RESOLUTION NO. PC-2018-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF PLEASANTON APPROVING A DESIGN REVIEW APPLICATION AT 7280 JOHNSON DRIVE FOR THERALDSON HOSPITALITY DEVELOPMENT [P18-0113]

WHEREAS, on May 4, 2018, Don Cape, on behalf of the Theraldson Hospitality Development, has applied for Design Review approval to construct two new hotels totaling 231 rooms, a drive-through coffee shop and related site improvements at 7280 Johnson Drive within the Johnson Drive Economic Development Zone (JDEDZ); and

WHEREAS, zoning for the property is PUD-C (Planned Unit Development - Commercial) District; and

WHEREAS, the project is consistent with the analysis, findings and required mitigation measures of the certified SEIR for the JDEDZ. Therefore, no additional environmental review is required; and

WHEREAS, on June 27, 2018, the Planning Commission held a duly-noticed public hearing and considered relevant exhibits, recommendations of the City staff concerning this application, and received testimony from the applicant and interested parties; and

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 Design Review Approval

With respect to the approval of P18-0113, the Planning Commission finds that the project was reviewed and approved based on the nine criteria as required by Section 18.20.030 of the Pleasanton Municipal Code which include the following:

1. Preservation of the natural beauty of the city and the project site's relationship to it;

2. Appropriate relationship of the proposed building to its site, including transition with streetscape, public views of the buildings, and scale of buildings within its site and adjoining buildings;

3. Appropriate relationship of the proposed building and its site to adjoining areas, including compatibility of architectural styles, harmony in adjoining buildings, attractive landscape transitions, and consistency with neighborhood character;

4. Preservation of views enjoyed by residents, workers within the city, and passersby through the community;

5. Landscaping designed to enhance architectural features, strengthen vistas, provide shade, and conform to established streetscape;

6. Relationship of exterior lighting to its surroundings and to the building and adjoining landscape;

7. Architectural style, as a function of its quality of design and relationship to its surroundings; the relationship of building components to one another/the building's colors and materials; and the design attention given to mechanical equipment or other utility hardware on roof, ground or buildings;

8. Integration of signs as part of the architectural concept; and

9. Architectural concept of miscellaneous structures, street furniture, public art in relationship to the site and landscape.

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 JDEDZ Development Standards and Design Guidelines. The buildings would be contemporary in nature, but incorporate high quality exterior finishes similar to those found on existing buildings within Pleasanton including two types of brick (smooth and rough finishes), smooth stucco (painted various colors), and anodized aluminum cladding. The buildings would be well articulated across all elevations, including materials and color changes, to break up the five-story façades and provide visual relief. The project would include attractively designed landscaping and hardscape areas to complement the overall building designs.

Section 2:
The Planning Commission hereby approves Case P18-0113, the application of Don Cape, on behalf of the Theraldson Hospitality Development, has applied for Design Review approval to construct two new hotels totaling 231 rooms, a drive-through coffee shop and related site improvements at 7280 Johnson Drive within the Johnson Drive Economic Development Zone (JDEDZ), subject to the Conditions of Approval shown in Attachment 1, attached hereto and made part of this case by reference.

Section 3:
This resolution shall become effective 15 days after its passage and adoption unless appealed prior to that time.

PASSED, APPROVED AND ADOPTED by the Planning Commission of the City of Pleasanton at a regular meeting held on June 13, 2018, by the following vote:

AYES: Commissioners
NOES: Commissioners
ABSTAIN: Commissioners
RECUSED: Commissioners
ABSENT: Commissioners

ATTEST:

_____	_____
Ellen Clark	David Nagler
Secretary, Planning Commission	Chair

APPROVED AS TO FORM:

_____
Julie Harryman
Assistant City Attorney

EXHIBIT A
DRAFT CONDITIONS OF APPROVAL

P18-0113
7280 Johnson Drive
June 27, 2018

The applicant is hereby notified, as part of this approval, that (s)he is required to satisfy and maintain compliance with the conditions of approval below. Where approval by the Director of Community Development, Planning Division, Director of Engineering/City Engineer, City Attorney, Chief Building and Safety Official, Fire Department or other City staff is required, review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations, and accepted practices related to the approval. In addition to complying with the conditions below, the applicant is required to comply with all applicable federal, state, and local laws that pertain to this project whether or not specifically noted herein.

This approval is granted for a Design Review approval to construct two new hotels totaling 231 rooms and a drive-through coffee shop within the Johnson Drive Economic Development Zone (JDEDZ) located on Assessor Parcel Nos. 941-1300-014-00 and 941-1300-015-00 at 7280 Johnson Drive. Development shall be substantially as shown on the project materials listed below:

a. Project plans, Site Furnishings and Lighting Detail Specifications, Exhibit B, prepared by Design Cell Architecture for Theraldson Hospitality Development, dated "Received" on May 4, 2018, and kept on file in the Planning Division of the Community Development Department.

b. Color and materials board prepared by Design Cell Architecture for Theraldson Hospitality Development, dated "Received" on May 4, 2018, and kept on file in the Planning Division of the Community Development Department.

The project materials listed above are collectively the "Approved Plans."

<u>THIS APPROVAL IS GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:</u>

1. APPROVAL AND REVISIONS: The proposed development shall be in substantial conformance with the "Approved Plans," except as modified by the following conditions. Minor changes to the plans may be allowed subject to the approval of the Director of Community Development if found to be in substantial conformance with the approved exhibits. Planning Division approval is required before any changes are implemented in site design, grading, architectural design, house colors or materials, green building measures, landscape material, etc.

2. EXPIRATION – DESIGN REVIEW: This design review approval shall lapse 1 year from the effective date of approval unless a building permit is issued and construction has commenced and is diligently pursued towards completion, or the City has approved a time extension.

3. CONDITIONS OF APPROVAL CHECKLIST: The applicant shall submit a "Conditions of Approval Checklist" indicating all conditions in Exhibit A have been satisfied, incorporated into the building permit plans or improvements plans, and/or addressed. Said checklist shall be attached to all building permit and engineering permit submittals for review by the City prior to issuance of permits.

4. APPEAL PERIOD: The building permit submittal will only be accepted after completion of the appeal period provided in the Municipal Code unless the applicant submits a signed statement acknowledging the plan check fees may be forfeited in the event the approval is overturned on appeal, or the design is significantly changed as a result of the appeal. In no case will a building permit be issued prior to the expiration of the appeal period.

5. LIABILITY AND INDEMNIFICATION: To the extent permitted by law, the project applicant shall hold harmless, defend (with counsel acceptable to the City), and indemnify the City, its City Council, its officers, commissions, employee and agents from and against any claim, action, or proceeding brought by a third party against the indemnified parties and/or 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.

PLANNING DIVISION – 925-931-5600

Site Development and Building Design

6. PAVING MATERIALS: The color, material, design, and product specifications for the paving materials used on-site shall be in conformance with the Approved Plans and included with the building permit submittal. Any proposed modifications to the final paving design details shall be subject to review and approval by the Planning Division prior to issuance of building permits.

7. WINDOWS: Manufacturer type, design, material, and installation details for all windows within the project shall be specified for each unit/building in conformance with the Approved Plans in the building permit submittal. Any proposed modifications shall be subject to review and approval by the Planning Division prior to issuance of building permits.

8. SIGN PROGRAM: Site and building signage shall be reviewed under a comprehensive sign program submitted to the Planning Division under a separate application.

9. FENCE/WALL: All fencing and walls shall be shown on the construction plans with the building permit submittal. The design and location must be approved by the Planning Division and comply with all setback requirements.

10. OUTDOOR STORAGE: There is to be no outdoor storage without prior approval by the City.

11. LIGHTING PLAN: The applicant shall submit a lighting plan with the building permit submittal. The plan shall include photometric contours, manufacturer's specifications on the fixtures, and mounting heights. 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 photometrics shall be reviewed and approved by the City Traffic Engineer and Director of Community Development prior to building permit issuance. The type and location of all exterior light fixtures shall be reviewed and approved by the Director of Community Development prior to building permit issuance.

12. PAD AND SETBACK CERTIFICATION: The applicant shall submit a pad elevation certification prepared by a California licensed land surveyor or registered civil engineer to the Chief Building Official and Director of Community Development certifying the pad elevations and building locations (setbacks) are conforming to the approved plans, prior to receiving a foundation inspection for the structures.

13. BUILDING HEIGHT CERTIFICATION: The applicant shall submit a building height certification prepared by a California licensed land surveyor or civil engineer to the Director of Community Development before the first framing or structural inspection by the Building and Safety Division. The height of the structures shall be surveyed and verified as being in conformance to the approved building heights as shown on Exhibit B or as otherwise conditioned.

14. FINAL INSPECTION: Final inspection by the Planning Division is required prior to occupancy.

15. TRANSFORMERS: New electrical transformers shall be placed underground, or aboveground and screened from view to the satisfaction of the Director of Community Development. Details of the new electrical transformers, and any screening architecturally compatible with the building, shall be included in the building permit submittal and shall be subject to the review and approval of the Director of Engineering/City Engineer and Director of Community Development prior to building permit issuance.

16. MECHANICAL EQUIPMENT – SCREENING: The applicant shall effectively screen from view all ducts, meters, air conditioning equipment, and any other mechanical equipment, whether on the structure, on the ground, or on the roof, with materials architecturally compatible with the building. Screening details shall be shown on the plans submitted for building permit, the adequacy of which shall be determined by the Director of Community Development. All required screening shall be installed prior to final occupancy.

17. TRASH ENCLOSURE: All trash and refuse shall be contained completely within enclosures. Containers shall be stored within the enclosures at all times except when being unloaded. The enclosures shall be sized to accommodate trash, recycling, and green waste containers. The materials and colors of any new enclosures shall match or be compatible with the primary building on site and the gates shall be metal or solid wood unless otherwise approved by the Director of Community Development. Elevation drawings and plan details, including color and material of the enclosures noted, shall be included in the building permit submittal and shall be subject to the review and approval of the Director of Community Development prior to building permit issuance.

18. RECYCLING AND COMPOSTING PROGRAMS: The project shall comply with the current City/Pleasanton Garbage Service recycling and composting programs.

Green Building and Sustainability Measures

19. GREEN BUILDING – NON-RESIDENTIAL NEW CONSTRUCTION: Prior to building permit issuance, a list of the green building measures used in the design, covered by this approval, shall be provided to the Planning Division for review and approval by the Director of Community Development. The project shall be designed, constructed and operated to achieve a “certified rating,” achieving at least the minimum points in each category, using U.S. Green Building Council’s “Leadership in Energy and Environmental Design (LEED)” rating system. The green building measures shall be shown on the building permit plans submitted to the Building and Safety Division. Each proposed point identified shall have a notation indicating the sheet(s) the point can be found. A special inspection by the Planning Division shall be coordinated with regards to exterior materials. Prior to building permit final, all of the green building measures indicated on the approved checklist shall be inspected and approved by either the City of Pleasanton, a third party rater, or the applicant shall provide written verification by the project engineer, architect, landscape architect, or designer. (Per PMC 17.50)

Construction Practices and Noticing

20. WORK HOURS: 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. All construction equipment shall meet Department of Motor Vehicles (DMV) noise standards and shall be equipped with muffling devices. Prior to construction, the hours of construction shall be posted on site.

21. CONSTRUCTION PARKING: Campers, trailers, motor homes, or any other similar vehicle are not allowed on the construction site except when needed as sleeping quarters for a security guard subject to receipt of a temporary conditional use permit (per PMC 18.116.010.E).

22. CONSTRUCTION TRAILERS: A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.

23. CONSTRUCTION AND PARKING MANAGEMENT PLAN: The applicant shall prepare a construction and parking management plan to address impacts and parking demands during the construction phase of the project. The construction and parking management plan shall be subject to review and approval by the City Traffic Engineer and Director of Community Development prior to issuance of a demolition permit, or the first building permit, whichever comes first. The following items shall be incorporated into the construction and parking management plan:

    a. Show truck route for construction and delivery trucks that does not include neighborhood residential streets, unless approved by the City Traffic Engineer;
    b. Show construction vehicles and equipment parking area, materials storage, temporary fencing, construction trailer location, and construction contractors/workers parking area.
    c. Sidewalk closure or narrowing is not allowed during on-site construction activities without prior approval by the City.

24. PORTABLE TOILETS: Portable toilets used during construction shall be kept on the project site and as far as possible from existing residences and shall be emptied to prevent odor.

25. EXCESS SOIL AND SOIL STOCKPILING: All excess soil from the site shall be off-hauled from the site and disposed of in a lawful manner. No temporary stockpiling of dirt on this site shall occur without specific review and approval by the Director of Community Development.

26. NOTICE OF CONSTRUCTION: Prior to construction, the applicant shall notify neighbors within 300-feet of the project site of the construction schedule in writing. Such notice shall include contact names and numbers for property owner, agent or contractor.

27. DISTURBANCE COORDINATOR: The applicant shall designate a “disturbance coordinator” who shall be responsible for responding to any complaints regarding construction noise, dust, construction parking, etc. The coordinator (who may be an employee of the general contractor) shall determine the cause of the complaint and shall require the implementation of reasonable measures warranted to correct the problem. A telephone number of the disturbance coordinator shall be posted on the construction site fence and on the notification sent to neighbors adjacent to the site. The sign shall also list an emergency after-hours contact number for the disturbance coordinator, or designee.

28. CULTURAL RESOURCES: If any prehistoric or historic artifacts, or other indication of cultural resources are found once the project construction is underway, all work shall 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 California Environmental Quality Act (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 their authorized representative. A similar note shall appear on the building permit and/or improvement plans.

<u>Fees</u>

29. FEES: The applicant shall pay any and all fees to which the property may be subject, prior to issuance of grading and/or building permits, or prior to recordation of the final map, whichever is applicable. The type and amount of the fees shall be those in effect at the time the permit is issued.

30. WATER FEES AND WATER METER CONNECTION FEES: The applicant shall pay the applicable Zone 7 and City connection fees and water meter cost for any water meters and irrigation meters, if applicable, prior to building permit issuance.

31. SEWER FEES: The applicant shall pay the applicable Dublin-San Ramon Services District (DSRSD) and City sewer permit fees prior to building permit issuance.

32. SCHOOL IMPACT FEES – COMMERCIAL: Prior to building permit issuance, the applicant shall pay the required commercial development school impact fee as prescribed by State law and as adopted by the Pleasanton Unified School District (PUSD).

BUILDING AND SAFETY DIVISION – 925-931-5300

33. BUILDING AND FIRE CLEARANCE: Prior to issuance of a business license, the applicant shall contact the Building and Safety Division and the Fire Department to ensure the proposed use of the tenant space meets Building and Fire Code requirements. If required, the applicant shall obtain all appropriate City permits.

34. PHASED OCCUPANCY: If building occupancy is proposed to be phased, the applicant shall submit a phasing plan to the Chief Building and Safety Official for review and approval.

35. DIGITAL PLAN SUBMITTAL REQUIREMENT – COMMERCIAL, MULTI-FAMILY RESIDENTIAL AND CONDOMINIUM PROJECTS: The applicant shall submit site plan and building information to the City's Geographic Information Services (GIS) Division in a digital format prior to issuance of the building permit. All changes or revisions to the approved plans during construction which affect the digital submittal, shall be resubmitted for GIS review no later than 1 month prior to scheduling a final inspection. The updated digital submittal will be checked and approved before the building permit will be finalized and certificate of occupancy granted (if applicable). For phased project, the digital submittal must be approved prior to the first occupancy of any phase. The information will be used for public safety and emergency response planning by the Police and Fire Departments. Refer to the "Digital Plan Submittal Requirements" for necessary data and file formatting requirements.

ENGINEERING DEPARTMENT – LAND DEVELOPMENT – 925-931-5655

Design

36. DESIGN PER CITY STANDARDS: All public improvements shall be designed in compliance with the City Standard Specifications and Details in effect at the time of the issuance of the encroachment or grading permit, whichever occurs first. ***(Project Specific Condition)***

37. CONDITIONS OF APPROVAL: The Conditions of Approval shall be depicted on a plan sheet(s) in the improvement plans.

38. GEOTECHNICAL CONSULTANT – DESIGN CERTIFICATION: The applicant shall comply with the recommendations of the project geotechnical report. The applicant's California licensed geotechnical engineer shall review and approve all foundation, retaining walls, drainage and geotechnical aspects of the final grading and improvement plans and shall certify on the plans or as otherwise acceptable to the Director of Engineering/City Engineer that the plans are in general compliance with the recommendations of the project geotechnical report. The applicant shall bear all costs for work related to this condition by their geotechnical engineer.

39. HYDROLOGIC AND HYDRAULIC CALCULATIONS: The applicant's California licensed civil engineer shall submit a detailed hydrologic and hydraulic study for the design storm event as provided for in the City's Design Guide dated 1984 with the first submittal of the improvement plans to the Engineering Department subject to the review and approval of the Director of Engineering/City Engineer.

40. IMPROVEMENT PLANS: The applicant's California licensed civil engineer shall prepare improvement plans that include the plan and profile of all proposed streets; typical and special cross sections; existing and proposed sanitary sewer storm drain, and water improvements; grading; curb ramps, sidewalk, and driveways; subdrains; fire hydrants; street lights; repair or replacement of deficient frontage improvements; construction of frontage improvements; flood zone limits; seismic fault zone limits; existing and proposed easements; existing and proposed lot lines; storm water pollution control plan; storm water management plan; and other details as determined by the Director of Engineering/City Engineer.

41. DUST CONTROL PLAN: The applicant shall submit a written dust control plan or procedure with the first submittal of the grading and improvement plans to the Engineering Department subject to the review and approval of the Director of Engineering/City Engineer.

42. STREET LIGHTING SYSTEM: The applicant shall be responsible for the installation of the public LED street lighting system along the project's Johnson Drive frontage in compliance with the City Standard Specifications and Details in effect at the time of issuance of the encroachment or grading permit, whichever occurs first. Approval for the number, location, and type of electroliers and photometric plan shall be reviewed and approved by the Director of Engineering/City Engineer and the City Traffic Engineer. ***(Project Specific Condition)***

43. EXISTING PAVEMENT FRONTING THE DEVELOPMENT: The applicant's California licensed civil engineer shall examine the structural section of the existing street(s) fronting the development and submit a summary with the first submittal of the improvement plans. The summary shall include the civil engineer's findings and an opinion of the sufficiency of the existing pavement to support the post-project traffic demand. If the opinion concludes the existing pavement is insufficient to support the post-project traffic demand, the civil engineer shall submit a recommendation in the summary to reconstruct or rehabilitate the existing pavement. The recommendation

shall be subject to the review and approval of the Director of Engineering/City Engineer. If the opinion concludes the existing pavement is sufficient, the applicant shall apply a slurry seal treatment on *(insert street name and describe limits of the slurry seal)* after the completion of utility undergrounding and frontage improvements and prior to the City Council's acceptance of public improvements.

44. CURB AND GUTTER: The applicant shall construct vertical Portland cement concrete (PCC) curb and gutter along the project's Johnson Drive frontage in compliance with the City Standard Specifications and Details in effect at the time of the issuance of the encroachment or grading, permit, whichever occurs first, unless otherwise approved by the Director of Engineering/City Engineer. ***(Project Specific Condition)***

45. RETAINING WALLS: All retaining walls along the street shall be located behind the public service easement (PSE), unless otherwise approved by the Director of Engineering/City Engineer. All retaining walls with a minimum height of 4 feet, measured from the bottom of the footing to the finished grade at the top of the wall, and all retaining walls with a surcharge shall be designed by a California licensed civil or structural engineer

46. STREET LONGITUDINAL SLOPE: The minimum grade for the gutter flowline on public and private streets shall be 0.75 percent, unless otherwise approved by the Director of Engineering/City Engineer.

47. PROPERTY LINES NEAR TOP OF BANK: Unless otherwise approved by the Director of Engineering/City Engineer, property lines shall be located a minimum of 2 feet from the uphill side of the top of bank.

48. SUBDRAINS: The curb and gutter along the proposed public and private streets shall have a subdrain installed at either the back of the curb or lip of gutter in compliance with the City Standard Specifications and Details in effect at the time of issuance of the encroachment or grading permit, whichever occurs first. Sub-drains shall be connected to the storm drain system or drained by other means acceptable to the Director of Engineering/City Engineer. ***(Project Specific Condition)***

49. EXISTING DRAINAGE SWALES: All existing drainage swales proposed to be filled shall have subdrains installed unless otherwise approved by the applicant's California licensed geotechnical engineer and the Director of Engineering/City Engineer. All subdrains shall have cleanouts installed at the upstream end of the pipe and shall terminate in a storm drain or other storm drain outfall, subject to the review and approval of the Director of Engineering/City Engineer and prior to City Council acceptance of the public improvements. The homeowner shall be responsible to relocate a subdrain, if the subdrain encountered during the excavation of a pool or other subsurface structure. All homeowners within the subdivision shall receive notice of the presence of these subdrains and the requirement shall be included in the CC&Rs or Maintenance Agreement, whichever applies, subject to the review and approval of the City Attorney. All subdrains shall be depicted on the as-built plans.

50. EROSION CONTROL MEASURES FOR COMMERCIAL DEVELOPMENTS: The applicant shall submit an erosion control plan designed by a certified Qualified SWPPP (Stormwater Pollution Prevention Plan) Practitioner (QSP) for all projects disturbing 1 acre or more or by a California licensed civil engineer or California licensed landscape architect for all projects disturbing less than 1 acre of land, subject to the review and approval of the Chief Building and Safety Official. All cut and fill slopes shall be hydromulched/hydroseeded and stabilized immediately after the completion of grading work and in no case later than October 1, unless otherwise approved by the Chief Building and Safety Official. No grading shall occur between October 1 and April 30 unless erosion control measures are in place, subject to the review and approval of the Chief Building and Safety Official. Such measures shall be maintained until the permanent landscaping is completed to the satisfaction of the Chief Building and Safety Official and the Notice of Termination for the coverage under the Construction General Permit, if applicable, is approved by the State Water Resources Board.

51. EXISTING 15-FOOT WIDE SANITARY SEWER EASEMENT: The applicant shall provide written documentation demonstrating that the benefitting party of the existing 15-foot wide sanitary sewer easement along the easterly property line authorizes the construction of the proposed improvements over and across said easement prior to the first submittal of the improvement plans. ***(Project Specific Condition)***

Construction

52. CONSTRUCTION PER CITY STANDARDS: All public improvements shall be constructed in compliance with the City Standard Specifications and Details in effect at the time of the issuance of the encroachment or grading permit, whichever occurs first. ***(Project Specific Condition)***

53. GEOTECHNICAL CONSULTANT – CERTIFICATION OF CONSTRUCTION OF COMMERICAL PROJECTS: The applicant's California licensed geotechnical engineer shall inspect and approve the construction of all foundations, retaining walls, drainage and geotechnical aspects of the development to ensure compliance with the approved grading and improvement plans. The geotechnical engineer shall be present on site during grading and excavation operations and certify on the as-built plans that the inspection results and the as-built conditions of the development were constructed in general compliance with the project geotechnical report and improvement plans. The results of the inspections shall be submitted to the Chief Building and Safety Official prior to City Council acceptance of the public improvements, if applicable. The applicant shall bear all costs for work related to this condition by their geotechnical engineer.

54. ENCROACHMENT AND HAUL ROUTE PERMITS: The applicant's contractor shall obtain an encroachment and haul route permit from the Engineering Department prior to moving equipment to the project site or performing work in the public right of way or within public easements. The applicant's contractor shall submit a completed and signed encroachment permit application accompanied with six copies of City-approved improvement plans, proof of insurance with endorsement adding the City as an additional insured, a copy of a valid City of Pleasanton business license, applicable fees, and other requirements determined by the Director of Engineering/City Engineer.

55. RIGHT OF ENTRY: The applicant shall furnish written proof of all necessary rights-of-entry, permits and/or easements for the construction of off-site temporary or permanent improvements to the Director of Engineering/City Engineer prior to the issuance of the encroachment or grading permit, whichever occurs first. ***(Project Specific Condition)***

56. DAMAGE TO EXISTING PUBLIC AND PRIVATE IMPROVEMENTS: The applicant shall repair damage to existing public and private improvements on and near the project site and along the haul route at their full expense caused by construction activities as determined and to the satisfaction of the Director of Engineering/City Engineer and prior to the City Council acceptance of public improvements.

57. AS-BUILT DRAWINGS: The applicant's California licensed civil engineer shall submit signed and stamped as-built drawings and AutoCAD files for the construction of the public improvements and stormwater treatment system subject to the review and approval of the Director of Engineering/City Engineer and prior to the release of the performance and labor and materials bond.

Utilities

58. SEPTIC TANKS: The applicant shall abandon all existing on-site septic tanks or holding tanks in compliance with the Alameda County Department of Health Services requirements prior to issuance of the encroachment, grading, or subdivision permit, whichever occurs first, unless otherwise approved by the Director of Engineering/City Engineer.

59. DESTRUCTION AND ABANDONMENT OF WATER WELLS: The applicant shall destroy or abandon all existing on-site water wells in compliance with Alameda County Ordinance 73-68 and submit a copy of the Alameda County permit prior to issuance of the encroachment, grading, or subdivision permit, whichever occurs first, to the Engineering Department unless otherwise approved by the Director of Engineering/City Engineer.

60. CONTINUED USE OF EXISTING WATER WELLS: The applicant shall notify the Engineering Department in writing of Zone 7's desire to retain any water well concurrently with the first plan check of the improvement plans. The applicant shall submit a written request to the Director of Engineering/City Engineer for approval for the temporary use of an existing water well(s) for construction water or for permanent use such as non-potable outdoor landscaping irrigation. The applicant shall install two reduced pressure backflow devices, one at the domestic water meter(s) and one at the existing water well(s) to remain, on all lots where the existing water well is to remain.

61. SANITARY SEWER CONNECTIONS: The applicant shall provide each lot, parcel of land, or building with an independent connection to the public sanitary sewer main as provided for in the Municipal Code if the parcel is subdivided. ***(Project Specific Condition)***

62. WATER LATERALS: The applicant shall provide each lot, parcel of land, or building with an independent connection to the public water main as provided for in the Municipal Code if the parcel is subdivide.

63. WATER AND SEWER CAPACITY: This approval does not guarantee the availability of sufficient water and/or sewer capacity to serve the project. Recordation of a parcel/final map, issuance of a grading permit, issuance of a building permit, or utility extension approval to the site, shall not occur until the Engineering Department verifies sufficient water and/or sewer is available for the project. If sufficient water and/or sewer is not available, the applicant may need to offset the project's demand.

64. EXISTING WATER METERS: The applicant's California licensed civil engineer shall depict existing water meters on the improvement plans including their size, flow rate and serial numbers.

65. WATER METERS (NON-RESIDENTIAL): The applicant shall provide a separate water meter and water system for domestic and irrigation purposes subject to the review and approval of the Director of Operations and Water Utilities. The applicant shall use recycled water for landscape irrigation as determined by the Director of Operations and Water Utilities.

66. JOINT UTILITY TRENCH: All dry utilities (electric power distribution, gas distribution, communication service, cable television, street lights and alarm systems) required to serve an existing or new development shall be installed in underground conduit in a joint utility trench subject to the review and approval of the Director of Engineering/City Engineer and prior to City council acceptance of public improvements.

67. STREET RIGHT OF WAY AND PUBLIC SERVICE EASEMENT: The applicant shall grant right of way for public roadway purposes and a public service easement along the project's Johnson Drive frontage to the City as determined by and subject to the review and approval of the Director of Engineering/City Engineer and City Traffic Engineer and prior to City Council acceptance of public improvements. ***(Project Specific Condition)***

68. UTILITY VAULTS: The applicant shall set existing and proposed utility vaults to the grade of adjacent curb and/or sidewalk as determined by and subject to the review and approval of the Director of Engineering/City Engineer and prior to City Council acceptance of public improvements.

69. UNDERGROUNDING OF OVERHEAD EXISTING UTILITY SERVICE CONNECTIONS: The applicant shall underground all new and relocated utility service connections to the proposed buildings within the development at their expense prior to City Council acceptance of public improvements. All utility lines shall be installed in underground conduit to the nearest riser pole subject to the review and approval of the utility company having jurisdiction over the riser pole. ***(Project Specific Condition)***

Agreements and Covenants

70. MAINTENANCE AGREEMENT: Applicant shall create a maintenance agreement, or other mechanism agreed upon by applicant and City, which sets forth the maintenance areas and responsibilities for development. The maintenance agreement (or other mechanism) may be a separate recorded document, subject to review and approval by the City Attorney, Engineering Department and Community Development Department, prior to the issuance of the encroachment or grading permit, whichever occurs first. The maintenance agreement (or other mechanism) shall designate responsibility for the maintenance of all private utilities and private improvements on the site. The maintenance agreement (or other mechanism) shall include an exhibit showing the location of all the improvements subject to the maintenance agreement (or other mechanism). The City shall be granted the rights and remedies described in the maintenance agreement (or other mechanism), but not the obligation to enforce the maintenance responsibilities set forth in the maintenance agreement (or other mechanism). ***(Project Specific Condition)***

Fees and Bonds

71. IMPROVEMENT PLAN FEES: The applicant shall pay all applicable plan check review fees to the Engineering Department with the first submittal of the improvement plans. ***(Project Specific Condition)***

72. WARRANTY BOND: The applicant shall submit a one-year warranty bond in an amount of 10 percent of the full value of all public improvements necessary to serve the development to the Engineering Department prior to City Council acceptance of the public improvements. ***(Project Specific Condition)***

73. EROSION CONTROL AND HAZARD MITIGATION BOND: The applicant shall submit a refundable cash deposit to the Engineering Department for erosion control and hazard mitigation in an amount determined by the Director of Engineering/City Engineer prior to issuance of the encroachment or grading permit, whichever occurs first. The City will retain the cash deposit until all work is substantially complete, all areas are stabilized, and all hazards are mitigated to the satisfaction of the Director of Engineering/City Engineer. ***(Project Specific Condition)***

Lot Merger

74. RECORDATION OF LOT MERGER: The applicant's title company shall file the lot merger documents, once released by the City, for APNs 941-1300-14-00 (7280 Johnson Drive) and 941-1300-15-00 (no street address) for record at the Alameda County Clerk-Recorder's Office prior to the issuance of the encroachment or grading permit, whichever occurs first.

Stormwater and Provision C.3 of the National Pollutant Discharge Elimination System Permit

75. STORMWATER TREATMENT: The project creates and/or replaces 10,000 square feet or more of impervious surface (collectively over the entire project site) and shall comply with Section "C.3.b Regulated Projects" of the NPDES Permit No. CAS612008, and amendments, issued by the San Francisco Bay Regional Water Quality Control Board. The improvements plans shall include the Stormwater Management Plan prepared by a California licensed civil engineer, indicating the type and locations of stormwater treatment measures to be installed (numbered sequentially for identification purposes), and sizing calculations. The Stormwater Management Plan shall be subject to review and acceptance by the Director of Engineering/City Engineer, prior to the issuance of an engineering or building permit, whichever occurs first.

76. STORMWATER TREATMENT MEASURES INSPECTION AND MAINTENANCE AGREEMENT: The applicant shall enter into a "Stormwater Treatment Measures Inspection and Maintenance Agreement" for annual maintenance and reporting of the stormwater treatment system as depicted on the improvement plans City-approved by the Director of Engineering/City Engineer. The agreement shall be filed for record at the Alameda County Clerk-Recorder's Office at a time determined by the Director of Engineering/City Engineer.

77. HYDROMODIFICATION MANAGEMENT: The project will create and/or replace 1 acre or more of impervious surface and increase the total impervious surface area over the pre-project surface area and shall comply with Section "C.3.g Hydromodification Management" of NPDES Permit No. CAS612008 and amendments, issued by the San Francisco Bay Regional Water Quality Control Board, except where on the three provisions stated in the permit applies. Post construction stormwater runoff shall drain to approved permanent Hydromodification Management (HM) controls to mitigate increases in peak runoff flow and increased runoff volume created by the project. The improvement plans shall include the Stormwater Management Plan, prepared by a

California licensed civil engineer, indicating the type and locations of HM controls to be installed, sizing calculations using Bay Area Hydrology Model (BAHM). The Stormwater Management Plan shall be subject to review and acceptance by the Director of Engineering/City Engineer, prior to issuance of an engineering or building permit, whichever occurs first. Stormwater HM controls required under this condition shall be provided for in the Stormwater Treatment Measures Inspection and Maintenance Agreement.

78. STATE OF CALIFORNIA CONSTRUCTION GENERAL PERMIT: A “Notice of Intent” (NOI) and “Stormwater Pollution Prevention Plan” (SWPPP) shall be prepared for construction projects disturbing 1 acre or more of land (including smaller sites that are part of a larger common plan of development). The applicant shall include the Waste Discharger Identification Number (WDID) on the title sheet of the improvement plans and provide proof of coverage under the State of California Construction General Permit to the Engineering Department prior to the approval of the improvement plans by the Director of Engineering/City Engineer.

79. STORMWATER POLLUTION PREVENTION PLAN: The applicant shall submit one hard copy and one PDF copy of the Stormwater Pollution Prevention Plan (SWPPP) for review and acceptance by the Director of Engineering/City Engineer prior to issuance of a building or engineering permit, whichever occurs first. A hard copy of the City-accepted SWPPP shall be available at the project site until all work is complete and engineering and building permits have been finaled. A site specific SWPPP shall be combined with proper and timely installation of the Best Management Practices, thorough and frequent inspections, maintenance, and documentation. Failure to comply with the reviewed construction SWPPP may result in issuance of correction notices, citations, or a stop work order.

80. STORMWATER POLLUTION CONTROL PLAN: The project will disturb less than 1 acre of land during the construction phase. The applicant shall include a Stormwater Pollution Control Plan (SWPCP) on the improvement plans with the first improvement plans review submittal to the City. The SWPCP shall include Stormwater Best Management Practices (BMPs) to be used at the project site for review and approval by the Director of Engineering/City Engineer. The applicant, general contractor and all subcontractors and suppliers of materials and equipment shall implement these BMPs. All construction projects shall be conducted in a manner which prevents the release of hazardous materials, hazardous waste, polluted water, and sediments to the storm drain system.

81. LANDSCAPE DESIGN: Landscape shall be designed to minimize runoff, promote surface filtration, and minimize the use of fertilizers and pesticides that contribute to stormwater pollution. Examples include: (a) design structures to prohibit the entry of pests, minimizing the need for pesticides; (b) install appropriate plants for the location in accordance with appropriate climate zones; and (c) install and maintain landscaping to treat stormwater runoff.

82. TRASH ENCLOSURES: Trash areas including containers for trash, recycling, and organic waste/composting shall be enclosed and roofed per the city's trash enclosure design guidelines available on the City's website and as required by the NPDES Permit No. CAS612008 and amendments, issued by the San Francisco Bay Regional Water Quality Control Board. The trash enclosure shall be constructed to prevent stormwater run-on and runoff and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal. The area enclosed shall drain 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 sign shall be posted prohibiting the dumping of hazardous materials into the sanitary sewer.

83. FULL TRASH CAPTURE DEVICES: The applicant shall install trash capture devices at each upstream connection point to the public storm drain system subject to the review and approval of the Director of Engineering/City Engineer. The proposed treatment controls shall also prevent the discharge of trash to the downstream municipal separate storm sewer systems and receiving waters. Discharge points from these treatment control facilities, including overflows, shall be appropriately screened (5 mm mesh screen) or otherwise configured to meet the full trash capture screening specification for storm flows up to the full trash capture 1-year, 1-hour storm hydraulic specification, in compliance with the NPDES Permit No. CAS612008. The applicant shall submit a Stormwater Management Plan as part of the improvement plans prepared by a California licensed civil engineer, which include but is not limited to the type, location, and sizing calculations of the treatment controls that will be installed. Full trash capture devices shall be a part of the "Stormwater Treatment Measures and Maintenance Agreement."

84. RESTAURANTS AND FOOD ESTABLISHMENTS: The applicant shall provide a contained area for cleaning mats, containers and equipment. The wash area shall be covered or designed to prevent runoff onto or from the area. The area shall be connected to the sanitary sewer system, subject to approval by the Dublin San Ramon Services District, or the cleaning mats, containers and equipment shall be collected in a containment area and removed regularly by a disposal and recycling service. If connected to the sanitary sewer, a grease abatement device (grease trap or interceptor) shall be installed, and a sign shall be posted prohibiting the dumping of hazardous materials.

85. OUTDOOR LOADING AREAS: All outdoor loading areas shall be covered. No other area shall drain into the loading area. A containment berm or curb shall be constructed to prevent such drainage, if found necessary by the Director of Engineering/City Engineer. The loading area may be required to drain to the sanitary sewer if required by the Director of Engineering/City Engineer, subject to approval by the Dublin San Ramon Services District. If connected to the sanitary sewer, an isolation valve shall be installed between the drain structure and the sanitary sewer, a structural control such as a sand filter or oil water separator shall be used, and a sign shall be posted prohibiting the dumping of hazardous materials.

86. CONSTRUCTION COMPLETION: Prior to occupancy, the applicant shall provide the following documents to the City Inspector:

    a. A letter prepared and signed by the applicant's engineer of record certifying the project permanent stormwater treatment measures and Hydromodification Management (HM) measures, if applicable, have been installed in accordance with the City approved improvement plans. Photographs shall be taken of all the stormwater treatment measures and HM measures, if applicable, and identified by matching the identification number stated in the city accepted improvement plans.
    b. Signed and completed construction Project Completion Inspection Checklist
    c. Bio retention soil certification form completed and certified by the applicant's soil supplier.

FIRE DEPARTMENT – 925-454-2361

The Fire Prevention Bureau reviews building/civil drawings for conceptual on-site fire mains and fire hydrant locations only. Plan check comments and approval DO NOT include: 1.) Installation of the on-site fire mains and fire hydrants. Specific installation drawings submitted by the licensed underground fire protection contractor shall be submitted to the Fire Prevention Bureau for approval; and 2.) Backflow prevention or connections to the public water mains.

87. FIRE HAZARDS: The project developer shall keep the site free of fire hazards from the start of lumber construction until the final inspection.

88. FIRE PROTECTION FACILITIES: Prior to any construction framing, the applicant 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.

89. WATER FLOW AND CONTROL VALVES: 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. Fire flow for this project shall be in accordance with the 2016 Pleasanton Fire Code, Appendix B.

90. ELECTRICAL CONDUIT: 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.

91. LISTED: All commercial, industrial, and multi-family residential occupancies shall have valve tamper and water flow connected to a listed Central Station Service in accordance with NFPA 72. Fire Department plan check includes specifications, monitoring, installation, and alarm company certificates. 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.

92. FIRE SPRINKLERS: Automatic fire sprinklers shall be installed in all occupancies in accordance with the 2016 Pleasanton Building, Fire and Residential Codes with local amendments and ordinances. ***(Project Specific Condition)***

93. FIRE HYDRANT: Relocate proposed hydrant at the south side center of building be to the island 110-feet to the south when the underground shop drawings are submitted. ***(Project Specific Condition)***

94. FIRE LANE MARKING: 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 red curb striping, sign location(s), and sign language shall be included in the building permit submittal for review and approval by the Livermore-Pleasanton Fire Department prior to building permit issuance.

    a. The following schedule for NO PARKING signs shall apply:

Width	*Requirements*
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
Cul-de-Sac	Not permitted

95. EMERGENCY VEHICLE ACCESS ROADS: Access roads shall have 13 feet, 6 inches unobstructed vertical clearance, 20 feet of unobstructed width (26 feet where occupied building floors exceed 30 feet height), and inside turning radius of 31 feet and outside turning radius of 51 feet. Unobstructed shall mean a clear travel way, excluding parking width, and designed for an emergency vehicle weight of 70,000 pounds under all weather conditions. Unobstructed width shall not include the width of rolled curbs, sidewalks, or non-drivable surfaces. All exterior portions of buildings must be within 200 feet of an access road. Yard and parking area may be able to be located farther than 200 feet from access roads, depending on the specific use.

96. EMERGENCY VEHICLE ACCESS ROADS – ADDITIONAL CRITERIA FOR COMMERCIAL: Buildings or facilities exceeding 62,000 square feet (non-sprinklered) and 124,000 square feet (sprinklered) of gross building area shall be provided with two separate and approved fire apparatus access roads. The roads shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

97. FIRE VEHICLE TURNAROUNDS: Where Fire Department vehicle access through or around a site involves changes in direction or curves, inside radius of 31 feet and outside radius of 51 feet shall be provided to facilitate fire truck turning radius for entry and exit from the site. Dead-end access ways and internal drives shall not exceed 300 feet in length and shall terminate in cul-de-sacs no less than 96 feet in diameter or hammer-head (tee). Standards and options are available through the Livermore-Pleasanton Fire Department, Fire Prevention Bureau.

98. PREMISES IDENTIFICATION: Address numbers shall be installed on the front or primary entrance for all buildings. Minimum building address character size shall be 12-inch high by 1-inch 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.

99. COMMERCIAL – NEW CONSTRUCTION: The following items shall be provided prior to any construction above the foundation or slab.

    a. Emergency vehicle access shall be provided to the site, including areas where construction is occurring. If Public Works Improvements are part of the project to access the site, an emergency vehicle access plan shall be submitted for review and approval to the Fire Department.
    b. If permanent access or site paving is not provided, the carrying capacity of the emergency vehicle access shall be 70,000 pounds under all weather conditions.
    c. Site staging area(s) shall be provided for materials and equipment. All staging areas shall be outside of the emergency vehicle access route shown on the approved plans.
    d. Where on-site fire hydrant(s) are required, they shall be installed, flushed and all valves open prior to any construction above the foundation or slab. This includes concrete tilt-up and masonry buildings.
    e. On-site fire hydrant(s) shall not be obstructed and shall be sufficiently above grade to have all hydrant valves and outlets accessible for emergency use.
    f. Where a project is phased as part of the development, specific access, water supply and fire hydrant installations will be required as part of each phase. As needed a phasing plan with these improvements will be required.

g. Where on-site grading/utility plans are submitted for review and approval prior to building construction drawings, emergency vehicle access routes, fire hydrant locations, material staging areas, etc. shall be provided.

100. FINAL INSPECTION: Prior to request for final inspection, all access roads, on-site access and fire hydrants shall be provided. All fire hydrants shall be accepted, inspected and tested to applicable City Standards.

*Note: Fire department connection and sprinkler riser locations were not reviewed and must be approved by the Livermore-Pleasanton Fire Department when the underground shop drawings are approved.

LANDSCAPE ARCHITECTURE DIVISION – 925-931-5672

Landscaping

101. LANDSCAPING: Detailed landscape and irrigation plans encompassing all planting areas, both on-site and off-site, shall be included in the building permit plans. All plans shall be prepared by a licensed landscape architect and shall provide the species, location, size, quantities, and spacing of all plants. Minimum plant sizes are 1-gallon containers for ground cover, 5-gallon containers for shrubs, and 24-inch box containers for trees. Plant species shall be of a drought-tolerant nature and the irrigation design shall utilize low-volume drip, bubbler, or other water conserving irrigation systems to the maximum extent possible. The drawings shall be reviewed and approved by the City Landscape Architect prior to building permit issuance. ***(Project Specific Condition)***

102. WATER EFFICIENT LANDSCAPE ORDINANCE (WELO): The project shall comply with the City of Pleasanton's Water Efficient Landscape Ordinance (WELO) and Bay Friendly Basics Landscape Checklist. The applicant shall submit a Landscape Documentation Package in PDF format to the Landscape Architecture Division, which shall be subject to review and approval by the City Landscape Architect prior to building permit issuance. The Landscape Documentation Package shall include:

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.

103. CERTIFICATE OF COMPLETION: Upon completion of construction and prior to final inspection by the Building and Safety Division, the applicant's landscape architect shall submit a Certificate of Completion Package in PDF format to the Landscape Architecture Division for review and approval. The Certificate of Completion Package shall include:

a. Project information sheet;
b. Certificate of installation according to the landscape documentation package;
c. Irrigation scheduling;
d. Schedule of irrigation, landscape and irrigation maintenance;
e. Landscape irrigation audit report; and
f. Soil management report (if not previously submitted).

104. LANDSCAPING INSTALLATION: Prior to building permit final, all landscaping as shown on the approved building permit set, shall be reviewed, approved, installed, and inspected by the Landscape Architecture Division.

105. CONCRETE CURBS: 6-inch vertical concrete curbs, with curb cuts or flush curbs with wheel stops, if determined to be acceptable by the Director of Engineering/City Engineer and Director of Community Development, shall be installed between all paved and landscape areas, in conformance with the City's Standard Specifications and Details.

106. EROSION CONTROL: For purposes of erosion control, the applicant shall plant a hydro seed mixture designed by the applicant's landscape architect and approved by the Landscape Architecture Division prior to installation. The erosion control shall be maintained by the applicant until permanent landscaping is in place.

107. BACKFLOW AND IRRIGATION METER SCREENING: 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 or improvement plans, clearly marked "above ground" or "below ground" on the plans, and shall be subject to the review and approval of the City Landscape Architect 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 1 year from the date of planting. Weather protection devices, such as measures to protect pipes from freezing, shall require approval by the City Landscape Architect 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.

108. AGREEMENT: The applicant shall enter into a Landscape Maintenance Agreement with the City, approved by the City Attorney, which guarantees all landscaping included in the project will be maintained at all times in a manner consistent with the approved landscape plan. Said agreement shall be recorded and run with the land for the duration of the existence of the structures located on the subject property.

Trees

109. TREE SELECTION: All proposed trees are subject to the review and approval of the City Landscape Architect. ***(Project Specific Condition)***

110. TREE REPORT: The applicant shall comply with the recommendations of the tree report. No tree trimming or pruning other than that specified in the tree report shall occur. The applicant shall arrange for the Project Arborist to conduct a field inspection prior to building permit issuance to ensure all recommendations have been properly implemented. The Project Arborist shall certify in writing all recommendations have been followed.

111. TREE REMOVAL MITIGATION: Any trees approved to be removed by the City shall have its full value paid into the City's Urban Forestry Fund. A credit for replanting an approved removed tree shall be as follows:

    a. $200 credit for a 15-gallon size replacement tree;
    b. $400 credit for a 24-inch box size replacement tree; and
    c. $800 credit for a 36-inch box size replacement tree.

112. TREE BOND: Any tree affected by development/construction must be protected per the Municipal Code. The applicant shall post cash, letter of credit, or other security satisfactory to the Director of Engineering/City Engineer, for all Heritage Trees and any other significant tree as deemed by the City Landscape Architect. This bond or security will be for the value of the tree, up to a maximum of $25,000, and shall be held for a minimum of 1 year following acceptance of public improvements of completion of construction, whichever is later, and shall be forfeited if the trees are destroyed or substantially damaged. An arborist shall be onsite during any tree work (i.e. root pruning, trimming, setting up tree protection, etc.). The bond or security may be released early with a certification letter by the arborist confirming he/she was present during said tree work and work was performed in accordance with the arborist's recommendations.

113. ROOT CUTTING: The applicant shall comply with the following tree root cutting requirements:

    a. Roots 1-inch in diameter or larger to be removed shall be cleanly cut with a hand saw. Roots smaller than 1-inch in diameter are not considered to be significant and may be removed by the most efficient means.
    b. Roots larger than 2-inches in diameter and within 8-feet of the tree trunk shall not be cut or ground unless prior approval has been received from the Landscape Architecture Division.
    c. Roots of any diameter farther than 8-feet from the tree trunk, which are in conflict with the proposed work may be ground a maximum of one-half of their diameter. Work of this nature shall only be performed using a mechanical stump grinder and only by personnel familiar with its operation.

d. Roots up to 6-inches in diameter and farther than 8-feet from the tree trunk may be removed if they are in conflict with the proposed work. Roots that are removed shall be cleanly cut using a hand saw.

114. ROOT CONTROL BARRIER: The applicant shall provide root control barriers and 4-inch perforated pipe for parking lot trees, street trees, and trees in planting areas less than 10-feet in width, as determined necessary by the City Landscape Architect. Root barriers shall be located along the edge of the pavement and shall extend 5-feet to either side of the tree trunk. Information and details shall be included in the landscape plan submittal for review and approval by the Landscape Architecture Division.

115. TREE PRUNING: Pruning shall be conducted by a certified arborist familiar with the International Society of Arboriculture (ISA) pruning guidelines and shall comply with the guidelines established by the ISA, Tree Pruning Guidelines, current edition, to maintain the health of the trees.

116. TREE PROTECTION FENCING: Prior to issuance of a grading or building permit, the applicant shall install temporary 6-foot tall chain-link fencing (or other fence type acceptable to the Landscape Architecture Division) outside of the existing tree drip lines. The location of the tree protection fencing shall be shown on the demolition plans (if applicable), grading, building, and/or landscape plans. The fencing shall remain in place until final landscape inspection by the Landscape Architecture Division. Removal of such fencing prior to approval may result in a “stop work order.”

117. PROJECT PLANS: The following statements shall be printed on the demolition, grading and landscape plans where applicable to the satisfaction of the City Landscape Architect prior to issuance of building permits:

a. No existing tree may be trimmed or pruned without prior approval by the City Landscape Architect.
b. Utilize best efforts to locate any new utility trenches outside of the existing canopy of the trees to be saved. If this is not feasible, the applicant shall submit a report from a certified arborist acceptable to the City indicating trenching will not be detrimental to the health of the tree.
c. Nothing may be stored within the dripline of the tree canopies. This includes equipment, oil, gas, chemicals, harmful materials, fill or storage.
d. 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.
e. No sign, wires, or ropes shall be attached to the trees.
f. No stockpiling/storage of construction materials, fill, etc., shall take place underneath or within 5-feet of the dripline of the existing trees.
g. No equipment or temporary structures shall be placed within or beneath the dripline of the existing trees.

Failure to comply with these requirements may result in a “stop work order”.

OPERATIONS SERVICES DEPARTMENT – ENVIRONMENTAL SERVICES/UTILITIES DIVISION – 925-931-5500

118. SEWER LINE: The sewer line shall be private from any existing/new manhole on Johnson Drive into the development. Prior to building permit submittal, the project plans shall be revised to reflect this requirement.

119. BACKFLOW PREVENTION ASSEMBLIES: Backflow preventer assemblies shall be designed and installed in accordance with current City Standards 704, 705, 706; State Health and Safety Code; Title 17; and as required by the Director of Operations and Water Utilities. All backflow preventer assemblies shall be tested and certified by a City approved tester with the certification submitted to the City's contractor, Aqua Backflow. Testing will be performed at the time City water is turned on to the site. If an existing backflow preventer is on the site it shall be tested and certified by an approved tester with the certification submitted to the City's contractor, Aqua Backflow, before project water is drawn through it. An all-weather cover shall be placed over all backflow prevention assemblies 4-inch and smaller.

120. FOG PROGRAM: All new food service establishments (FSEs) and all existing food service establishments with a building permit evaluation of $50,000 or more shall obtain a wastewater discharge permit from the Director of Operations and Water Utilities and comply with the grease interceptor requirements as set forth in PMC Section 15.44. All other FSEs shall at a minimum comply with the grease trap and wastewater discharge permit requirements as set forth in PMC Section 15.44.

121. RECYCLED WATER: Recycled water should be used on site during the grading and construction period. However, under any declared stage of water shortage, recycled water must be used throughout the grading and construction period.

122. RECYCLED WATER USE REQUIREMENT: If the site is within, or planned to be within, the city's recycled water service area (recycled water distribution system is along route to the proposed application), the irrigation system must be designed in accordance with the City's *Recycled Water Use Guidelines* and *Recycled Water Irrigation Standards*, per PMC Section 14.06. Refer to PMC Section 14.20 for a list of exceptions.

123. RECYCLED WATER USE PERMIT: The applicant shall submit a Recycled Water Use Permit application and package (as outlined in the City's *Recycled Water Use Guidelines* available online), to the Recycled Water Program (925-931-5513). The Recycled Water Use Permit application and package shall be submitted concurrently with the building permit submittal, and shall be conditionally approved by the Recycled Water Program prior to building permit issuance. Final approval by the Recycled Water Program is required before the start of recycled water service, refer to PMC Section 14.06 for the regulations of recycled water use.

TRAFFIC ENGINEERING DIVISION – 925-931-5677

Site Development

124. PARKING SPACE DESIGN: The plans submitted for building permit shall reflect the following modifications:

    a. The parking stall on the southeast corner of the site shall be revised to allow for adequate backing clearance of 25 feet minimum.
    b. All compact stalls shall only have 1-foot of overhang.
    c. All compact stalls on the north side of the project site shall be a minimum of 8-feet wide by 16-feet deep. ***(Project Specific Condition)***

125. CIRCULATION DESIGN: The plans submitted for building permit shall be modified to tighten the inbound curb radii in the northbound direction of both driveways to provide shorter crossings for pedestrians and decreased speeds into the site to the satisfaction of the City Traffic Engineer and Director of Community Development. ***(Project Specific Condition)***

126. MONUMENT SIGN LOCATION: Prior to issuance of a building permit, all monument signs at the driveway locations shall be reviewed and approved by the City Traffic Engineer. ***(Project Specific Condition)***

Bicycle Parking

127. BICYCLE PARKING: Bicycle parking shall be provided in accordance with the Johnson Drive Economic Development Zone Design Guidelines. ***(Project Specific Condition)***

128. BICYCLE RACKS: 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 locked 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 bicycle sizes and types.

    The number, location and type of bicycle racks shall be shown on the building permit plans and shall be subject to review and approval by the City Traffic Engineer prior to issuance of building permits.

Traffic Control

129. TRAFFIC CONTROL MEASURES: Comprehensive traffic control measures shall be implemented during construction, 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.

130. TRUCK ROUTES: The haul route for all materials to and from the project site shall be reviewed and approved by the City Traffic Engineer prior to building permit issuance 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 applicant.

131. TRAFFIC SIGNAGE AND STRIPING – ON SITE: All on site traffic related signage and striping shall be included in the building permits plans for review and approval by the City Traffic Engineer prior to building permit issuance.

132. TRAFFIC SIGNAGE AND STRIPING – OFF SITE: All off site traffic related signage and striping shall be included in the improvement plans for review and approval by the City Traffic Engineer prior to permit issuance.

133. TRAFFIC IMPACT FEES: The applicant shall pay any traffic impact fees for the development as determined by the City Traffic Engineer. The fee shall be paid prior to building permit issuance.

Johnson Drive Economic Development Zone (JDEDZ)
Development Standards and Design Guidelines
March 2017

Site Development Standards

MINIMUM YARDS			MAX. FLOOR AREA RATIO	MAX. HEIGHT*	CLASS I ACCESSORY STRUCTURES**		
Front	One Side/ Both Sides	Rear			Max. Height	Min. Side Yard	Min. Rear Yard
35 feet	10 feet/20 feet	15 feet	30%	Office – 80 feet Hotel – 65 feet Retail – 40 feet	40 feet	10 feet	15 feet

*Measured as defined by Pleasanton Municipal Code (PMC)
**Does not apply to trash enclosures

Note: These standards would only be applicable to "new on vacant land" and/or "replacement of existing development" within the Economic Development Zone. These standards would not be applicable to pre-existing development within the Economic Development Zone, including pre-existing development within the Economic Development Zone made non-conforming as a result of Economic Development Zone improvements within the public right of way. Said pre-existing development would be considered consistent with the site development standards of the Economic Development Zone until such time said development is proposed for replacement, at which time, the site development standards and design guidelines of the Economic Development Zone shall apply. At the discretion of the Director of Community Development, replacement development may be permitted to follow site development standards of pre-existing development on the same parcel within the Economic Development Zone. These determinations will be made on a case-by-case basis.

Purpose and Vision

The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development for all uses including large format retail stores, hotels, and other commercial uses within the Economic Development Zone. The specific site context and conditions will also be reviewed in conjunction with these Design Guidelines. Through the implementation of these Design Guidelines, the vision for the Economic Development Zone includes:

- Creating a redevelopment area that provides business opportunities and employment.
- Ensuring development consistency throughout the project area.
- Encouraging visual continuity of the architecture in terms of mass, scale, materials, and color relative to adjacent development.
- Achieving interesting, high-quality architectural design for all development, including large format retail buildings.

- Enhancing landscaping, public open space, and environmental performance.

- Creating comfortable and attractive pedestrian environments (e.g., visual interest at the street level, comfortable open space areas, and attractive pedestrian connections from parking areas to buildings).

- Promoting development patterns that allow for future intensification.

Site Design and Spatial Characteristics

- When appropriate, site and building planning may be undertaken in a manner that allows phased development of the site over time.

- When multiple structures are planned as part of a single ownership or project, they should be designed in a unified architectural and spatial manner for the site.

- The siting and orientation of each building shall be considered as it relates to its specific parcel (buildings are encouraged, but are not necessarily required as determined by the Director of Community Development, to be sited toward the street frontages of project area parcels to the greatest extent possible), its effect on adjacent parcels, and, as it occurs, the massing of adjacent buildings.

- To the greatest extent possible and based on the type of use, appropriate building scale shall be used to maintain a comfortable pedestrian environment.

- Building entries should be located so that they are easily identifiable.

- Each project should provide a well-defined entry sequence for pedestrian and vehicular uses from the street to the building.

- Pedestrian pathways shall be in conformance with current Americans with Disabilities Act (ADA) standards.

- The placement of shopping cart corrals should consider the pedestrian path of travel from the parking field to the corral, and from the corral to the front of the subject stores.

- Open space within each building site is encouraged. Uses within setbacks are limited to berms (front setback areas along Johnson Drive may include a 35-foot wide bermed landscape area for the full site frontage) or other acceptable landscape feature that provides adequate buffering from Johnson Drive, driveway crossings (shared driveways shall be encouraged between project area parcels), landscaping, public and private utilities, drainage and slopes, sidewalks, irrigation, and permitted signs.

Vehicular Access and Circulation

- A fundamental development objective for all sites is the safe and efficient movement of vehicles and pedestrians. Vehicular access to any site must be carefully designed in relationship to vertical and horizontal curves, sight distances, median cuts, other driveways, and other common traffic engineering criteria so that efficient, smooth flow of traffic is provided.

- Sites should be designed to minimize conflicts between automobiles and pedestrians and create a clearly organized system of entrances, driveways, and parking lots, while still providing adequate and convenient parking spaces. These requirements should minimize paved areas and curb cuts. Parking lots and driveways should be designed to avoid conflict with vehicular traffic in the street.

Pedestrian/Bicycle Access and Circulation

- Site and building design must accommodate pedestrian circulation onsite from parking areas to plazas, open space, pedestrian pathways, and to adjoining buildings. Existing and proposed pedestrian and/or bicycle circulation systems and easements must be integrated into site design. Pedestrian systems should be physically separated from vehicular circulation as much as possible. Minimizing the areas where the two systems cross or are physically adjacent reduces traffic hazards and makes the pedestrian system more efficient, pleasant, and visually attractive.

- Intersections where pedestrian routes cross vehicular circulation are critical areas and should be clearly marked for visual identification by both motorists and pedestrians. Sidewalks shall be located along all perimeter streets and designed to meet City standards. At least one sidewalk connection between the building and the perimeter street is required. Large parking areas must have sidewalk connections to the building entries or ground plaza areas.

- Pedestrian pathways should be designated from transit stops on Johnson Drive to primary site pedestrian circulation.

- At intersections where new traffic signals may be installed, pedestrian actuation should be provided.

- Both recreational and commuter bicycle accessibility to and within the project area is required.

- Should Johnson Drive be widened to accommodate vehicle traffic, bicycle lanes should be maintained on the roadway, and given the increase in traffic volumes, provision of buffered bicycle lanes should be considered. At new signalized intersections on Class II bicycle routes, bicycle detection should be incorporated into the final design of the intersection and traffic signals.

Grading, Excavation, and Drainage

- The design objectives for parcel grading are to create smooth slope transitions between adjacent parcels and proposed improvements, eliminate abrupt or unnatural landforms, and promote positive surface drainage. Proposed grading schemes will be examined during the individual design review process on a project by project basis.

- Off-site grading shall not be permitted. Each site must meet existing grade conditions at property and/or lease lines.

- Concentrated drainage across walkways and other pedestrian areas is not permitted. Drainage across driveway entries is to be avoided.

- Where feasible, integrate storm water treatment features into on-site open space.

Utility, Solar, Electrical, and Mechanical Equipment

- All ground, building, or roof-mounted electric, gas, mechanical units, and similar devices must be properly located to avoid unsightliness or potential safety problems, and must be properly screened. Such equipment should be located and screened in a manner compatible with the design of the building and site improvements.

- No heating, air conditioning, electrical, or other equipment may be installed on the roof of any building or structure unless screened with materials compatible with the predominant exterior building material. All ground equipment should be located a minimum of 25 feet from all public streets, 5 feet from any sidewalk, and shall be screened accordingly.

- No transformer, electric, gas, meter of any type or other apparatus shall be located on any power pole or hung on the outside of any building, except where specially approved by the City. The screening of all exterior mounted equipment should be compatible with the exterior building materials.

- Utility layouts and connection points are part of the design review process. All permanent utility lines shall be installed underground. No overhead wiring is permitted.

- Passive heating and cooling design features (e.g., shading devices to reduce sun exposure) and building design that can accommodate solar collectors and other alternative energy systems are required.

Services, Delivery, Trash, and Outdoor Equipment or Storage Areas

- Loading and service dock areas should be located to the rear or sides of a building, away from the main building entrance, or related high visibility areas. Preferably, service, loading, emergency generator, and trash areas should be enclosed within the building. External facilities must be enclosed and screened with landscaping to minimize views from adjoining streets, buildings, or open space, and designed and constructed with the same design theme and of the same materials as the adjoining building. Such facilities may not be placed adjacent to or facing adjoining streets.

- Any adverse visual impacts on any other site shall be mitigated by the use of screening and/or landscaping to the extent necessary and appropriate to reduce those impacts to the satisfaction of the Director of Community Development.

- Each project must accommodate loading and servicing activity. All loading and service areas shall be clearly signed and conform to City standards. Loading areas shall be designed to accommodate backing and maneuvering onsite, not from a public street, and when occupied shall not prohibit onsite vehicular circulation.

- Trash enclosures and/or other waste storage facilities may be allowed, with City approval of both the design and location, provided that such facilities are screened from view and protected from wind by architectural or landscape features. All trash enclosures and waste containers must be covered and waste containers shall be stored within the trash enclosures at all times except when being unloaded. All trash enclosures and waste storage facilities shall be designed to meet City standards.

- Pedestrian trash and recycling receptacles shall be placed in strategic locations for effective litter control. Where possible, they should be grouped with other site furnishings and placed adjacent to pedestrian pathways. All trash and recycling receptacles shall be located on paved surfaces in locations where they do not conflict with landscape maintenance.

- No materials, supplies, equipment, service vehicles, finished or semi-finished products, raw materials, or articles of similar nature may be stored or permitted to remain outside of buildings or be visible from adjacent properties or adjoining streets.

Parking

- All private driveways, parking areas, and loading areas will be paved in accordance with City standards. Parking areas must be paved with asphalt, concrete, masonry pavers, or similar material approved by the City. Surface parking areas shall not be permitted closer than 10 feet from side or an average of 15 feet (5-foot minimum) from rear property lines. Where parking areas will be contiguous and accessible to parking on adjacent lot(s), the parking may extend to the property line if part of a unified project. Visual screening must be provided for parking areas that can be

viewed from adjacent development sites or from off-site public spaces such as streets, plazas, and walkways. All parking area layouts for the project area shall comply with City parking development standards.

- Parking areas should be designed to:
  • Provide safe and convenient movement of motor vehicles
  • Limit vehicular/pedestrian conflicts
  • Limit paved areas
  • Provide for screening of paved areas
  • Soften the visual impact of parking areas by providing interior planting

- Where opportunities exist for shared parking between users with staggered peak parking demands, owners and developers shall make every possible effort to take advantage of this opportunity to reduce the total number of parking spaces within each site or parcel. Where shared parking is intended, the analysis of parking criteria shall be submitted to the City as part of the design review process.

- Compact car parking requirements shall conform to City requirements. Up to 40 percent of the required off-street parking spaces may be compact.

- Parking structures are allowed but must be architecturally compatible with proposed buildings and the material finish must be the same as, or architecturally complimentary to, the exterior of buildings on the site. Placement of parking structures along site frontages is discouraged.

- Accessible parking spaces and location shall conform to the latest Americans with Disabilities Act (ADA) requirements in addition to the City's accessible parking space requirements. In case of conflict, the more restrictive provisions shall govern.

- Each project shall provide motorcycle parking to the satisfaction of the Director of Community Development. Motorcycle parking should be consolidated and segregated from automobile parking and must have concrete pavement surfaces to support motorcycle kickstands. Motorcycle stalls should be a minimum of 4 feet by 8 feet and clearly marked.

- Bicycle parking is required for each project to the satisfaction of the Director of Community Development. Appropriate bike rack hardware shall be provided for each stall and approved by the City prior to installation. Bicycle parking shall be located near building entries.

- Alternative vehicle parking is required for each project to the satisfaction of the Director of Community Development. Alternative vehicle parking shall be designed to meet City standards.

- Dimensional requirements for parking spaces and maneuvering areas shall be in conformance with City standards. A 90-degree parking angle is encouraged for ease of circulation. Parking areas located behind buildings are encouraged, but not necessarily required. Parking areas shall incorporate internal landscaped islands, pedestrian pathways, perimeter landscape islands, and screening. The design of the site shall discourage large expanses of parking uninterrupted by landscaping or buildings. Painted lines must designate all parking spaces.

Site Furnishings

- Site furnishings encompass a wide variety of individual elements, including lamp posts, pedestrian trash and recycling receptacles, and benches. Site furnishings shall be constructed of materials that are durable and easy to maintain and blend or complement the exterior colors of the surrounding buildings. Site furnishing shall be reviewed by the City as part of the design review process on a project by project basis.

Artwork

- Public art (refers to works of art in any media that have been planned and executed, both in size and materials, with the specific intention of being sited or staged in the public domain, usually outside and accessible to all), outdoor sculptures, and special architectural and landscape features are encouraged in the development of individual sites and parcels. Such pieces and features help establish strong visual identities for individual facilities and greatly enhance the special character of the project area in general. Artwork shall be approved by the City prior to installation.

Vending Machines

- All vending machines must be placed completely inside buildings.

Architecture

Visual Interest of Façade

Facades with a high level of visual interest from both auto and pedestrian viewpoints are encouraged. The exterior character of all buildings should enhance pedestrian activity in their immediate vicinities.

- To the greatest extent possible, create visual interest through the use of horizontal and vertical articulation, including plane changes, varying roof/parapet heights, recessed entries and windows, score lines, awnings, and varied materials, textures, and colors.
- Design walkways that encourage pedestrian use. Avoid locating walkways where users will be subjected to harsh glare from building materials or subjected to harsh environmental conditions.
- Design ground floor exteriors of buildings to be “pedestrian-friendly.” Specific criteria include the following:

  - Decorative wall surfaces and landscape materials between sidewalks and buildings are encouraged.
  - Muted, modular materials, such as brick and stone, are particularly desirable.
  - Windows that reveal indoor amenities and activities are encouraged.
  - To the greatest extent possible, large expanses of blank walls or mirror glass shall be prohibited.
  - Covered walks or arcades are encouraged.
- Each building should have a discernible base, a clear pattern of openings and/or surface features, a well-defined entry, and a clearly defined top roofline element.
- All buildings shall include a minimum of three primary exterior materials.

Noise Mitigation

Buildings along Johnson Drive should be designed to minimize the effect of road noise on buildings and plazas.

- Consider buffering major outdoor areas, such as balconies, terraces, and plazas, with design elements such as earth berms, evergreen plantings, or other acceptable landscape features.
- Use wall materials with significant sound transmission ratings.
- Sound walls adjacent to the street are prohibited.

Massing, Scale, Form, and Details

Buildings should relate to the area and each other in their massing and forms. Larger masses should be located at the centers of building compositions, with smaller forms stepping outwards and down.

- Consider breaking very large buildings into modules or sub-parts to reduce perceived scale.
- Vary the height of the roof to identify distinct elements.

Building Profile

Design buildings to step back and step down to help break up mass. Use landscape materials on and/or along building elevations to soften appearance and massing of structures from Johnson Drive. “Stepped down approaches” are especially appropriate for breaking up larger structures in excess of 100,000 square feet or those over two stories in height.

- Express the position of each floor in the external skin design, using the following techniques:
  - Terracing, articulated structural elements, or changing building materials.
  - Belt courses, or other horizontal trim bands, of contrasting colors and/or materials.

Pedestrian Scale

Buildings should appear to be designed at a pedestrian scale. In general, this means using familiar forms and elements that can be interpreted in human dimensions.

- On buildings over 50,000 square feet and more than two stories high, do not use wall planes more than 24 feet high without incorporating meaningful techniques to break up the perceived building mass.
- Express facade components in ways that help establish building scale. Encourage compositions that emphasize floor lines or express rhythms and patterns of windows, columns, and other architectural features.

Entrances

Primary pedestrian entrances should be easily identifiable and attractive to pedestrians.

- Design main entrances to be clearly identifiable as seen from primary driveways and drop-offs.
  - Entrances should be designed as contrasting areas on a building's façade.
- Use building entranceways as transitions from buildings to the ground plane. Specific criteria include:
  - Walls, terraces, grading, and plant materials should be incorporated.
  - Terraces or porticos can be used to define and extend entrances.
- Design secondary entrances to connect to pedestrian circulation systems. These entrances should be visible from parking areas. They may also be more subdued.

Color and Materials Palette

Visual continuity in major building materials is desired throughout the project area.

- Use wall materials that are muted in color and have texture. Specific criteria include the following:
  - Natural matte textures and earth tone colors are encouraged. Textured, colored concrete may also be considered.
  - The use of fine textured materials, such as brick, cast stone, tile, and textured block are encouraged. Horizontally textured concrete, stucco and dark metal panels or glass spandrel panels may be suitable if used at a scale visually related to pedestrians.
  - Wood is not appropriate as a primary building material.
- Reserve the use of strongly contrasting materials and colors for accents, such as building entrances, railings, stairs, etc. Avoid an excessive variety of façade materials.
- If glass is proposed at pedestrian levels, use clear or lightly tinted low-e glass (glazing), particularly at pedestrian levels where transparency between indoor and outdoor spaces is desirable.
- Select building materials that will age with grace. Avoid light colored materials that may streak, fade, stain, generate glare, or detract from the natural setting.
- Glass with reflective, metallic coatings that increase glare is discouraged.
- Site-cast concrete should provide effective articulation.
- Large expanses of stucco visible from public areas are discouraged.

Human Scale Materials

Building materials manufactured in units measurable in human proportions should be used whenever possible. Materials such as brick, tile, concrete masonry units, and modular stone help people interpret the size of a building. Perceiving the scale of a building is important in terms of a pedestrian's ability to relate comfortably to it. Avoid over-scaling materials.

- Use building materials that are familiar in their dimensions and can be repeated in understandable modules.
- Combine building materials in modules that can be visually measured. Consider the following specific criteria:
  − Cast or scored concrete that gives a sense of proportion may be appropriate, as well as conventional modular materials, such as brick or stone. Avoid large, featureless surfaces.
  − Large, uninterrupted surface areas should have a change in articulation through the use of pattern, texture, material, openings, or change in plane.

Colors

Building colors should blend in with the natural surroundings.

- Study the landscape for cues. A predominance of earth tone colors that relate to the surrounding area, such as light, neutral tans, and browns is encouraged.
- Use darker colors at the base of walls and lighter colors for the tops of walls.
- Use darker colors or earth tones (neutral browns, darker buffs, tans, ochres) for expanses of walls, with brighter accents or white for trim.
- Use neutral roof colors between light and dark, avoiding white or reflective materials unless located behind a parapet. Cool roof materials are encouraged.

Landscape

To the greatest extent possible, water conservation measures shall be incorporated into the design. All landscaping plans shall comply with the State/City's Model Water Efficient Landscape Ordinance and Bay Friendly Guidelines. All landscaping plans and materials require City approval as part of the design review process on a project by project basis.

Visual Buffers

Visual buffers should be created along property lines and where utility, service, garbage and/or loading areas are sited to provide thorough screening. The plant material should be a combination of evergreen trees and large-growing shrubs. A minimum of 50 percent of the screening material shall be evergreen trees. Exceptions may be approved by the Director of Community Development.

Landscape Setbacks

A 35-foot wide bermed landscape setback may be required on all parcels within the project area along Johnson Drive. The minimum height of the berm shall be determined by the Director of Community Development. Other landscape features may be utilized instead of a berm as determined acceptable by the Director of Community Development. Uses permitted within landscape setbacks are berms, driveways crossings, landscaping, public and private utilities, drainage and slopes, site furnishings, sidewalks, trails, irrigation, and permitted signs. Provide a minimum five-foot wide planting strip along building walls visible from the public right of way to reduce building massing. This area may be reduced where there are pedestrian plazas or storefront uses.

Plant Palette

The plant palette shall predominantly feature species native to California that are drought tolerant and can withstand recycled water.

Parcel Entry Drives

The landscape emphasis at the entry drives is to be based on intended use. Visitor and primary entrances are to receive the greatest emphasis with respect to landscape treatment. The plant material selection should provide a variety of layering by size, seasonal interest, texture and color.

Parking Area Requirements

- Landscape islands, a minimum of five feet in width, are to be provided internal to parking areas and as endcaps to all parking rows.
- Parking lot trees, minimum 24-inch box size shall be required at a minimum ratio of one tree for every eight parking spaces. View corridors are permitted through orchard-style planting provided the minimum overall tree quantity requirements are maintained.
- Shrubs selected for parking lot screening, including spaces and maneuvering drives, shall be a minimum 15-gallon size at planting.

Lighting

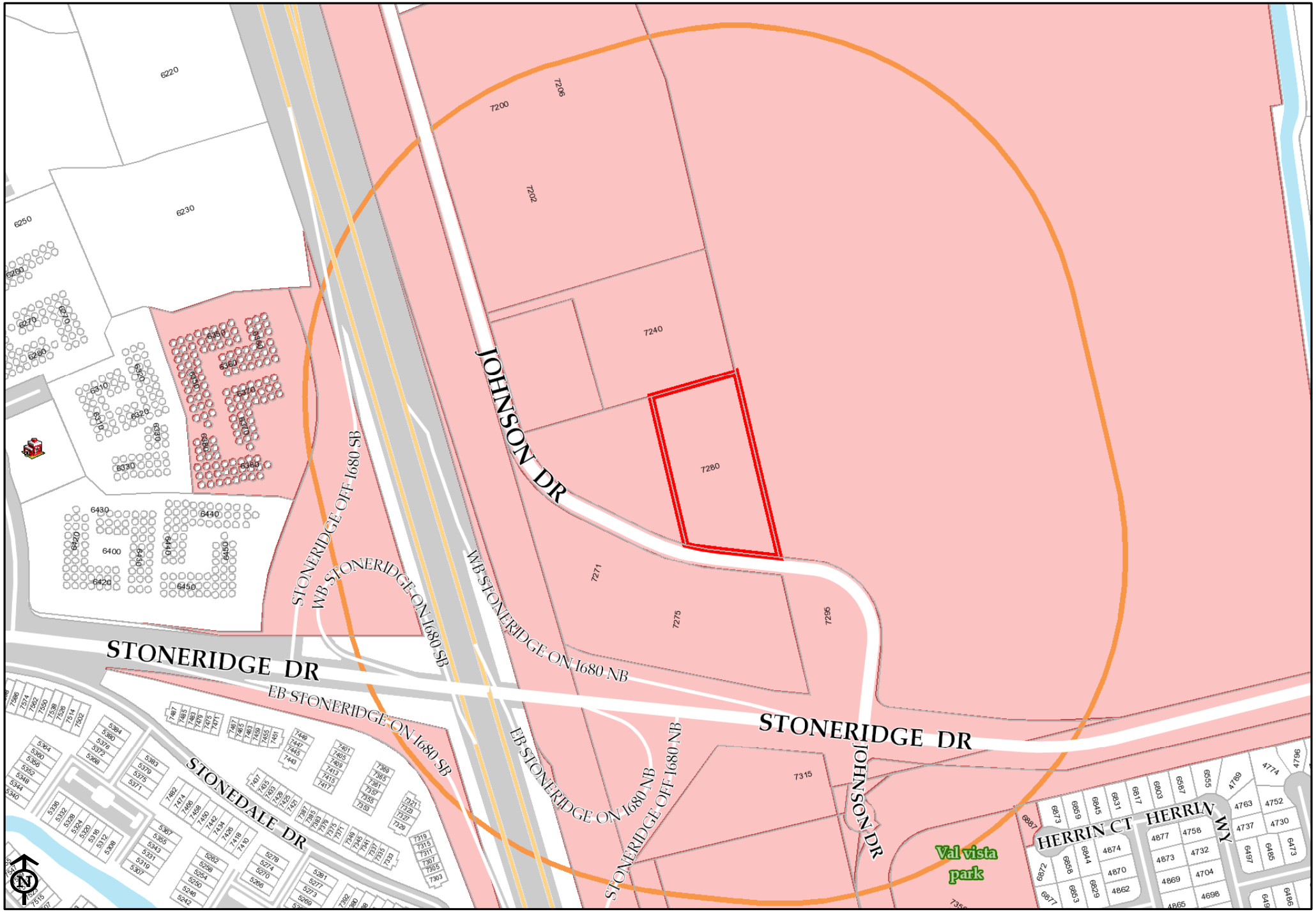
All lighting shall be complementary to the site layout and building architecture, and shall be designed to avoid glare on surrounding parcels and uses. All lighting plans shall comply with City standards and applicants shall submit a lighting location site plan that includes limited conflicts with proposed tree planting locations, fixture details and specifications, and a photometric plan. All lighting plans and materials require City approval as part of the design review process on a project by project basis.

Signage

As appropriate, a master sign program shall be developed for each individual development site/project within the project area. All signage shall be complementary to the site layout and building architecture. All master sign programs or individual signage plans, including freeway pylon signs, require City approval as part of a sign design review process on a project by project basis. Corporate branding and colors specific to the tenant are permitted.

Exceptions

Exceptions to these Design Guidelines may be granted by the decision making body if it can be determined that the proposed project is substantially compliant with the PUD-C District and these Development Standards and Design Guidelines.



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P18-0113, 7280 Johnson Drive, Tharaldson Hospitality Development

Planning Division
June 14, 2018

THE CITY OF PLEASANTON