

Planning Commission Staff Report

February 11, 2015
Item 6.a.

- SUBJECT:** PUD-108
- APPLICANT:** Bradley Blake, BHV CenterStreet Properties, LLC
- PROPERTY OWNER:** Alameda County Surplus Property Authority
- PURPOSE:** Application for Planned Unit Development (PUD) development plan to construct an approximately 112,000 square-foot shopping center and related site improvements on approximately 11.5 acres of the Retail/Commercial site at Staples Ranch.
- GENERAL PLAN:** Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation
- SPECIFIC PLAN:** Stoneridge Drive Specific Plan Amendment/Staples Ranch
- ZONING:** Planned Unit Development – Commercial (PUD-C) District
- LOCATION:** Approximately 11.5 acres of the Retail/Commercial Site at Staples Ranch (the southwest quadrant of Stoneridge Drive and El Charro Road)
- EXHIBITS:**
- A. [Draft Conditions of Approval](#)
 - B. [Proposed Plans, Leadership in Energy and Environmental Design \(LEED\) Checklist, Plan to Reduce Operational Air Emissions](#)
 - C. [Minutes of the October 22, 2014, Planning Commission Work Session](#)
 - D. [Location Map and Noticing Map](#)

I. BACKGROUND

Bradley Blake, on behalf of BHV CenterStreet Properties, has submitted an application for a PUD development plan for the construction of an approximately 112,000 square-foot shopping center at the Retail/Commercial site at Staples Ranch.

The Stoneridge Drive Specific Plan Amendment/Staples Ranch (Specific Plan) was adopted by City Council on August 24, 2010, and is applicable to the subject site. The Specific Plan contains design standards for properties subject to the Specific Plan, and includes a Mitigation Monitoring and Reporting Program (MMRP) for minimization or avoidance of environmental impacts.

The proposed application is subject to review and approval by the City Council, following review and recommendation by the Planning Commission. The Planning Commission's recommendation on the proposed application will be forwarded to the City Council for review and final decision.

October 22, 2014 Planning Commission Work Session

The project was reviewed and discussed at a work session with the Planning Commission held on October 22, 2014. Listed below are the topics discussed at the workshop (the draft minutes from the workshop regarding this item are attached to this report as Exhibit C).

- A. *Are the on-site circulation, parking layout, and positioning of the buildings acceptable, and specifically, does the Planning Commission find the proposed 28 foot setback as measured from the face of curb along Stoneridge Drive adequate?*

The commissioners indicated that the general circulation for the site appears acceptable; however they requested modifications to lengthen the initial entry in order to provide additional vehicle stacking area and to add a designated left-turn pocket into the first drive aisle to alleviate congestion. In regard to the positioning of the buildings, several commissioners felt that the proposed setbacks and massing were generally acceptable as long as the applicant continued to work on incorporating more variation in the architectural elevations, creating varying setbacks along both street frontages.

- B. *Are the design, colors, materials, and heights of the proposed buildings acceptable?*

The commissioners had mixed feelings on the design, colors and materials of the center. Commissioners Allen and O'Connor felt that the project should incorporate a more traditional style to better reflect the architecture commonly found in Pleasanton, while Commissioners Piper and Balch indicated that they were receptive to new and different styles of architecture including the proposed red accent features. In general, all of the commissioners agreed that the overall project over used stucco and needed to provide more variation in materials. The commissioners indicated that the heights of the buildings were acceptable.

- C. *Does the Planning Commission find the two-story buildings acceptable, including the presence and design of the proposed exterior stairways? Would the Planning Commission prefer enclosing the staircase even if it required a minor deviation to the maximum permitted square footage?*

Commissioners indicated that the two-story buildings are acceptable, including the proposed exterior stairways; however, concerns were raised regarding adequate protection from the weather if all access points to the second floor were to be open to the elements.

- D. *Does the Planning Commission have any comments on the proposed landscaping plans, including the vineyard buffer along El Charro Road?*

The commissioners had mixed feelings on the use of vineyards within the El Charro street setback. Many felt it was hard to visualize the appearance of the landscape in the future and were neutral to its inclusion in the project. All commissioners agreed that the sidewalk along El Charro Road should be redesigned to meander and provide as much distance from the road as possible since El Charro Road is heavily utilized by large

trucks. The commissioners acknowledged that the redesign of the sidewalk may require elimination of the vineyard. Commissioner Allen stated that she felt the proposed courtyard area would provide an amenity as long as appropriate plants were planted in pots or in the ground to provide adequate shade. Commissioner Balch stated concerns with the south elevation of Building E facing the public park, indicating that carefully-positioned screening trees should be provided and that the rear trash enclosure should be relocated or if it was required in that location it should be reduced in size.

E. Does the Planning Commission have any comments on the proposed permitted and conditionally permitted uses?

All commissioners agreed that the uses were acceptable, but Commissioners Ritter and O'Connor indicated they were hesitant to limit the number of restaurants within the center. Commissioner Allen indicated she hoped the center would attract vibrant businesses and suggested limiting non-retail and services type businesses within the center in favor of more restaurant and traditional retail uses.

Work Session Public Comment

David Preiss, from the law firm Holland and Knight LLP, spoke on behalf of his client, Vulcan Materials Company. Mr. Preiss indicated he had no issues with the commercial/retail development, but wanted to inform the Planning Commission that the Pre-Development and Cooperation Agreement (Agreement) was executed in 2007 and details how to safely integrate truck and consumer traffic. Mr. Preiss further commented that access from El Charro Road as proposed cannot be approved without consent and agreement from the parties of the Agreement, and that his client has requested to move the proposed access further south and clarify that it be maintained for Emergency Vehicle Access only from El Charro Road.

SITE DESCRIPTION

The approximately 11.5-acre Retail/Commercial site is located south of Stoneridge Drive, east and north of the Community Park site and Arroyo Mocho, and west of El Charro Road. Figure 1 provides a vicinity map of the area.

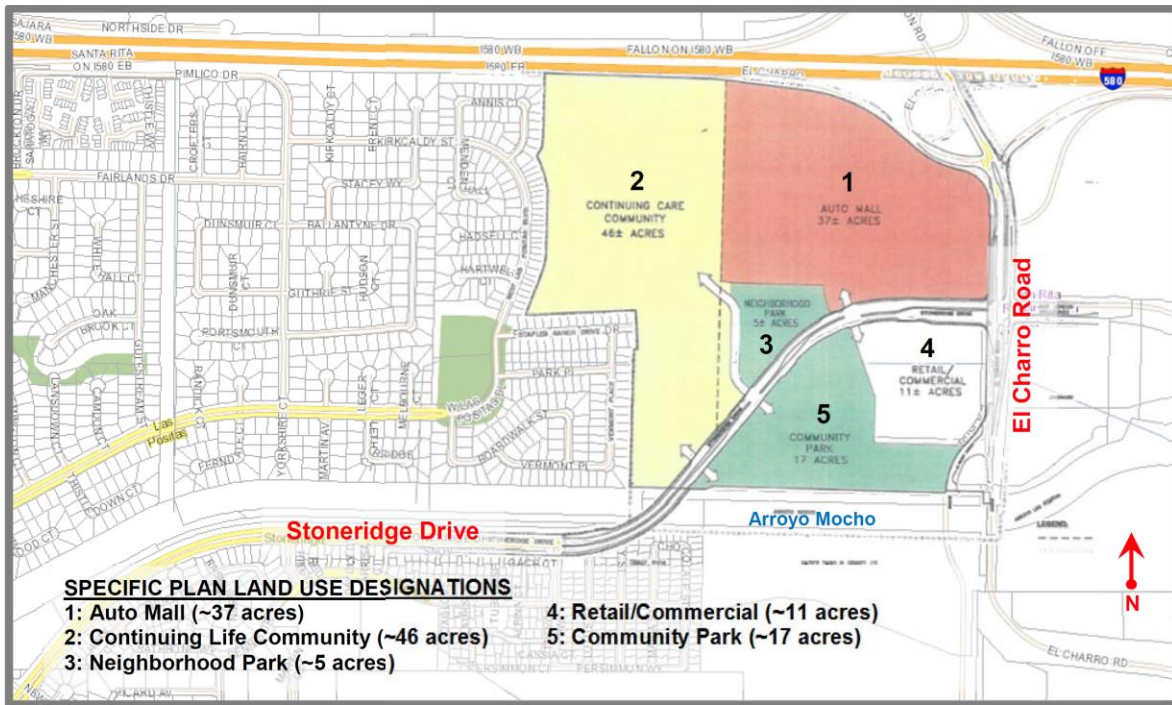


Figure 1: Vicinity Map

As shown in Figure 1, Retail/Commercial is one of five designations within the Staples Ranch area. Other land use designations within the Stoneridge Drive Specific Plan Amendment/Staples Ranch include Auto Mall, Continuing Life Community, Neighborhood Park, and Community Park.

The 11.5-acre site is vacant and relatively flat. A stockpile consisting of approximately 16,000 cubic yards of dirt is located on the southern half the site. No driveways or entry drives currently provide access to the site, and no mature trees are located on the site although street trees are present along Stoneridge Drive and El Charro Road. There is an existing bus turnout along Stoneridge Drive.

PROJECT DESCRIPTION

The applicant proposes to construct an approximately 112,000 square-foot shopping center anchored by a grocery store and related site improvements on the approximately 11.5 acre Retail/Commercial site. Figure 2 shows the proposed site plan for the shopping center.

Key changes made to the proposal after the October 22, 2014 work session includes the following:

- Replacing all two-story buildings with single story structures.
- Replacing the proposed vineyard along El Charro road with a meandering sidewalk and London Plane and Grape Myrtle trees.
- Extending the length of the entry lane and adding a dedicated left-turn lane into the first drive aisle.

- Incorporating additional brick material in the buildings and a variety of awning types and designs.

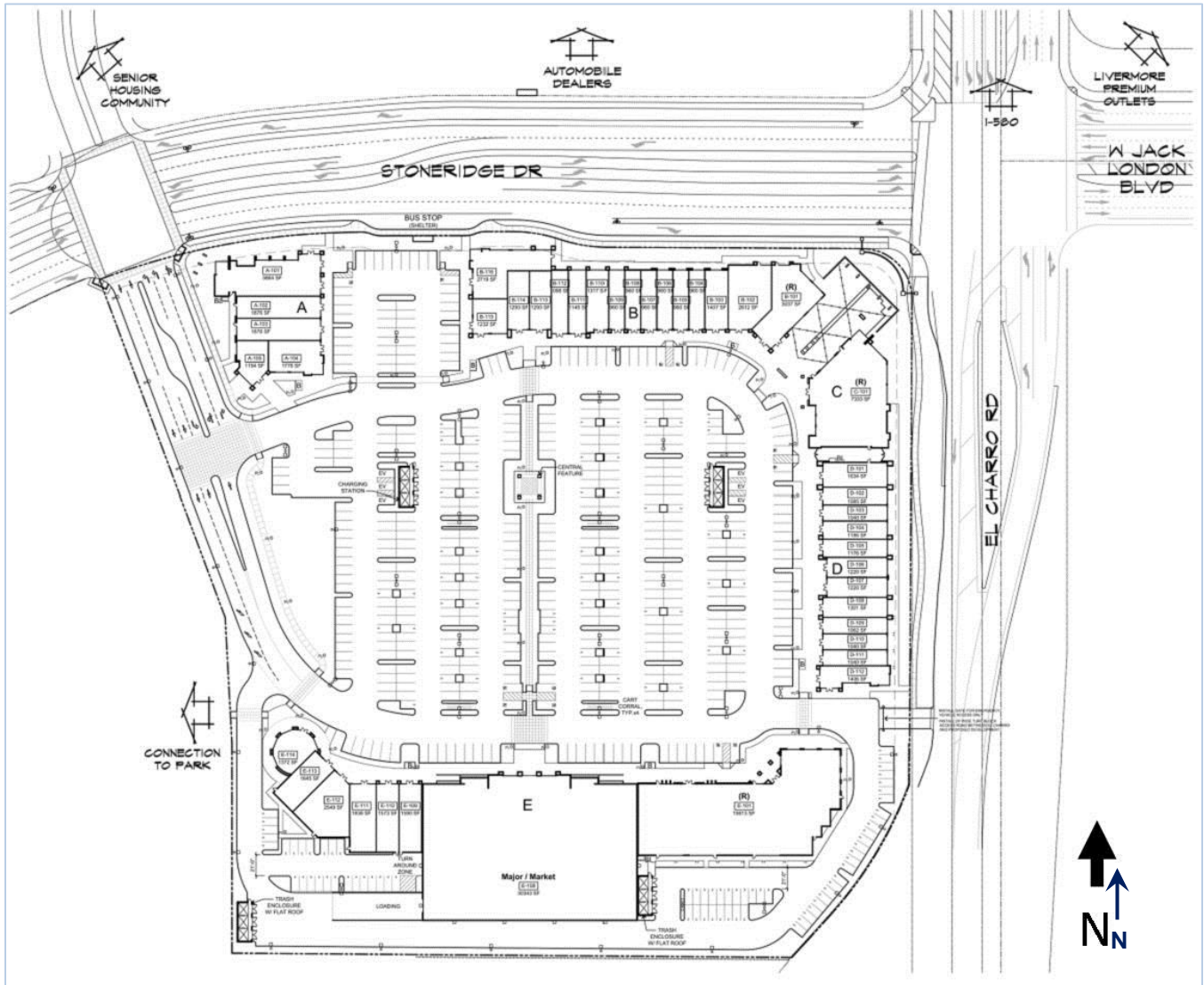


Figure 2: Proposed Site Plan

Site Layout, Access, and Parking: The buildings within the shopping center area are situated around the perimeter of the site, with the majority of the parking located in the center. A total of five buildings are proposed, with two buildings fronting on Stoneridge Drive (Buildings A and B), two buildings fronting on El Charro Road (Buildings C and D), and one building near the southern property line (Building E).

Access to the project would be provided from Stoneridge Drive at the western boundary of the site, and an emergency vehicle access (EVA) only driveway is proposed from El Charro Road (the location of the EVA is subject to review and approval by Vulcan Materials and would be subject to the terms and conditions of a mutually agreeable written license agreement between Vulcan Materials and the property owner). The access from Stoneridge Drive includes two

lanes to enter the shopping center with an additional left turn pocket once on-site and three lanes to exit (two exit lanes allow vehicles make a left turn onto westbound Stoneridge Drive and one lane is a shared through/right turn lane to proceed straight across Stroneridge Drive to Auto Mall Way or eastbound on Stoneridge Drive).

Pedestrian access is provided along the perimeter of the site, and a walkway in the parking lot provides pedestrian access from the buildings located at the northern boundary of the site to the buildings located at the southern end of the site. An additional connection to the future City park along the western property line has also been included. An outdoor dining area is proposed at the northeastern corner of the site, adjacent to the corner entryway located at the intersection of Stoneridge Drive and El Charro Road.

A total of 569 parking spaces are proposed, including: 420 standard parking stalls, 131 compact parking stalls, and 12 accessible parking stalls. Generally, the standard parking stalls are located in the areas most easily accessible by visitors of the shopping center (with compact parking stalls interspersed within the customer parking area), and the majority of the compact spaces are located at the rear of building E, and are anticipated to be utilized most frequently by employees. The overall parking ratio for the site would be 1 space per 197 square feet (compared to 1 space per 211 square feet at Pleasanton Gateway). Parking for the site is summarized in Table 1.

Table 1: Proposed Parking

Use	Proposed Square Footage	Parking Ratio	Parking Required
Major Tenant/Market	30,343	1/150	203
Restaurants	55,983	1/200	280
Other	25,631	1/300	86
Total	111,957	1/197	569

The dimensions of the standard parking stalls are 19-feet deep by 9-feet wide, and are shown as 17-feet deep in some areas (where the spaces overhang into landscaping). Compact parking spaces are 16-feet deep by 8-feet wide (and are shown as 8-feet wide by 15-feet deep in areas where the spaces overhang into landscaping). Drive aisles are proposed to be 25-foot wide. The loading area is located at the southern portion of the site, behind building E.

Proposed Buildings: Revised plans submitted after the workshop have eliminated all two-story buildings and include only single story structures. Pedestrian entries are primarily located on the facades that face the parking lot. As mentioned previously, proposed buildings are situated around the northern, eastern, and southern boundaries of the site; their development/use characteristics are summarized in Table 2.

Table 2: Proposed Buildings

Building	Building Height	Uses	Proposed Square Footage
Building A Height to Parapet: 22 feet Height to Tallest Feature: 31.5 feet		Retail and Restaurant	10,588
Building B Height to Parapet: 22 feet Height to Tallest Feature: 32.9 feet		Retail and Restaurant	22,903
Building C Height to Parapet: 22 feet Height to Tallest Feature: 31 feet		Restaurant	7,333
Building D Height to Parapet: 22 feet Height to Tallest Feature: 32.9 feet		Retail and Restaurant	14,140
Building E Height to Parapet: 22 feet Height to Tallest Feature: 33.25 feet		Grocery, Retail and Restaurant	56,723

*Based on Sheets A4

A perspective drawing showing the proposed shopping center is provided in Figure 3 (the project plans, included as Exhibit B, contain comprehensive elevation drawings, additional perspective drawings, and other illustrations of the project).



Figure 3: Perspective Drawing Showing Proposed Shopping Center

The exteriors of the buildings consist primarily of brick and stucco, and are accented by architectural elements including awnings, corncing, covered entries, wing-wall elements, and varying roof heights. The major grocery tenant within Building E includes a split-face façade with brick entry columns.

Landscaping: Conceptual landscaping plans inclusive of a plant palette are provided as part of the project plans. Generally, landscaping is proposed around the perimeter of the site (with a wider landscape buffer along El Charro Road), within parking areas, and within bioretention treatment areas. Figure 4a and 4b shows the proposed landscaping plan and also an enlargement of the landscape treatment at the northeastern corner of the site near the intersection of Stoneridge Drive and El Charro Road.

The project developer would be required to contribute to the design and construction of a roadway entry feature near the northeastern corner of the subject site, and thus the corner treatment may change from what is currently shown once plans are developed and finalized. The feature is intended to be similar (but not necessarily identical) to the feature seen on the City of Livermore side of the Stoneridge Drive/Jack London Boulevard and El Charro Road intersection, and is intended to demarcate the northeast entry into Pleasanton.

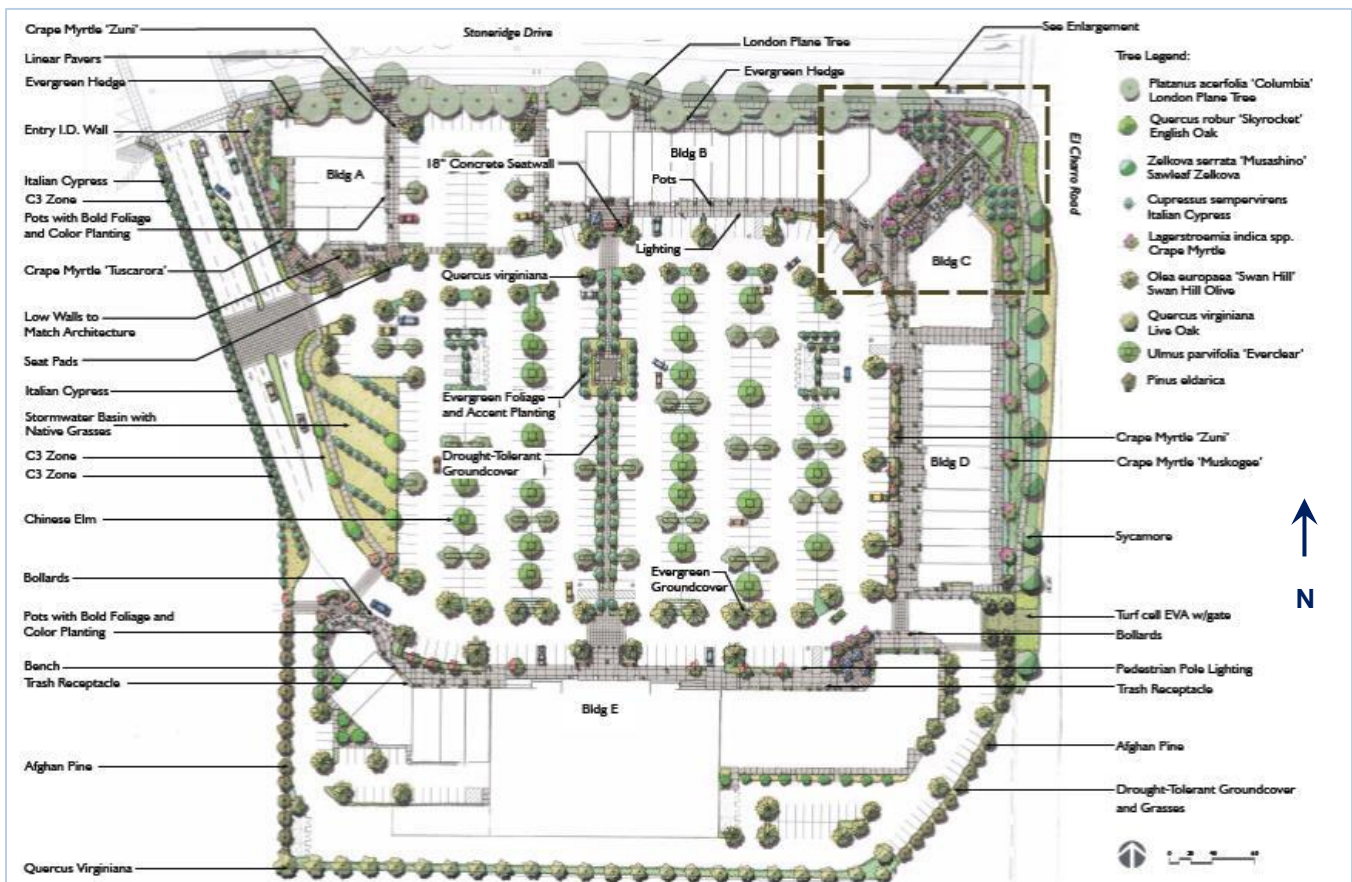


Figure 4a: Landscaping Plan



Figure 5b: Enlargement of Northeastern Corner of Site

A 10-foot wide landscaping area with a double row of Italian cypress is proposed along the western property line abutting the Community Park site, and a row of Live Oak trees is proposed along the southern property line. The proposed landscape treatment along Stoneridge Drive and El Charro Road consists of London Plane and Crape Myrtle trees.

Signage: Conceptual signage is shown on the plans, but a formal application would be required for the approval of a comprehensive sign program.

Parcel Map and Easements: The applicant has indicated that there are no plans to subdivide the property at this time. A 15-foot Public Utility Easement (PUE) exists along the northern and eastern boundary of the site and is expected to remain. A condition of approval has been included to require all buildings and architectural features to be placed outside of the easement.

Grading and Drainage: Sheet C3 shows the preliminary grading and drainage plan for the project site. The site would be graded such that finished grades would vary between 352 feet and 356 feet. The existing stockpiled dirt on the site will be off-hauled, and minimal grading is required to create proper drainage for the site.

Proposed Uses: The project would include a list of permitted and conditionally permitted uses for the shopping center, which are included within the Draft Conditions of Approval as part of Exhibit A, and discussed further in the “Analysis” section of this report. The uses are generally based on the uses approved for the Gateway shopping center PUD approval, and incorporate the comments of the Planning Commission at the previous work session.

V. ANALYSIS

Land Use

Conformance with General Plan

The General Plan land use designations of the subject property are “Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation.” The proposed commercial use is consistent with these land use designations. Below are some of the General Plan Goals, Programs, and Policies that the project is consistent with or would promote:

- Land Use Element Program 2.2: Encourage the reuse of vacant and underutilized parcels and buildings within existing urban areas.
- Land Use Element Policy 4: Allow development consistent with the General Plan Land Use Map.
- Land Use Element Policy 13: Ensure that neighborhood, community, and regional commercial centers provide goods and services needed by residents and businesses of Pleasanton and its market area.
- Economic and Fiscal Element Goal 2: Sustain the community’s quality of life with a vigorous and diverse economy.
- Economic and Fiscal Element Policy 5: Focus City efforts on supporting and assisting Pleasanton businesses success.

The project is consistent with these goals, policies, and programs and the retail/commercial uses on the site are consistent with the land use designation. The site is located within the Specific Plan as part of the Commercial site. It is currently vacant and the development of the retail/commercial center is consistent with the intended land use of the site, and would provide additional shopping options to residents in Pleasanton as well as surrounding communities. Due to the site’s location directly off Interstate-580, the center will have enhanced visibility, potentially increasing the customer base in the Tri-Valley region and the San Francisco Bay Area.

Stoneridge Drive Specific Plan Amendment/Staples Ranch Specific Plan

The subject site has a Specific Plan land use designation of Commercial and the proposed commercial use is consistent with the Land Use designation. The Specific Plan identifies design standards pertinent to overall site design, circulation, and landscaping, signage, and lighting. The proposal meets these design standards, either as shown on Exhibit B, or as part of a condition of approval.

Relationship of the Specific Plan to Zoning

The subject site is zoned Planned Unit Development – Commercial (PUD-C). The list of proposed uses is considered to be consistent with the stated intent of the Specific Plan and the City’s General Plan.

Site Plan

The site plan has been designed to provide primary access and circulation from Stoneridge Drive, and emergency vehicle only access from El Charro Road.

The proposed access from El Charro Road is for emergency vehicles only and as noted on the plans, would include turf-block and be gated. The Pre-Development and Cooperation Agreement (Agreement) comprises the cities of Pleasanton and Livermore, the Surplus Property Authority/Alameda County, and Vulcan Materials Company, and was executed in 2007 to, among other things, specify the improvements to El Charro Road to make it available for public use while maintaining safe access and maneuverability for truck traffic heading to and from the quarry use further to the south. In accordance with the Agreement, the location of the EVA is subject to review and approval by Vulcan Materials and would be subject to the terms and conditions of a mutually agreeable written license agreement between Vulcan Materials and the property owner. Vulcan Materials and their representatives have reviewed the subject location and design and are generally supportive. A condition of approval has been included to address the recordation of the license agreement prior to issuance of building permits for the project.

As previously discussed, the Pacific Pearl site plan implements the site design policies and guidelines specified for this site by the Specific Plan. The overall site design of the proposed development emphasizes pedestrian links and walkways between the development's individual buildings, and between the site and its surroundings. The integration of buildings and pedestrian amenities, and the provision of a landscaped plaza with seating and water feature, fire place, and shaded pedestrian connections would create a community gathering place. Staff considers the entire Pacific Pearl site plan to be consistent with the requirements of the Specific Plan.

Building Setbacks

The Specific Plan did not specify minimum development standards for this site. The Planning Commission was asked whether the proposed setbacks as measured from face of curb along Stoneridge Drive were adequate. The Planning Commission found the placement of the buildings in close proximity to the Stoneridge Drive and El Charro Road frontages a positive attribute, as long as a variation in architectural setbacks and landscaping provide a buffer between the streets and the buildings. In addition, as requested by the Planning Commission, the plans have been revised to modify the sidewalk along El Charro Road so that it would meander and provide additional distance between quarry vehicle traffic and pedestrians. As proposed, the building setbacks measured from the property line along Stoneridge Drive will vary between 12 feet and 22 feet creating a variety of architectural planes and details to break up the building frontage. Although the submitted plans have proposed a minimum 12-foot setback, staff has included a condition of approval requiring the building and all architectural features to be setback a minimum of 15-feet, so they do not encroach into the 15-foot Public Utility Easement (PUE). The building setbacks as measured from the property line along the El Charro Road frontage will vary between 22-feet and 25-feet.

The proposed building setbacks and design implement the Planning Commission's comments from the previous work session by incorporating a greater variation in architectural setback

along both Stoneridge Drive and El Charro Road such that individual tenant spaces are better articulated. The greater variations in architectural setbacks have created smaller setbacks in some areas, but have provided an overall aesthetic improvement along Stoneridge Drive and El Charro Road. Staff considers the entire Pacific Pearl development plan setbacks as conditioned, to be appropriate.

Sidewalk Sales and Outdoor Dining

Special sales, the display of seasonal items, and outdoor dining will be allowed on the plazas and sidewalks in front of businesses as part of the project. A condition has been included that requires the applicant or future tenant to submit for outdoor dining or temporary use permits prior to the commencement of any outdoor activities. This requirement enables staff and the applicant to coordinate the locations of the outdoor activities and to ensure that sidewalk clearances are maintained. As conditioned, no outdoor sales, shopping center events, and outdoor dining are allowed in the parking areas or the building setback areas facing Stoneridge Drive and El Charro Road.

Loading Areas, and Shopping Cart Storage

The grocery store will include one semi-depressed loading dock to the south of Building E that will be screened by a landscape planter adjacent to the southerly property line. The grocery store's shopping carts will be stored in four locations (two by the store entrance and two in the middle of the parking lot). Submitted plans do not include the design of the proposed cart storage so a condition of approval has been included that requires the shopping carts to be stored behind a brick screen to match the architecture of the center. Additionally, as conditioned, grocery employees will monitor the parking areas to ensure that the shopping carts are stored in the approved enclosures.

Floor-Area-Ratio

The proposed project has a floor-area-ratio (FAR) of approximately 22.4%. There is no maximum FAR for the subject site, and the project is well below the 35% FAR threshold identified by the Specific Plan. Commercial projects that exceed a 35% FAR are required to provide additional amenities, such as enhancements to a park or enhancement of trails within the project area.

Architecture and Design

The proposed buildings have been reduced to one-story and implement the Planning Commission's comments at the previous work session which were intended to achieve a high level and quality of building design. Staff supports the overall building designs for the proposed development for the following reasons:

- The architectural theme of the proposed development incorporates design elements found locally, such as brick, split-face and limestone masonry, various awning styles and materials, cornicing, covered entries, wing-wall elements, and varying roof heights with various metal roof areas.
- Common design elements of materials, design details, and forms visually link the individual buildings while each building has a unique design.

- The building designs provide significant articulation and variation of building heights, volumes, and massing.
- The buildings are designed with detailing on all sides, and with design details and elements that create pedestrian interest.

Colors and materials for the project are depicted on color renderings and materials sheets M1 and M2 provided by the applicant, and samples of the colors and materials will be provided at the hearing for the Planning Commission's review. Overall, staff finds the colors and materials to be acceptable. As conditioned, all heating, ventilation, and air conditioning (HVAC) equipment will be located within the buildings' roof-equipment wells.

Grading, Drainage and Urban Storm Water Runoff

As mentioned previously, other than the existing dirt stockpile on-site, the site is relatively flat, and the proposed project will not substantially change the existing topography. An "existing conditions" plan is included as part of Exhibit B as Sheet C1, and a preliminary grading and drainage plan are included on Sheet C3.

The preliminary stormwater management plan included as part of Exhibit B (Sheet C6) indicates that several best-management practices are proposed for purposes of storm water quality control. Bio-retention planters are proposed in the parking area and along the south and west boundaries of the property.

The City Engineering Division has reviewed the preliminary grading and drainage plan and finds it to be generally acceptable. A condition of approval requires the project to meet the requirements of the current Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit. Separate conditions of approval require that the proposed trash enclosure be covered as shown and that an area drain below the enclosure be connected to the City sanitary sewer system. Trash capture devices will also be required within the project's storm drain inlets or storm drain piping.

Landscape Design

Since there are no trees on the subject site, none will be removed. The landscaping plans provided as part of Exhibit B include a preliminary planting plan that incorporates both evergreen and deciduous tree species. Various types of shrubs and groundcover are located within bioretention areas and parking lot planter islands. As conditioned, the proposed plan would incorporate plant species with low watering requirements that would complement the streetscape and proposed buildings. The proposed project's landscape treatments would also be designed to require relatively low maintenance and comply with the State of California's Model Water Efficient Landscape Ordinance.

A 10-foot wide landscaping area with a double row of Italian cypress is proposed along the western property line abutting the Community Park site, and a row of Live Oak trees is proposed along the southern property line. The proposed landscaping treatment along Stoneridge Drive and El Charro Road consist of London Plane and Crape Myrtle trees.

The Specific Plan states that a double row of London Plane trees be incorporated into the landscaping plan along Stoneridge Drive, with one row located within the 6-foot planting strip separating the sidewalk from the street, and the other row planted offset from the first on the subject development site. A row of London Plane trees along Stoneridge Drive has already been installed and will be retained; the developer would be responsible for incorporating the second row of London Plane trees into the project scope as conditioned.

A condition has been included that requires that the landscaping along the entry drive, Stoneridge Drive, and El Charro Road to be clearly identified on permit plans, and that it be consistent in overall appearance and spacing with nearby areas. Further, a condition requires that the project developer contribute to the design and construction of a roadway entry feature near the northeast corner of the site. The feature is intended to be similar (but not necessarily identical) to the feature seen on the City of Livermore side of the Stoneridge Drive/Jack London Boulevard and El Charro Road intersection.

Overall, staff believes that the proposed plant species, quantities, and sizes are adequate.

Building and Site Signs

The applicant has provided conceptual sign locations with a variety of signage types on the frontages of the tenant spaces. In general, the proposed sign locations comply with the Specific Plan Guidelines. General sign design guidelines have been included within the conditions of approval, including limitations on one project identification sign to be located at the Stoneridge Drive entrance. A condition has been included that requires the applicant to submit a comprehensive sign program in accordance with the sign design guidelines for the entire site prior to installation of any signs.

Uses

The Specific Plan allows for up to 120,000 square feet of retail uses and allows for flexibility in the composition of uses to be determined through the PUD process. Staff presented a preliminary list of permitted and conditionally permitted uses for this development during the previous work session. After incorporating permitted and conditional uses of the Gateway shopping center PUD, and incorporating the comments of the Planning Commission at the previous work session, staff has provided a complete list of permitted and conditionally permitted uses for this development. A summary of the permitted and conditional uses for the Pacific Pearl property follow.

- Convenience markets, game arcades, and liquor stores are not allowed. However, wine (only) shops and tasting rooms for wineries are permitted.
- A variety of retail uses are allowed. Specific types of retail uses such as ice cream parlors, candy stores, and bakeries could include the on-premises manufacture of product for sale or consumption. Businesses such as a retail bicycle shop would permit the servicing/repair, but not painting, of bicycles as an incidental use.
- Tutoring centers excluding daycare/childcare, art schools, martial arts schools, music and dance schools, indoor recreation and sports facilities, and private recreation facilities for no more than 20 students at any one time are permitted; for facilities over

20 students a conditional use permit is required. These uses will be limited to a total of 5,000 square-feet for the entire center.

- Retail sales and personal services, such as laundries, clothing stores, hobby stores, jewelry stores, camera stores, and similar businesses are permitted.
- Restaurants including sit-down and take-out establishments are permitted with an emphasis on sit-down restaurants. Odor control devices are required on all future restaurants with fryers or grills as a means of controlling cooking odors.
- A variety of business and professional offices and medical offices are allowed but limited to 5,000 square-feet for the entire center.

Traffic, Parking, and Off-/On-Site Circulation

Program 1.1 and Program 2.7, respectively, of the Circulation Element of the 2005 – 2025 Pleasanton General Plan state:

Program 1.1: “Require new developments to pay their fair share of planned roadway improvement costs.”

Program 2.7: “Require feasible mitigation measures to keep intersections impacted by development to acceptable service levels, in the event that LOS D is exceeded. If there are no feasible mitigation measures and if the intersections are otherwise not exempt from the LOS D standard, withhold development approvals, including building permits, until the intersections exceeding LOS D are at an acceptable level of service.”

Traffic Level-Of-Service Impacts/Mitigation Measures

The traffic impacts and mitigation measures for the Pacific Pearl development were identified in the Supplemental Environmental Impact Report (SEIR) and adopted California Environmental Quality Act (CEQA) Findings and a Statement of Overriding Considerations for the Stoneridge Drive Specific Plan Amendment/Staples Ranch dated December 7, 2007.

Traffic improvements addressed within the analysis include the Stoneridge Drive extension to El Charro Road, which has been completed. The project on the Commercial site considered in the SEIR consisted of a commercial development with a maximum of 120,000 square feet of retail or 200,000 square-feet of non-retail development. The subject project entails development of 111,957 square feet on the site. The square footage of the subject commercial development falls within the development envelope assumed in the SEIR. Approximately 8,043 square feet of future retail development could occur without triggering supplemental environmental review or additional traffic mitigation.

Parking

The project provides a total of 569 parking spaces, which is based on the proposed uses shown in Table 1 within this report. The parking as shown in Table 1 is based on a limited square-footage for each use, however staff has not included a condition limiting each individual

land use category at the center. Staff has provided conditions of approval limiting the total square-footage for professional offices, medical offices, and non-retail type uses listed in Exhibit A. Staff feels that the general mix of anticipated uses with varying peak traffic times can be accommodated and that all of the remaining anticipated uses within the center including the Major/Market tenant and all anticipated restaurants can be justified without setting specific square-footage limitations. Requiring limitations on only professional offices, medical offices, and non-retail type uses is consistent with the requirements for Pleasanton Gateway. In addition, staff feels the project as designed provides improved vehicular access and circulation compared to the Pleasanton Gateway by creating a circular vehicular flow pattern that will not impede the entry and exiting of the center. The proposed entry and exit lanes have been lengthened and are separate from any cross vehicle traffic or crossing that may impede the flow of traffic. In addition to the improved circulation, the overall parking ratio for the site would be 1 space per 197 square feet, which is greater than the 1 space per 211 square feet at Pleasanton Gateway. Staff is satisfied that adequate parking and circulation is provided with the proposed project to accommodate the proposed uses.

Pedestrian/Bicycle Facilities

The project will provide pedestrian sidewalks and linkages with seating throughout the development and to off-site areas, including the City's park property to the west. Bicycle racks and lockers will be provided throughout the project and would be located near each building within the project.

In addition to the pedestrian/bicycle linkages, the applicant is also providing a new bus shelter and bench designed to match the project architecture. During the Stoneridge Extension project, the Livermore Amador Valley Transit Authority (LAVTA) requested a bus turnout along the property frontage, which was constructed. As the extension along Stoneridge Drive was only recently opened, service along this corridor has not yet been established, but LAVTA has requested that the applicant install the shelter in anticipation of the future need. As conditioned, the maintenance and upkeep of the shelter will be the property owner's responsibility, although LAVTA would maintain the signage.

Green Building Measures

As required by the City's Green Building Ordinance, commercial projects with 20,000 square feet or more of conditioned space must meet a minimum Leadership in Energy & Environmental Design (LEED™) "certified" rating, attaining at least 40 points on a project scorecard. The applicant has provided a preliminary project scorecard that outlines the green building measures proposed for the project, which has been included as part of Exhibit B to this staff report. Some of the green building measures and features proposed as part of the project include: water efficient landscaping and reduction of water use, use of recycled content materials, use of regional materials, use of low-emitting materials such as adhesives and sealants, paints and coatings, and floor systems. With these measures in place, the project qualifies for 43 points, therefore meeting the minimum required points.

Climate Action Plan

On February 7, 2012, the City of Pleasanton adopted a Climate Action Plan (CAP). The CAP was reviewed by the Bay Area Quality Management District and was deemed a "Qualified Greenhouse Gas Reduction Strategy" in accordance with the District's California

Environmental Quality Act (CEQA) guidelines. Implementation of the CAP will occur over several years, which will result in reductions in greenhouse gas emissions in compliance with the targets set by Assembly Bill (AB) 32, California's Global Warming Solutions Act. The project would implement required provisions of the CAP. All applicable measures (including those not indicated in Exhibit B plans or not) have been incorporated with a condition of approval.

V. PUD CONSIDERATIONS

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

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

The proposed project, as conditioned, meets all applicable City standards concerning public health, safety, and welfare. The subject development would include the installation of all required on-site utilities with connections to municipal systems in order to serve the new development. The structures would be designed to meet the requirements of the Uniform Building Code, Fire Code, and other applicable City codes. The proposed development is compatible with the General Plan, Specific Plan, and zoning designations for the site, and would be consistent with the existing scale and character of the area. In addition the project will include Green Building measures; will provide for the future addition of photovoltaic electrical panels and charging stations for electrical vehicles; will provide for pedestrian connections to surrounding commercial areas, and the future City park property; and will include the on-site pre-treatment of stormwater runoff in vegetative swales before discharge into the City's storm drain system.

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

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

The site's General Plan Land Use Designations of "Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation" allow for a varied mix of uses within the Specific Plan area. Development of the proposed project will further the implementation of the Stoneridge Drive Specific Plan Amendment/Staples Ranch, as approved by the City Council on August 24, 2010. The Specific Plan anticipated up to 120,000 square-feet of retail/commercial uses on the subject property. As conditioned, the project would adhere to the design parameters of the Specific Plan.

Staff concludes that the proposed development plan is consistent with the City's General Plan and the Stoneridge Drive Specific Plan Amendment/Staples Ranch, and staff believes that this finding can be made.

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

The project site is currently vacant. CarMax Auto Superstores and Chrysler-Jeep-Dodge have been approved on the site directly to the north, and the Stoneridge Creek Continuing Life Communities project has recently been completed farther to the northwest. The property directly to the south and west has been designated for a future City park. The park master plan will determine specific park uses and facilities/improvements, consistent with the Specific Plan. The Specific Plan allows the site to be developed with a variety of retail, commercial, and office uses. The proposed development will allow for the development of commercial/retail uses that would be compatible with adjacent properties and nearby commercial development in both Pleasanton and Livermore.

Therefore, staff believes that this finding can be made.

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

The site is relatively level with minimum changes in grades proposed. Erosion control and dust suppression measures will be documented in the improvement plans and will be administered by the City's Building and Public Works Divisions. City building code requirements would ensure that building foundations, on-site driveways, and parking areas are constructed on properly prepared surfaces. On-site stormwater will be treated and directed into the bio-retention planters before being released. The site is not located within an Alquist-Priolo Earthquake Fault Zone.

Therefore, staff believes that this finding can be made.

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

As mentioned previously, minimal changes to the natural terrain are proposed. Development of the site complements the natural terrain by making only minor changes as necessary to the site's existing relatively flat topography. The proposed buildings will be compatible in size and scale with surrounding structures.

Therefore, staff believes that this PUD finding can be made.

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

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

State of California energy and accessibility requirements. The buildings would be equipped with automatic fire suppression systems (sprinklers).

Therefore, staff believes that this finding can be made.

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

The proposed PUD development plan conforms to the purposes of the PUD district. The primary purpose of the PUD district is to allow flexibility in the development of projects that the City determines are in its best interest. Staff believes that the proposed project is designed to reflect its site and location and implements a key component of the Specific Plan approved by City Council on August 24, 2010. The project is also consistent with the General Plan. Moreover, input from the adjacent property owners and tenants has been sought and obtained through a Planning Commission work session; further opportunity for public comment will occur at the Planning Commission and City Council hearings.

Therefore, staff believes that this finding can be made.

V. PUBLIC NOTICE

Notice of this application was sent to all property owners in Pleasanton and Livermore within 1,000 feet of the project site. Staff has not received any comments as of the publication of this report, and will forward to the Commission any public comments received after publication of this report.

VI. ENVIRONMENTAL ASSESSMENT

On August 24, 2010, the City Council certified a Supplemental Environmental Impact Report (SEIR) and adopted the CEQA Findings and a Statement of Overriding Considerations for the Stoneridge Drive Specific Plan Amendment/Staples Ranch. This SEIR was a supplement to the EIR prepared for the Stoneridge Drive Specific Plan Amendment/Staples Ranch Project, which was certified on February 24, 2009. The square footage of the subject commercial development falls within the development amount assumed in the EIR and SEIR and is therefore within its scope of review. The SEIR included some mitigation measures that needed to be addressed prior to issuance of a building permit for a project. These mitigation measures have been addressed in the draft conditions of approval for this project.

VIII. CONCLUSION

The subject project would allow the development of a commercial center on the Commercial site within the Staples Ranch development. Staff finds the use consistent with the General Plan, the Stoneridge Drive Specific Plan Amendment/Staples Ranch, and the Planned Unit Development – Commercial zoning designation for the site. The center would provide additional shopping options for residents within Pleasanton, the Tri-Valley region, and the San Francisco Bay Area.

IX. STAFF RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

1. Find that the previously prepared EIR and SEIR, including the adopted CEQA Findings and Statement of Overriding Considerations, are adequate to serve as the environmental documentation for this project and satisfy all the requirements of CEQA;
2. Find that the proposed PUD development plan is consistent with the General Plan and the Stoneridge Drive Specific Plan Amendment/Staples Ranch;
3. Make the PUD findings for the proposed development plan as listed in the staff report; and
4. Adopt a resolution recommending approval of Case PUD-108, PUD Development Plan, subject to the conditions of approval listed in Exhibit A, and forward the application to the City Council for public hearing and review.

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