal? Do you have any other comments on the project?

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

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

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

EXHIBIT F



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