

Site 1/BART (PUD-85-08-2)

City of Pleasanton

GIS

Department

5835/5859 Owens Dr.

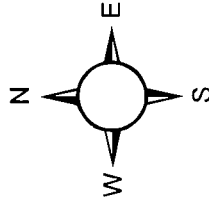
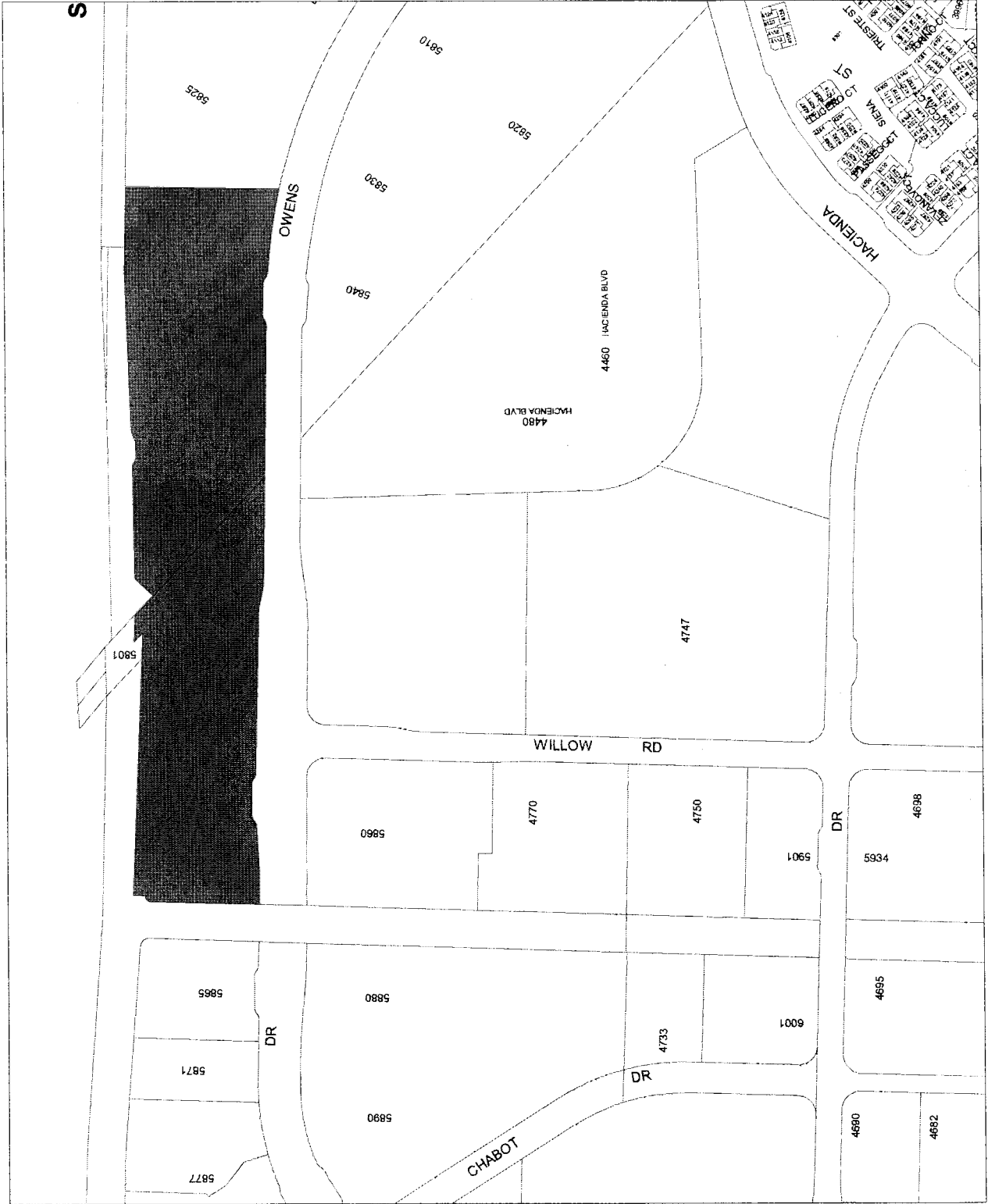


EXHIBIT A

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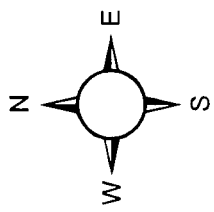
Site 2/Sheraton (PUD-9)

City of Pleasanton

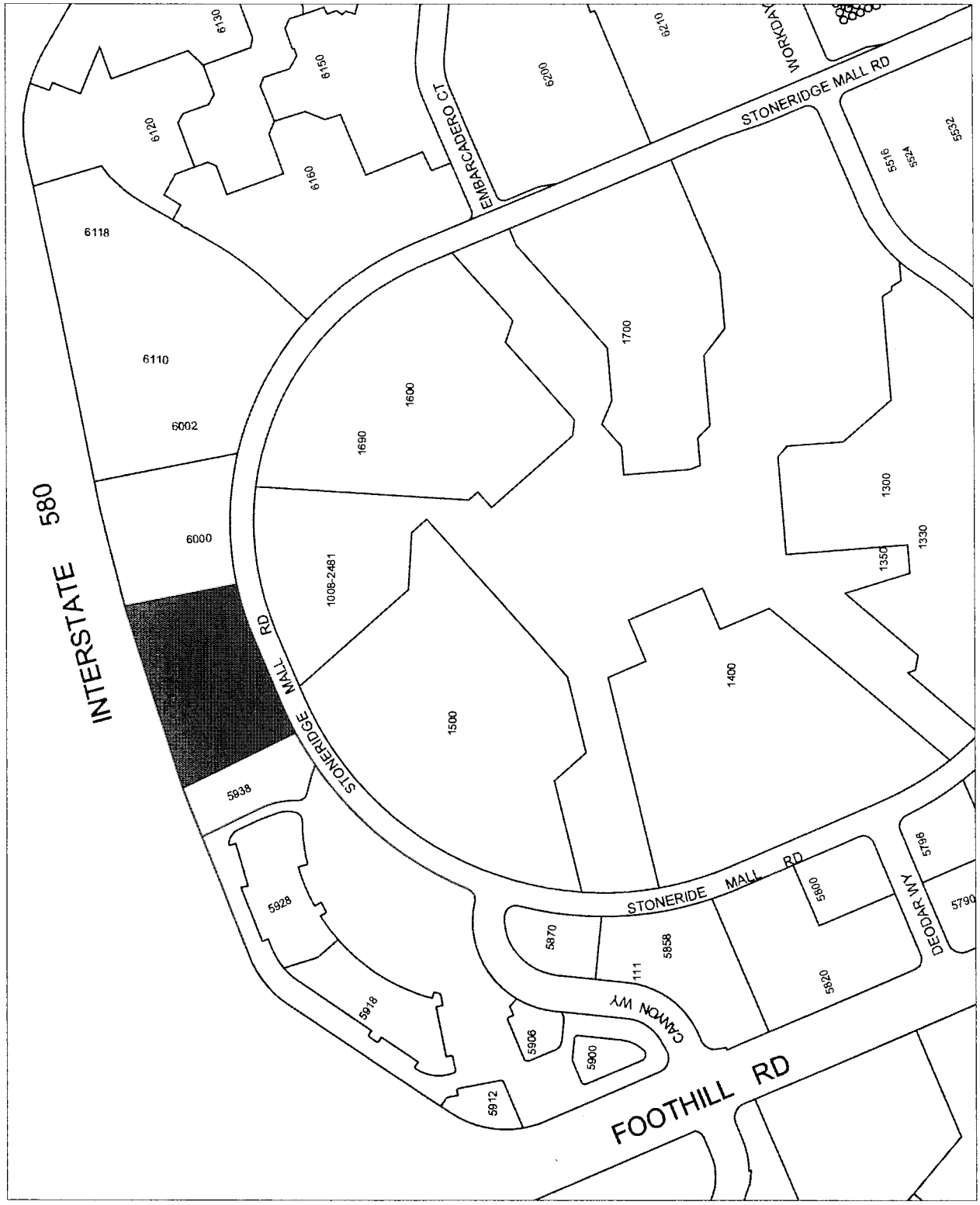
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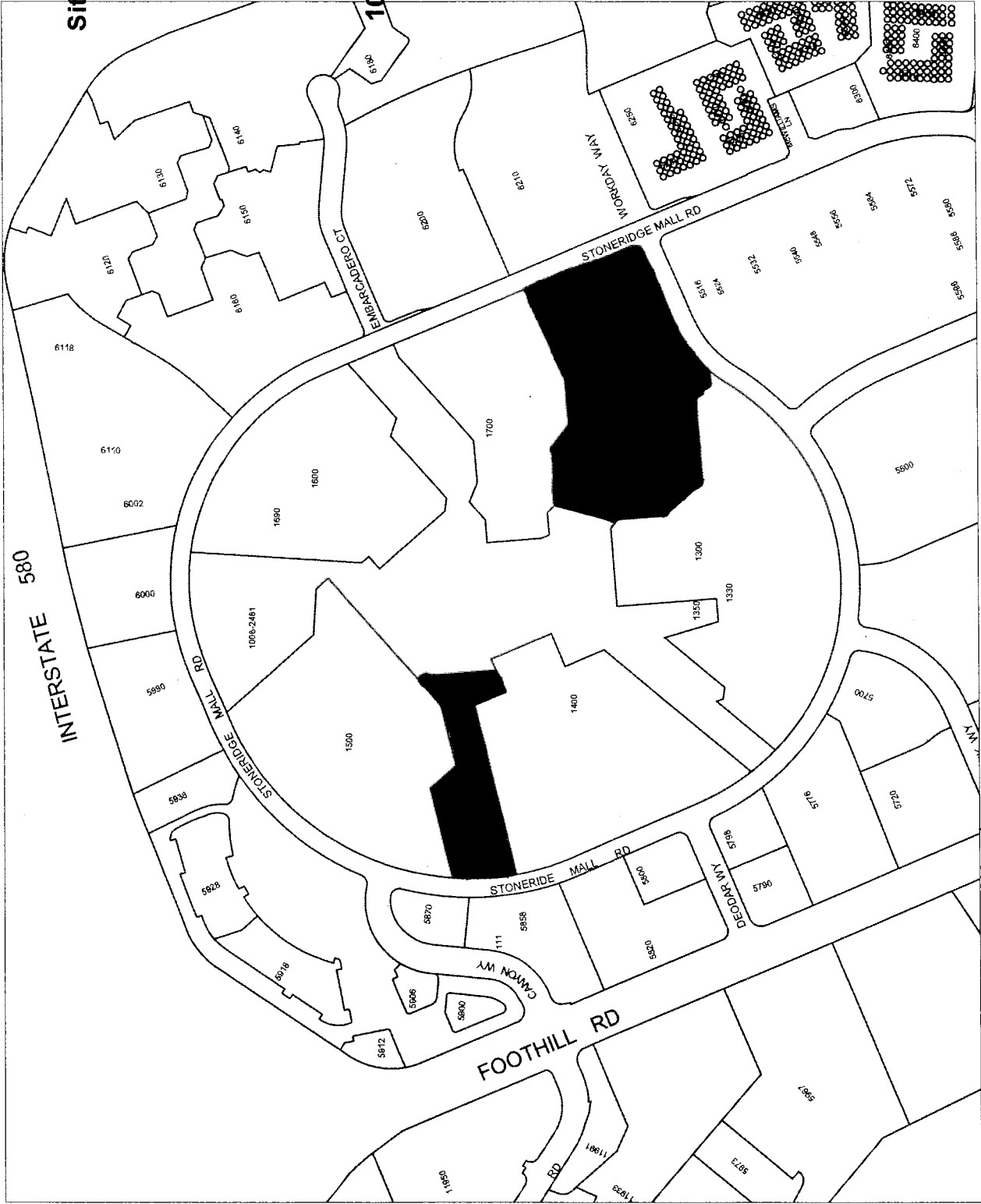
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5990 Stoneridge Mall Rd



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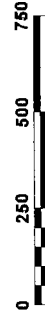
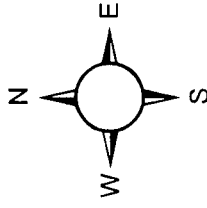
Site 3/Stoneridge Mall (PUI

City of Pleasanton

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Department

1008-2481 Stoneridge Mall



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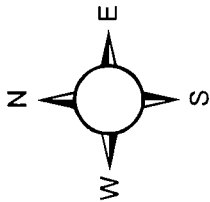
Site 4/Kaiser (PUD-92)

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5620 Stoneridge Mall Rd



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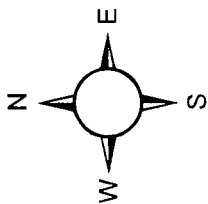
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City of Pleasanton

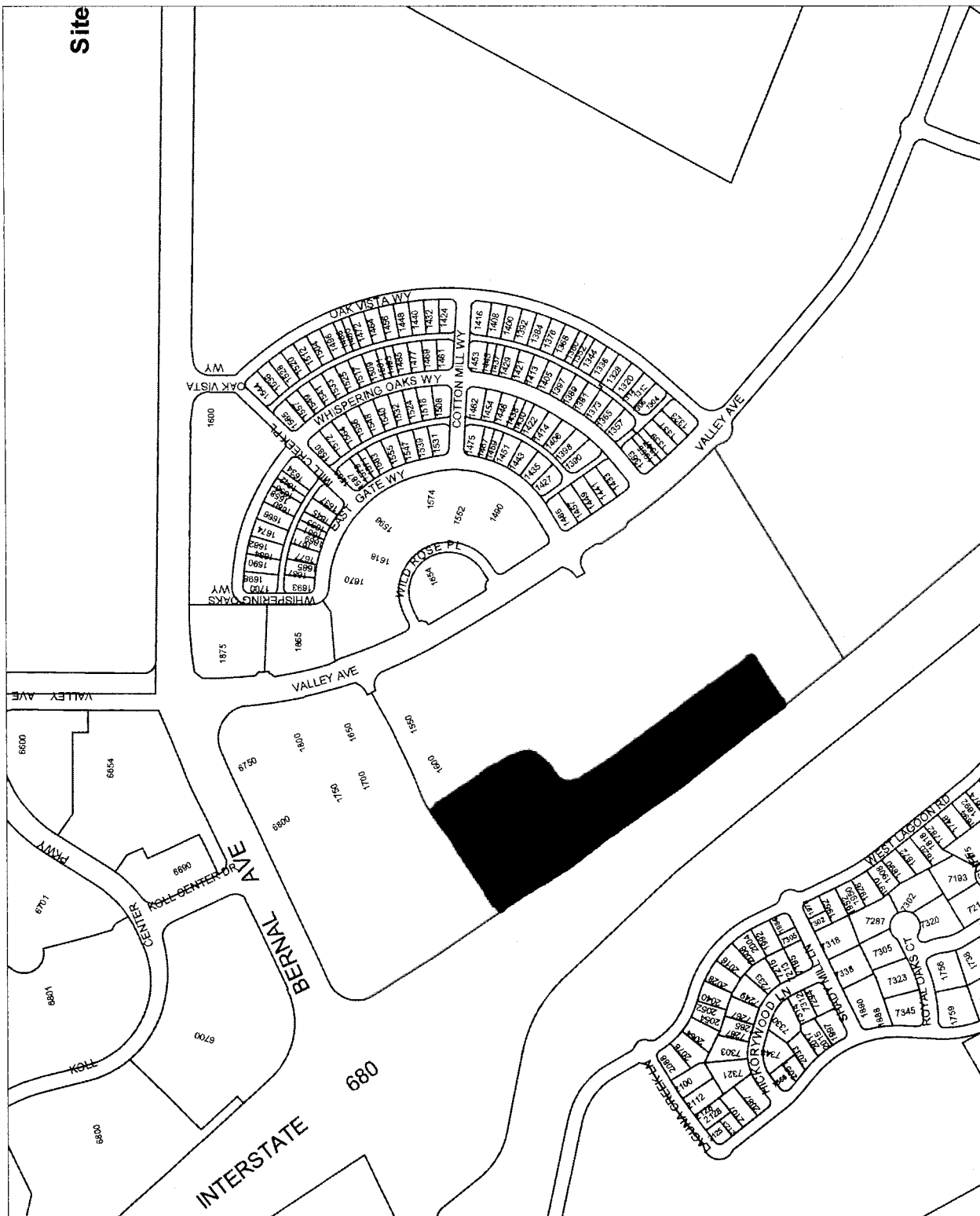
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Department

1600 Valley Ave.



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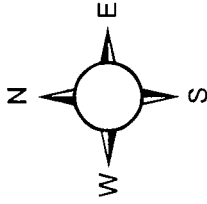
Site 6/AeMaur/Rickenbach (PUD-

City of Pleasanton

GIS

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3150 Bernal Ave,



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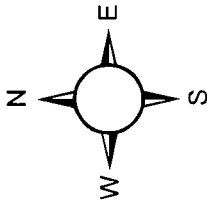
Site 7/Nearon (PUD-81-30-1)

City of Pleasanton

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5725 W. L. Positas Blvd



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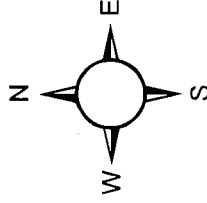
Site 8/CarrAmerica (PUD-85-0)

City of Pleasanton

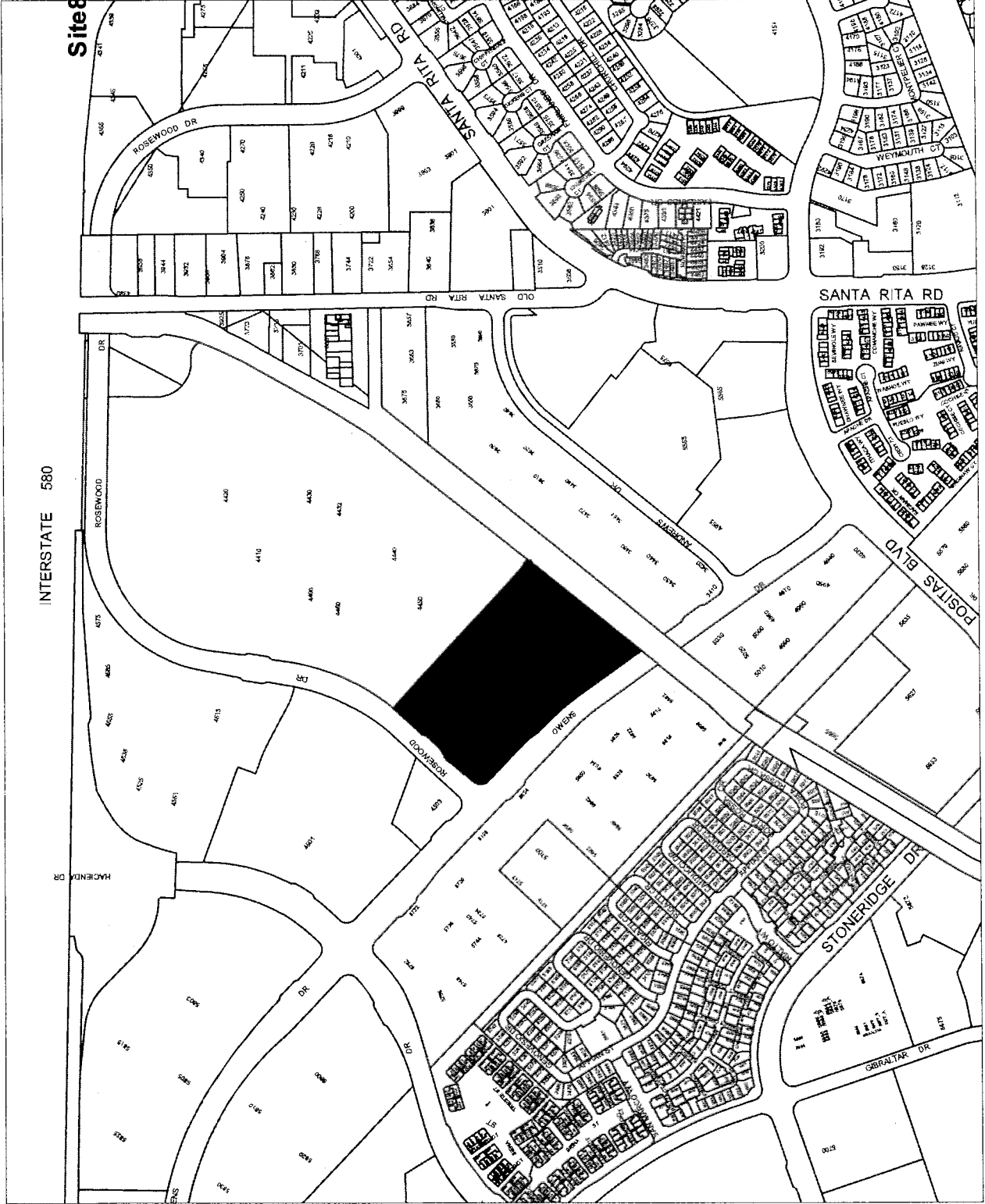
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Department

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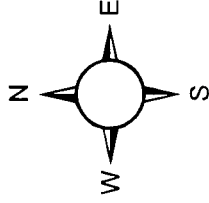
Site 9/CM Capital (PUD-81-3C)

City of Pleasanton

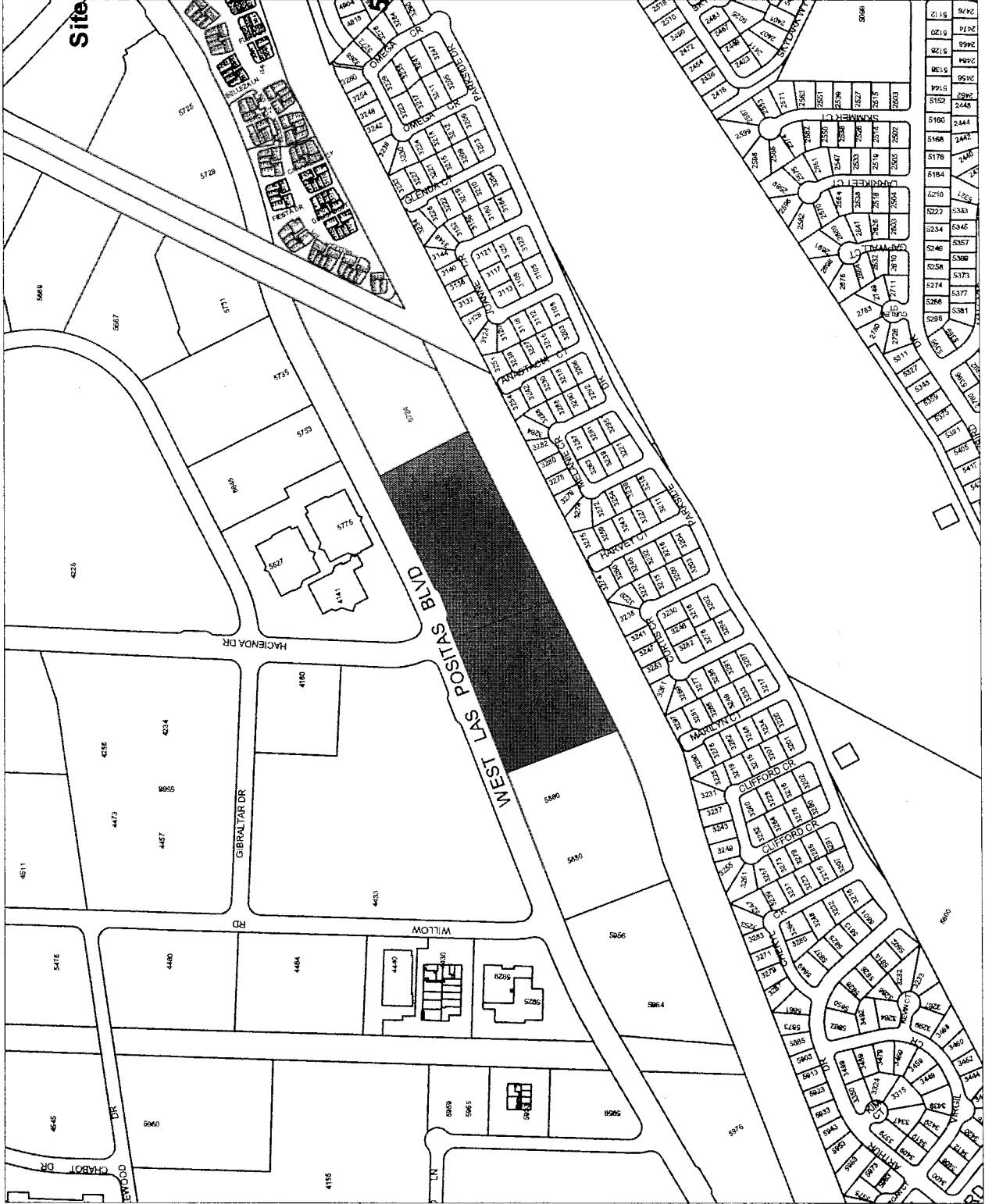
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5758/5850 W.L. Positas Blvd



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CITY OF PLEASANTON

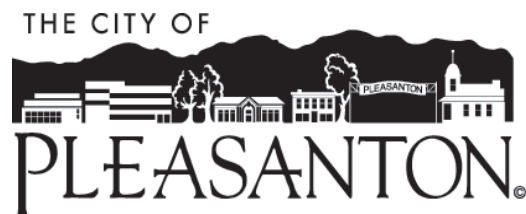
Housing Site Development Standards and Design Guidelines

DRAFT

~~June 5, 2012~~

July 11, 2012

COMMUNITY DEVELOPMENT DEPARTMENT



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PART 1

Introduction

A. PURPOSE

These Development Standards and Guidelines are to be used to evaluate residential development on nine housing sites rezoned as part of the Housing Element update (see C1. Housing Sites Map). The intent is to promote residential development at densities that support work force housing that are compatible with Pleasanton's existing high-quality neighborhoods.

The Standards and Guidelines provide direction to developers and property owners on the key components of use, density, building mass and height, setbacks, architectural features, parking, access, and street character.

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

Review Process

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

B. VISION STATEMENT

The City of Pleasanton puts forward the following vision statement to compliment the attached development standards and design guidelines. This vision provides direction to property owners and associated developers on the City's planning intent.

Housing Standards and Design Guidelines

Vision Statement:

The livability of these development sites is paramount. These future developments address housing needs for families of all incomes and ages, and also provide a supply of workforce housing in the City to accommodate mandated Regional Housing Need Allocations by the State of California.

We desire to build quality neighborhoods with amenities for future residents and the existing community to enjoy. Simply put, it must be a very nice place to live. The developments shall be situated in an attractively designed landscaped environment with ample open space, play areas, trail connections, pedestrian amenities, pool area, fitness facility and community rooms for residents. The developments shall be transit-oriented, where possible, with direct and inviting access to all available modes of transportation, including fixed transit (e.g. BART), bus lines, trails, and bike connections. Public plazas, water features, greens, trees and other landscaping will be incorporated into the developments for the benefit of the public, and to assist in creating a sense of place that will identify these new neighborhoods.

Streets, pedestrian paths, and bike paths will contribute to a system of fully connected and interesting routes between neighborhood focal points. Their design will encourage pedestrian and bicycle use by being appropriately scaled and defined by buildings, trees and lighting.

~~Selected sites may also be appropriate to~~ The incorporate incorporation of retail and service uses in addition to the required minimum density residential development is encouraged on sites zoned to allow such activities (Sites 1,2,3,4,8 and 9). These non-residential uses are to encourage non-vehicular access to goods and services for future and current residents of these neighborhoods in an effort to minimize traffic impacts, greenhouse gases, and other environmental impacts.

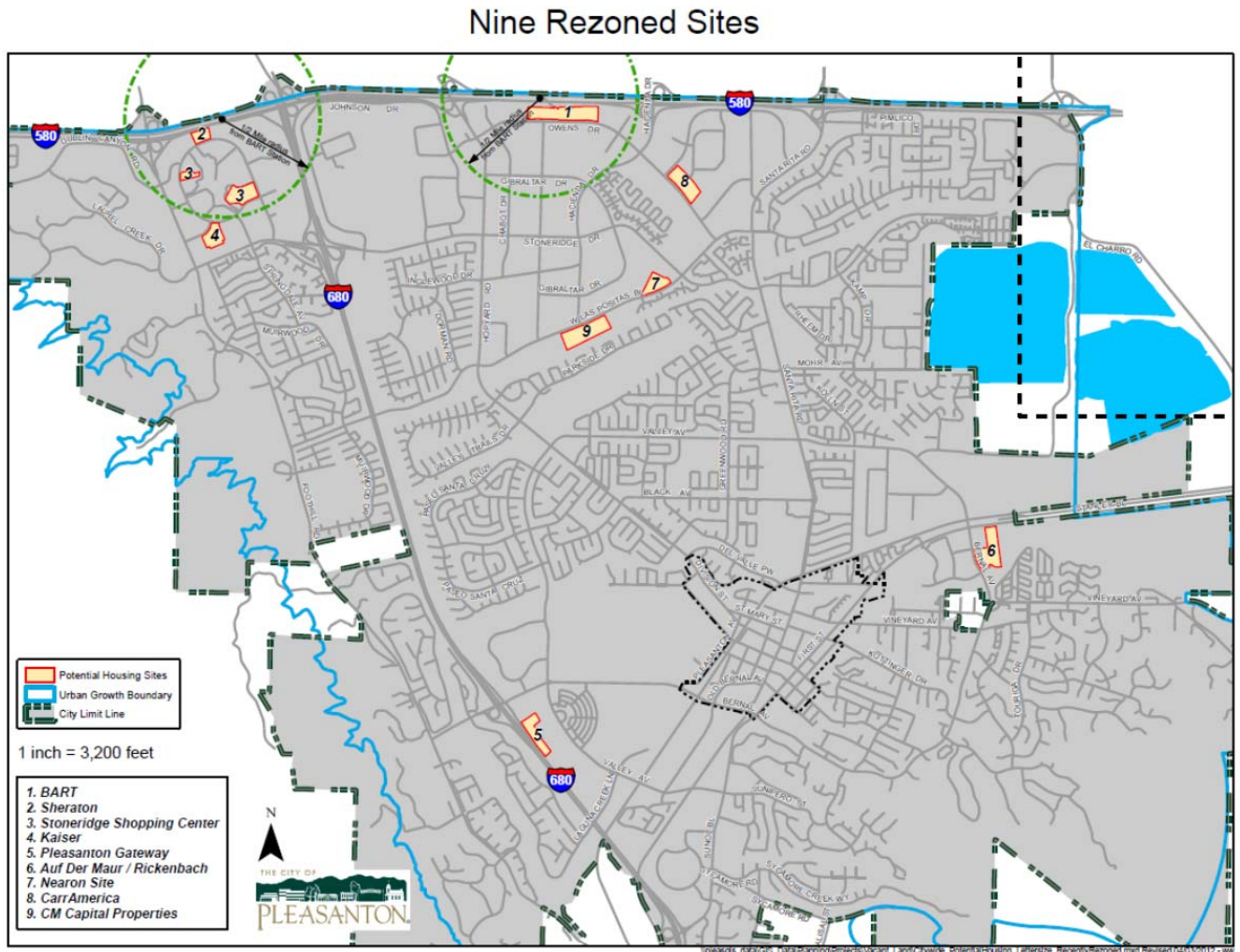
Design features shall compliment the adjacent neighborhoods and properties and draw on its surroundings to ensure compatibility. Special emphasis should be placed on set-backs, building height, massing, and scale, landscape treatments, architectural design, and color palates to ensure compatibility.

The developments shall minimize the impacts of noise from the adjacent thoroughfares through creative placement of buildings, landscaping and open space. All developments shall adhere to the standard conditions of approval, sustainable design practices and the city's green-building ~~measures-ordinance~~ and other project specific conditions and environmental mitigations that may result from the review process.

In addition to evaluating conformance with the attached standards and guidelines, individual PUD applications must be measured against the aforementioned vision through the PUD process.

The intent of this document is to create quality developments that fit into the character of the city while being economically viable and environmentally sustainable.

C. Housing Sites Map



D. Other Guidelines and Regulations Applying to Development

These nine housing sites are also subject to other regulations and guidelines in addition to the Development Standards and Design Guidelines contained in this document. For example, the sites are subject to the relevant provisions of the Pleasanton Municipal Code. Sites 7, 8 and 9 are also subject to the provisions of the Hacienda Design Guidelines and Development Plan. In addition, development on housing sites in Hacienda is expected to preserve and integrate with existing features in Hacienda and to maintain the character and style of the park as expressed in landscaping, decorative walls and other built features. The City is also in the process of preparing additional standards and development guidelines for Site 1: BART, which will address additional non-residential development opportunities for this site.

PART 2

PUD Regulations

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

In addition to the PUD standards described below, all residential development shall satisfy the **Livability Standards** in this document relating to:

- The provision of pedestrian and bicycle connections
- Group Usable Open Space (PUD Regulations)
- Landscaped Paseos (**BA.6**)
- Open Space, Landscaping and Lighting (**B8A8, B9A9, and B10A10**)

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

Density: Each site has been zoned for a minimum of 30, 35 or 40 units per acre (see Table 2.1 Housing Sites, for details). No ~~average site density may exceed 50 units per acre except where noted~~ site may exceed the number of units analyzed in the Supplemental Environmental Impact Report for the Housing Element and Climate Action Plan certified on January 4, 2012, and shown in Table 2.1. These densities are in addition to whatever onsite retail or service uses the City may approve as part of a mixed-use project, if such additional development was anticipated in the Supplemental EIR. See Table 2.1 and Appendix B for site-specific guidelines on uses, density, setbacks, etc.

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

Affordability: All development shall comply with the City's Inclusionary Zoning Ordinance through affordable housing agreements entered into between the City and each developer. Affordable units will be deed-restricted in perpetuity. The affordable housing agreements will be recorded and will run with the land.

Housing Standards and Design Guidelines

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

Bedroom Mix of Affordable Units: For each project, a minimum of 10% of the total affordable units will be three-bedroom units; a minimum of 35% of the total affordable units will be two-bedroom units; and the remaining affordable units will be studio or one bedroom units.

Front Yard Minimum: See Prototype Street Sections

Side Yard Minimums: One Side 8 feet /A total of 20 feet for both sides

Rear Yard Minimum: 20 feet (Note - Trash enclosures, carports, bike storage and other structures allowed per City Zoning ordinance are allowed to encroach upon rear yard).

Group Usable Open Space*: For projects up to 40 DU/ACRE – 300 square feet per dwelling unit; 250 square feet for projects providing a public plaza/park with public access. *(Note -- the area of the public plaza/park can be counted toward the project's group usable open space requirement).*

For projects 40 to 45 DU/ACRE – 250 square feet per dwelling units; for projects over 45 DU/ACRE – 200 square feet per dwelling unit.

Private open space is not required for each unit. However, if provided, it may be deducted from the group open space requirement. Each square foot of private open space shall be considered equivalent to two square feet of group open space and may be so substituted.

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

Maximum FAR: Not Applicable

Maximum Height: 65 feet

Minimum Height (Principal structures): 20 feet

Parking Minimums:** Residential - 1.5 spaces per unit

Live/Work - 2 spaces per unit

Visitor Parking - 1 space per every 10 units.

** These standards are limited to projects on TOD sites (Sites 1, 2, 3 and 8). Pleasanton Municipal Code off-street parking requirements (in effect at the time of application) apply to

Housing Standards and Design Guidelines

the other residential sites. Potential for shared parking on specific sites is noted in Appendix B.

Housing Standards and Design Guidelines

TABLE 2.1 - HOUSING SITES

Specific site information is located in Appendix B.

MAP ID	Site	Address	General Plan Designation/ Zoning	Acreage/ Minimum residential Residential density Density	Maximum Number of Units (1.)
Site 1	BART ¹	5859 and 5835 Owens Drive	Mixed Use-Business Park/ PUD-MU	8.3 acres/30 units per acre	<u>300</u>
Site 2	Sheraton	5990 Stoneridge Mall Road	Mixed Use/ PUD-MU	3.3 acres/30 units per acre	<u>132</u>
Site 3	Stoneridge Shopping Center	1008 – 2481 Stoneridge Mall Road	Mixed Use/ PUD-MU	10.0 acres/40 units per acre	<u>400</u>
Site 4	Kaiser	5620 Stoneridge Mall Road	Mixed Use/ PUD-MU	6.1 acres/30 units per acre	<u>244</u>
Site 5	Pleasanton Gateway	1600 Valley Avenue	High Density Residential / PUD-HDR	7.0 acres/30 units per acre	<u>400</u>
Site 6	Auf der Maur ⁴ /Rickenbach Site	3150 Bernal Avenue	High Density Residential / PUD-HDR	11.5 acres/30 units per acre	<u>345</u>
Site 7	Nearon Site	5725 W. Las Positas Blvd	Mixed Business - <u>Use</u> -Business Park/ PUD-HDR	5.6 acres/30 units per acre	<u>168</u>
Site 8	CarrAmerica	4452 Rosewood Drive	Mixed Use-Business Park/ PUD-HDR	8.4 acres/35 units per acre plus 10,000 sf retail	<u>420</u>
Site 9	CM Capital Properties	5758 and 5850 W. Las Positas Blvd	Mixed Use-Business Park/ PUD- MDRMU	12.6 acres/30 units per acre	<u>378</u>

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~~1. Development of the BART site is regulated by separately adopted Pleasanton TOD Standards and Guidelines: BART Property.~~

1. The maximum number of units analyzed in the Supplemental Environmental Impact Report on the Housing Element and Climate Action Plan certified on January 4, 2012.

ALLOWED USES

PERMITTED NON-RESIDENTIAL USES for designated mixed-use sites

**Sites 1, 2, 3, and 8

Service and Retail Uses:

- Art galleries, art supply, hobby and toy stores
- Bicycle shops/repair
- Bookstores, newsstands and music stores
- Clothing, shoe and accessory stores
- Convenience market (limited to the hours of 6 a.m. to 10 p.m.)
- Office supply, copying and similar business services
- Delicatessen stores
- Drug stores and prescription pharmacies
- Farmers Market
- Financial institutions – banks, savings and loans, credit unions
- Florists
- Gift shops
- Grocery Stores
- Gyms and health clubs
- Hardware stores
- Instruction and tutoring, 20 or fewer students at any one time
- Jewelry stores
- Laundries and dry cleaners
- Medical and dental offices
- Personal services (spas, nail and hair care)
- Pet and bird stores
- Photographic studios
- Post offices and private mailing services
- Professional Offices and Services (Accountant, Lawyer, Architect, Educational/training, etc)
- Recreation and sports facilities, indoor,
- Restaurants, cafes, take-out, and other ready to eat food not including drive-through facilities
- Shoe or watch repair shops
- Specialty retail stores
- Sporting goods stores, no firearms sales
- Tailor or dressmaking shops

Public and Community Uses:

- Child care (licensed)
- Community or recreation center
- Cultural arts facility (museum, performing arts)
- Educational facility
- Government office that serves the public on-site
- Police substation
- Public library
- Social services office (including meeting space)

Other Uses:

- Uses similar in nature to any of the above, subject to the approval of the Director of Community Development

Housing Standards and Design Guidelines

CONDITIONAL USES

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

EXPRESSLY PROHIBITED USES

- Cigarette stores
- Adult bookstores

LIVE/WORK SPACE ALLOWED USES

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

LIVE/WORK SPACE CONDITIONAL USES

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

PART 3

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

A. SITE DESIGN AND PLANNING

A1. Site Circulation

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

Design Guidelines

- A1.a. There should be a distinct hierarchy of circulation including public streets, internal "streets" or drives, pedestrian walks/paseos and alleys / parking areas. These should be arranged so that visitors and residents use the primary circulation of public streets, internal streets and drives and pedestrian walks / paseos for their primary circulation and addressing of the units and building orientation.
- A1.b Alleys and parking areas should not be used for primary circulation to the building entries and through the site. Where possible, primary entries should orient to public streets, internal streets, and paseos/open spaces.
- A1.c Pedestrian walkways should be separate and distinct from parking areas and drive aisles and include landscaping/trees, lighting and decorative paving at crossings.
- A1.ed Streets, alleys and paseos should not only connect internally but also be publicly accessible and connect to adjacent streets and neighboring development.
- A1.de Anticipate future connections to adjacent parcels to provide future connectivity.
- A1.ef Pedestrian and bike paths should be used where street connections to adjacent neighborhoods are infeasible.

Housing Standards and Design Guidelines

Glossary:

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

Internal Street/Drive: Private streets or drives that provide vehicular and pedestrian access to buildings not accessed off public streets.

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

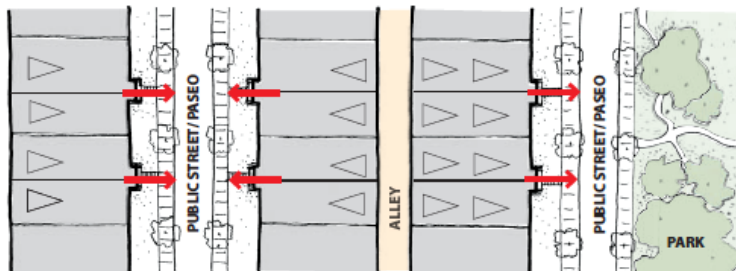
Paseo/Pedestrian walk: A public or private pedestrian right of way that provides access through a site or to buildings entrances.

A2. Building Orientation

Design Guidelines

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

- A2.a. Buildings should face public and internal streets and paths whenever possible to provide an attractive environment for both residents and visitors, and provide clearly identifiable addresses for units. Building fronts should face other building fronts or open spaces whenever possible, rather than sides of buildings or perimeter walls.



~~A2.b. Building fronts should include porches and door entries facing streets and open spaces.~~

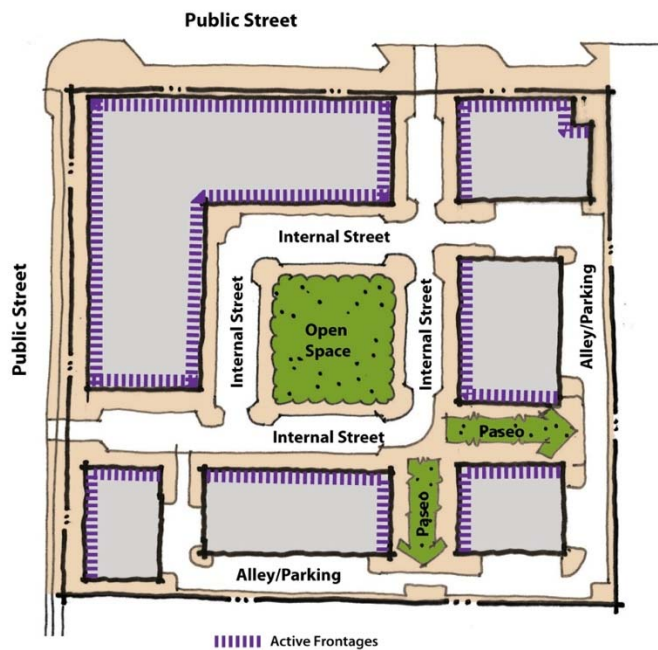
- A2.eb. On residential frontages including public streets, internal streets, pedestrian walks/paseos, and open spaces, a minimum 75% of building façade should be fronted with livable residential space, i.e. not garages. It is particularly important for building corners to be activated with livable residential uses. Residential uses should be a minimum depth of 12 feet.

- A2.ec. On retail and live/work frontages, a minimum 75% of the building façade should be fronted with active retail or live/work uses.

Site Circulation and Building Orientation Diagrams

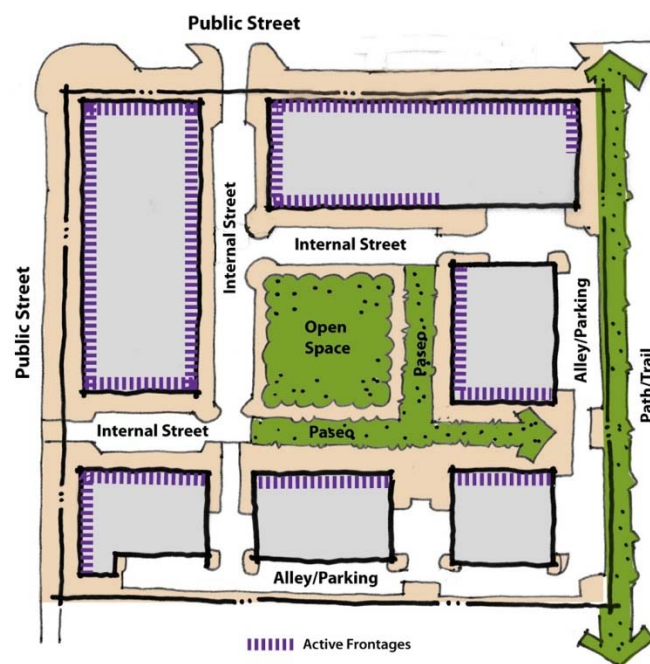
The following diagrams illustrate a variety of possible site circulation hierarchies and associated building orientations that can be applied to any site. It is anticipated that there are a wide variety of solutions including but not limited to the following. The principals from the diagrams can be applied to any variety or mixture of building types.

Diagram A



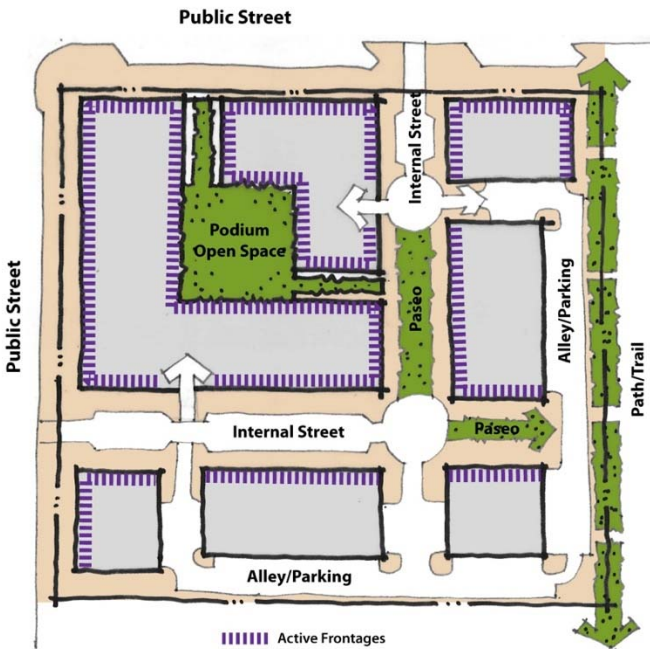
- Through internal streets around a central common open space surround by active residential facades.
- Perimeter alley access for garages and surface parking.

Diagram B



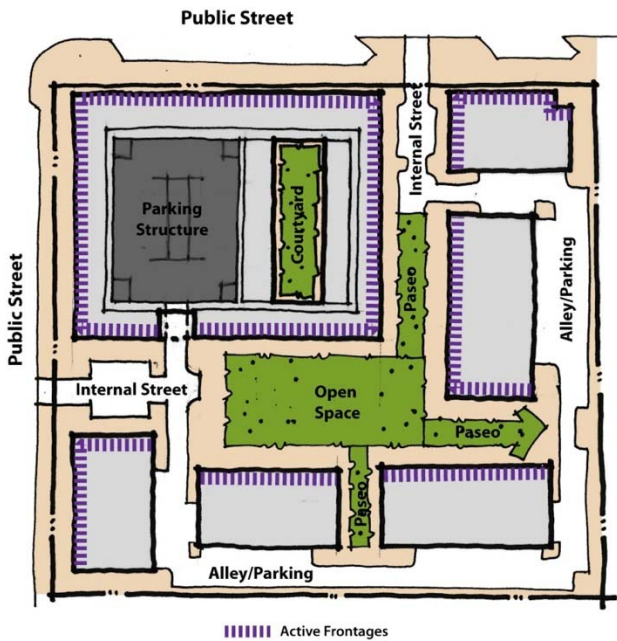
- Through internal streets around a central common open space and internal pedestrian walks.
- Perimeter alley access for garages and surface parking.
- Paseos/Pedestrian walks should connect to proposed bike/pedestrian open spaces and trails.

Diagram C



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

Diagram D



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

Housing Standards and Design Guidelines

Diagram E

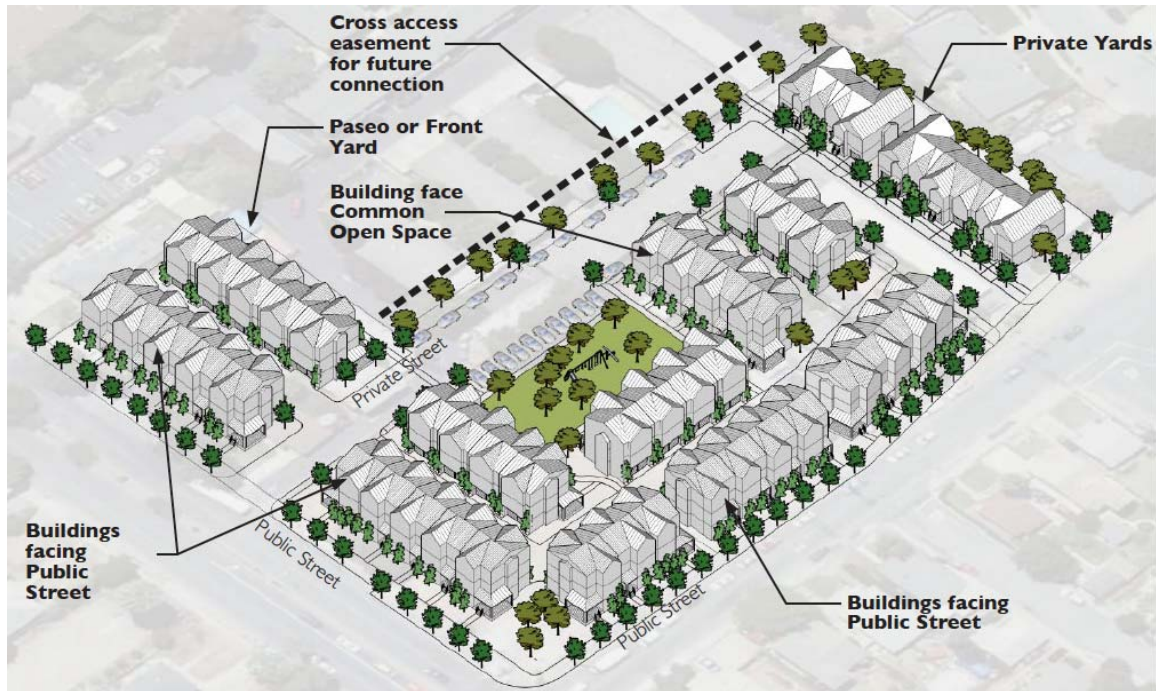
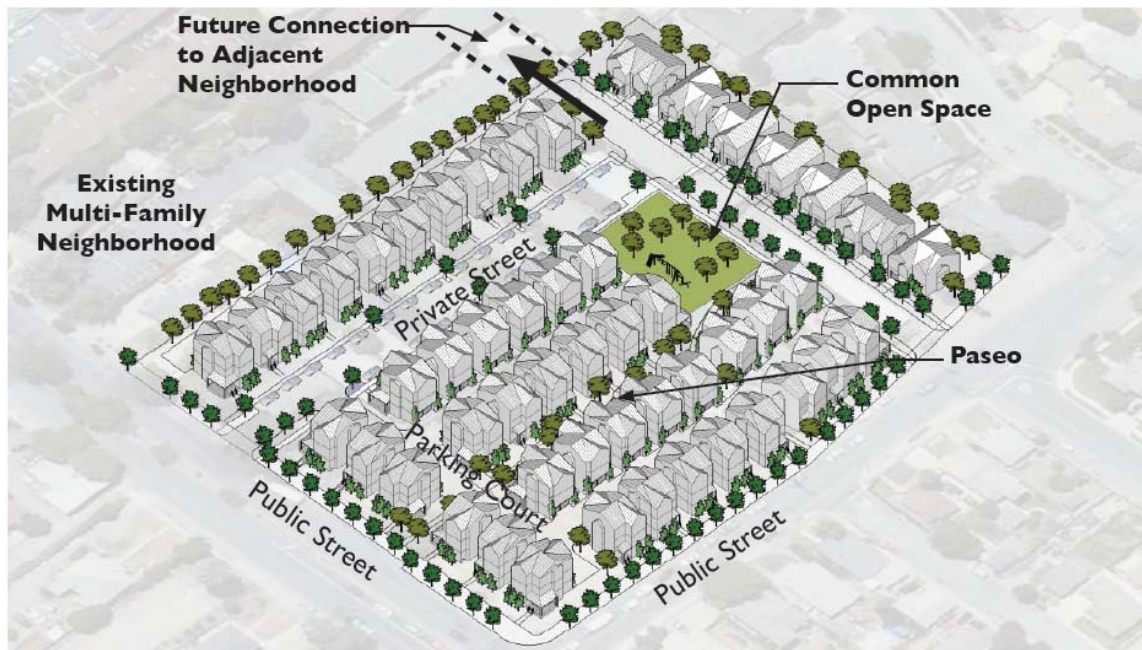
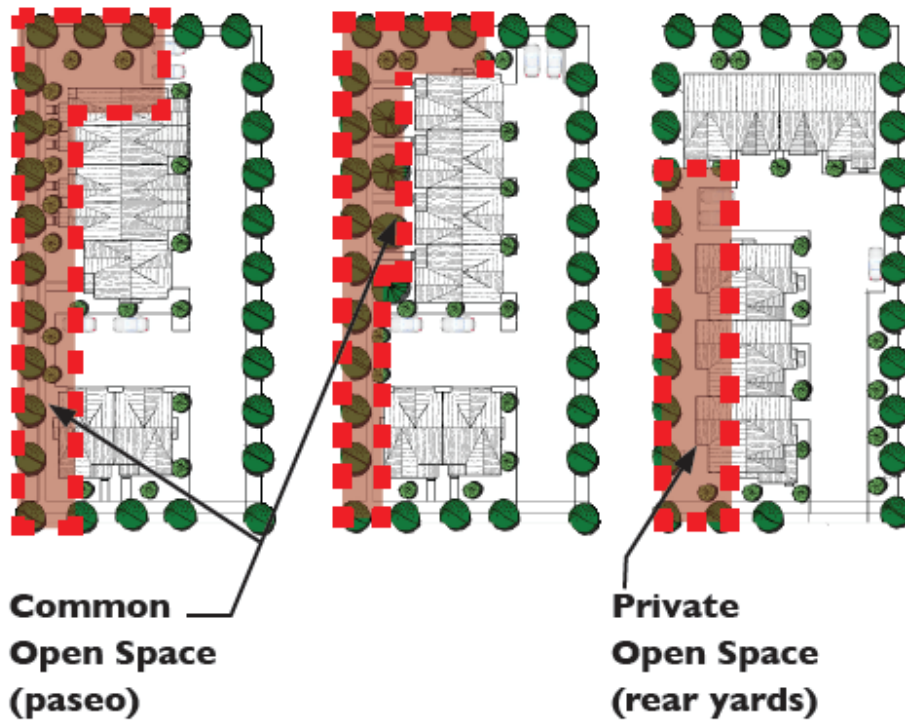


Diagram F



- Central Open space with internal circulation via internal streets and paseos.
- All buildings accessed from streets, paseos, and the common open space.
- Internal streets provide through access.
- Ability to connect to future street network.

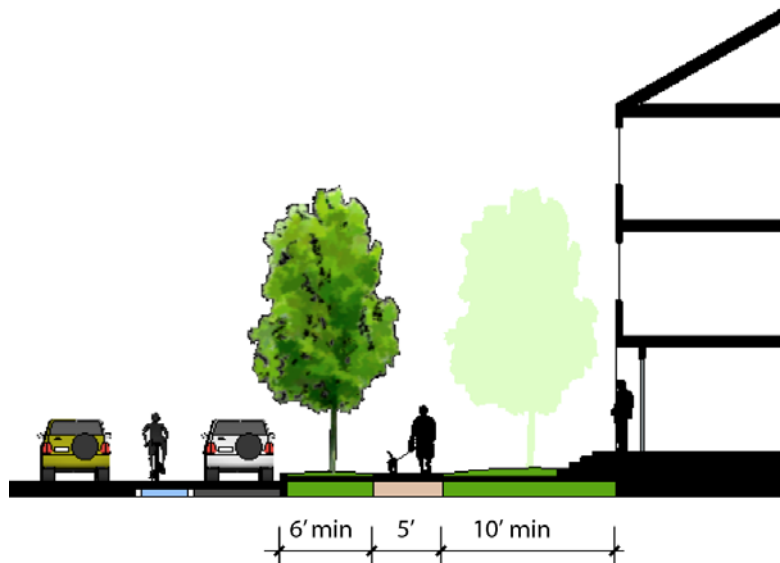
Diagram G



- On sites that do not have the opportunity to provide through connections, buildings should orient to either internal streets or paseos.
- Units located on the public street should orient to that street with building entries and front facades.

A3. Public Streets

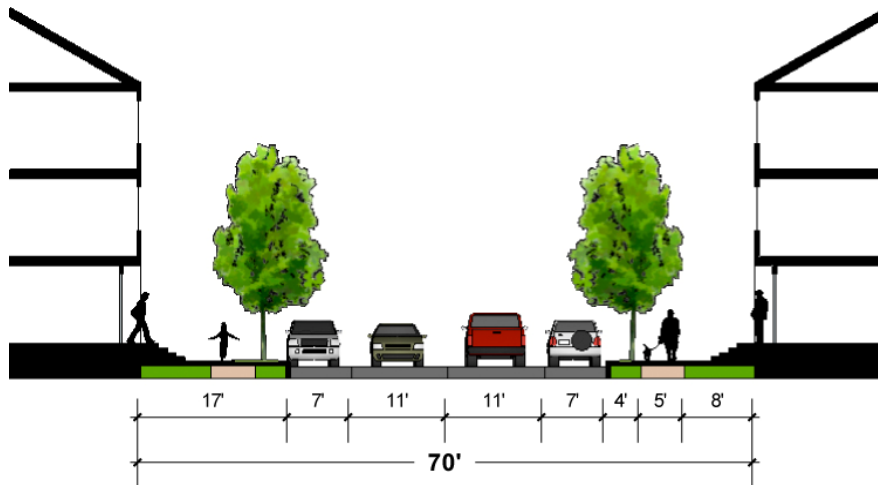
The design of the public frontage of each project will vary depending on location and character of the street. The below standards are minimums for all projects but projects should relate to adjacent conditions as appropriate.



Development Standards:

- A3.1. Public streets shall have at minimum 6 feet planting strip and 5 feet sidewalk on each side of the street. Planting strip can have an average minimum width of 6 feet to accommodate a meandering sidewalk where applicable.
- A3.2. Residential front setbacks shall be a minimum 10 feet from the back of sidewalk providing enough room for planting and privacy while still allowing a strong relationship between the units and the street. 15 feet is preferred to allow for a second row of trees. Retail buildings shall be set back at least 10 feet from back of curb.
- A3.3. Retail front setback shall be a minimum 15 feet from face of curb.
- A3.4. Low entry landscape walls, not to exceed 3 feet in height, may encroach up to back of sidewalk.
- A3.5. Public streets shall be designed to include planned improvements in the *Pleasanton Pedestrian and Bicycle Master Plan*
- A3.6. Street trees shall be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet.
- A3.7. Pedestrian-scaled lighting. 12-14 feet in height, shall be provided on all public streets.

A4. Internal Streets and Drives



Development Standards:

- A4.1. Internal streets shall have at minimum 4 feet plantings strip and 5 feet sidewalk on each side of the street.
- A4.2. Front setbacks shall be a minimum 8 feet from the back of sidewalk providing enough room for planting and privacy while still allowing a strong relationship between the units and the street.
- A4.3. Parallel or head-in parking is required on at least one side of internal streets. Head-in parking is not allowed on both sides of internal streets except for stand-alone retail areas. Parallel parking is allowed on both sides of street.
- A4.4. Street trees shall be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet.
- A4.5. Where head-in parking occurs, a landscaped finger with street tree is required every 4 to 6 spaces.
- A4.6. Pedestrian-scaled lighting, 12-14 feet in height, shall be provided on all public streets.

Design Guidelines

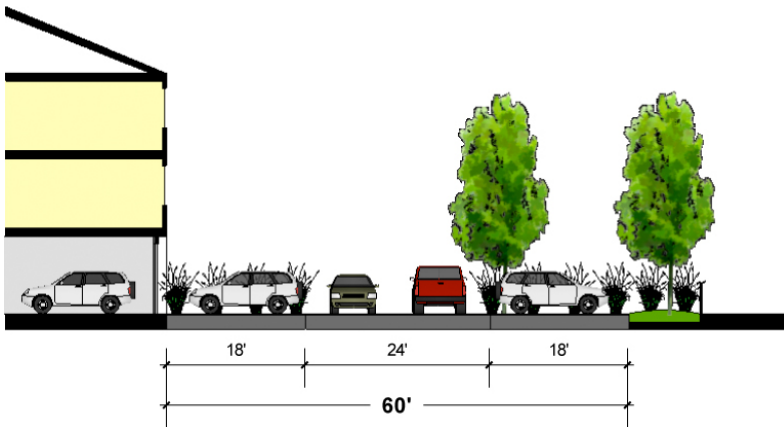
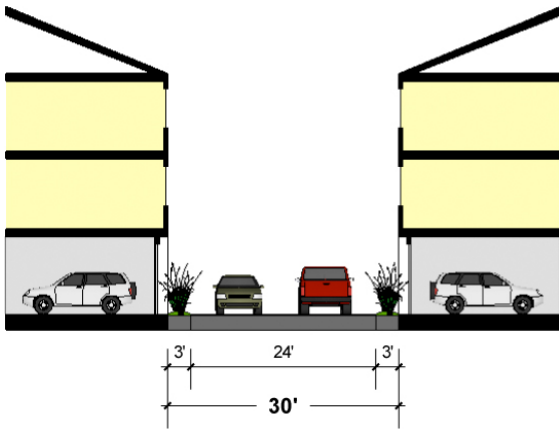
- A4.a. Internal streets should conform to the high quality standards and be designed to resemble public streets, with sidewalks, parking and street trees.
- A4.b. Internal streets should include sidewalks, street trees, pedestrian scaled lighting, landscaping and provide a setting for social interaction and neighborhood activities.
- A4.c. Internal streets should provide through or loop circulation wherever possible rather than dead end cul-de-sacs.
- A4.d. Internal streets should connect to landmarks or amenity features such as

Housing Standards and Design Guidelines

open spaces, parks or community buildings.

- A4.e. Street trees, separated sidewalks, benches, street lamps and special paving at intersections are desired elements to promote residential scaled, aesthetic streetscapes and reinforce pedestrian activity.
- A4.f. Street trees should be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet.
- A4.g. High branching trees should be planted to form a canopy and provide shade along streets and drives.
- A4.h. Parallel parking is encouraged on both sides of internal streets.

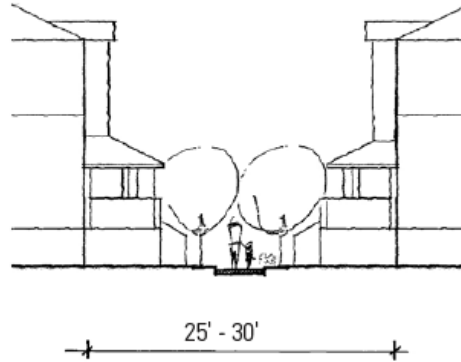
A5. Alleys



Design Guidelines:

- A5.a. Alleys should have a minimum 3-foot planting strip adjacent to building garages
- A5.b. Garage doors should be recessed at least 2 feet from building façade.
- A5.c. Tandem parking spaces, in garage or surface, are allowed as long as they are associated with the same unit.

A6. Paseos (Pedestrian Walks)



Development Standards:

- A6.1. 25-30 foot minimum building-to-building dimension for residential buildings. Stoops and porches are allowed to encroach up to 5 feet. Low entry landscape walls (not exceeding 3 feet in height) may encroach up to 8 feet into the paseo.

Design Guidelines

- A6.a. Paseo connections should be made wherever auto connections are infeasible due to project or site constraints.
- A6.b. Paseos should supplement the role of streets and drives in the circulation network.
- A6.c. Paseos should provide easy and direct access to building entries, common open space amenities and visitor parking areas.
- A6.d. Paseos should visually extend the street into an area for safe pedestrian use, with consistent street furnishings.
- A6.e. Paseos should be embellished with special paving and pedestrian-scaled lighting.
- A6.f. Buildings lining paseos should provide windows along the building face to encourage comfortable and safe pedestrian use.
- A6.g. Buildings lining paseos should be designed to take advantage of midday sun. Taller buildings may require wider paseos.
- A6.h. Paseos should be named as streets are, with buildings lining the paseos taking their respective addresses from the paseo. Street names will be established during the building permit process.

A7. Parking Location and Treatment



Development Standards:

- A7.1. Parking shall be located behind buildings, below grade or, where those options are not feasible, screened by low walls and landscaping.
- A7.2. When fronting on public streets, internal streets, public walks/paseos or common open spaces, structured parking shall be wrapped or fronted with habitable uses.
- A7.3. Parking that is semi-depressed shall be screened with architectural elements that enhance the streetscape such as stoops, balcony overhangs, or decorative screening.

Design Guidelines

- A7.a. For buildings with parking accessed from the front, minimize the amount of frontage used for parking access. No more than 25% of the site frontage facing a street, internal street, or pedestrian walk/paseo should be devoted to garage opening, carports, or open/surface parking.
- A7.b. When surface parking lots are located adjacent to the street, they should be screened from the street and sidewalk by a low wall, landscape edge or combination.

A8. Open Space

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



Development Standards:

- A8.1. Common usable open spaces shall include:
- 0-10 units: No requirement for a common open space.
 - 10-50 units: Minimum of one space 20 feet (400 sf.) minimum dimension.
 - 51-100 units: Minimum of one space 30 feet (900 sf.) minimum dimension.
 - 101 or more units: Minimum of one space 40 feet (1,600 sf.) minimum dimension.

Design Guidelines

- A8.a. Large open spaces should be the fundamental organizing element of the site plan.
- A8.b. Publicly accessible parks, plazas, and/or open spaces are encouraged for all sites greater than 5 acres, especially those sites not in close proximity to public parks
- A8.c. Common open space should be centralized and directly accessible for all units when feasible. In new development it should be linked to adjacent parks and paths with streets or pedestrian ways.
- A8.d. Publicly accessible parks, plazas, and open spaces should be located adjacent to public streets or easily visible from public rights of way.
- A8.e. Common open space should be aggregated to make large usable areas that serve as the central focus to the project.
- A8.f. Design of private open space should emphasize usability, with convenient access from the interior of units so that open space can be used as part of everyday living.

Housing Standards and Design Guidelines

- A8.g. Buildings and/or streets should define the edges of and face onto common open space.
- A8.h. Common amenity areas should be appropriate to the size of the development. For larger developments (generally over five acres), recreational facilities such as a swimming pool or tennis courts, along with picnic areas should be provided.
- A8.i. Play lots should be located in safe, convenient and highly visible locations to ensure informal surveillance by residents.

A9. Landscape

Development Standards:

A9.1. Landscaping shall be consistent with the City's Water Efficient Landscape Ordinance and Bay Friendly Basics (BFB) requirements.

Design Guidelines

~~A9.a. Drought tolerant, Bay Friendly landscaping and water conserving irrigation methods are encouraged.~~

- A9.~~ba~~. Landscape plans shall incorporate seasonal variety and color to the extent possible. Tall deciduous trees should be utilized where summer shade is needed and winter solar access desired.
- A9.~~eb~~. Grass lawn areas outside of common open spaces should be kept to a minimum.

A10. Site Lighting

Design Guidelines

- A10.a. Adequate lighting should be provided along sidewalks, streets, driveways, paseos and parking areas for the safety and security of residents and visitors.
- A10.b. Pedestrian scaled, post top mounted lights are recommended along public streets, interior streets, paseos, walks and common open spaces.
- A10.c. Lighting should not produce glare or be of an intensity inappropriate for a residential environment.

B. BUILDING TYPES

Introduction

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

While some of the prototypes described in the following pages are typically built at density ranges which may exceed the densities allowed on the nine sites, such prototypes would be mixed with lower density building types on the site to achieve an average site density consistent with the maximum densities allowed in Table 2.1.





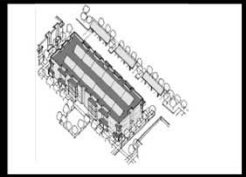
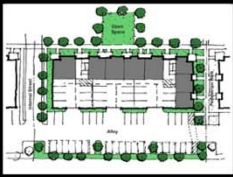






Housing Standards and Design Guidelines

Residential Building Matrix

(~~at~~ All building types can accommodate mixed-uses.)

(The density, parcel sizes, and story ranges below are examples of typical projects in their building type and do not define allowable development standards or design guidelines.)

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TYPE		DENSITY / PARCEL SIZE	STORIES
ATTACHED ROW HOUSES/TUCK UNDER			
		14-25 du/ac. 3-3.5 acres (for 75 units)	3 st.
GARDEN STYLE APARTMENTS WITH SURFACE PARKING			
		20-25 du/ac. 3-3.5 acres (for 75 units)	3 st.
TUCK UNDER PODIUM			
		25-40 du/ac. 1 acre min 2+ acres typ	3-4 st.
TOWNHOUSE/FLATS WITH PODIUM PARKING			
		40-60 du/ac. 1.25-1.75 acres (for 75 units)	4-5 st.
RESIDENTIAL WRAP BUILDING WITH PARKING STRUCTURE			
		40-70 du/ac. 2-3 acres 100-150 units minimum	3-4 st. 5 st. poss.
RESIDENTIAL BUILDINGS WITH OFF SITE PARKING DISTRICT			
		50-80 du/ac. 2-3.5 acres for 100-150u	3-4 st. 5 st. poss.

B1. Attached Rowhouse/Townhouses (14-25 du/ac)



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

Density <u>Range</u> /Parcel Size	Stories
14-25 du/ac 3-3.5 acres (for 75 units)	3 story

Features:

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

B2. Garden Style with Surface parking (20-25 du/ac)



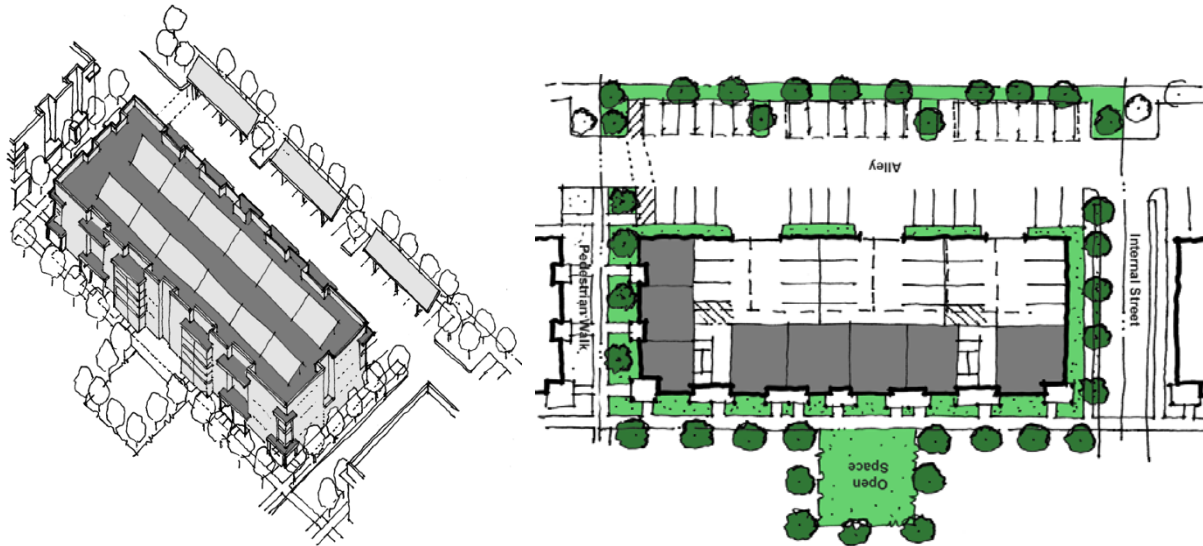
Garden Style apartments are stacked flat units arranged on a single level and surrounded by units either above or below each unit.

Density Range /Parcel Size	Stories
20-25 du/ac 3-3.5 acres (for 75 units)	3 story

Features:

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

B3. Tuck Under Podium (25-40 du/ac)



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

Density <u>Range</u> /Parcel Size	Stories
25-40 du/ac typically 1 acre minimum with 2+ acres typical	3-4 story

Features:

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

B4. Townhouses/Flats with Podium Parking (40-60 du/ac)



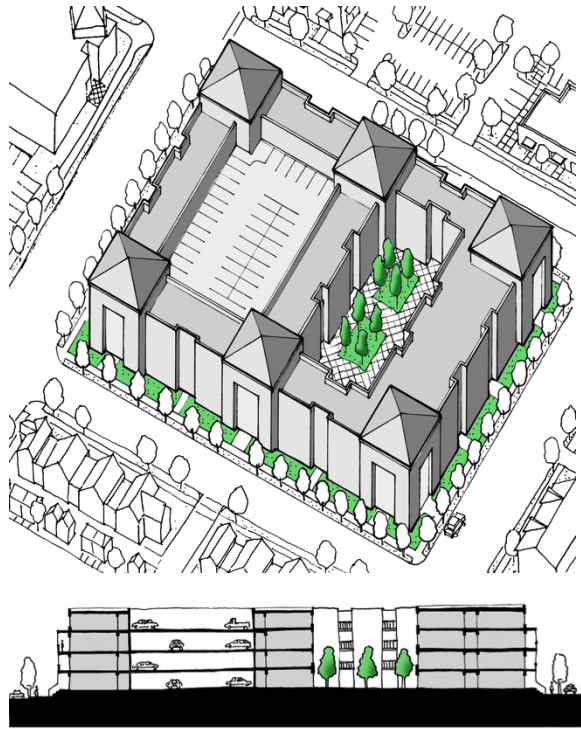
Townhouses or stacked flats are units built over a submerged or partially-submerged parking garage or "podium," rather than with individual garages.

Density <u>Range</u> /Parcel Size	Stories
40-60 du/ac 1.25-1.75 acres (for 75 units)	4-5 story

Features:

- Typically 3-4 stories or more in height above a parking podium (garage)
- May or may not have additional surface parking
- Often appear more urban in appearance with raised stoops above a partially submerged parking podium
- Typical built density: 40-60 units per acre
- The design focus is as an entire building, not individual units
- Common open space is typically provided at podium level
- Parking podium can be at grade with residential/retail wrap

B5. Residential Wrap Building with Parking Structure (40-70 du/ac)



Density Range /Parcel Size	Stories
40-70 du/ac 2-3 acres (100-150 unit minimum)	3-4 story

Features:

- Typically 3-4 stories or more in height
- Stacked flats wrapped around parking structure or free standing around ground level courtyard
- Typically built density: 40-70 plus units per acre
- The design focus is as an entire building or group of buildings
- Urban in appearance due to height, mass, and scale
- Common open space is typically provided on grade
- Greener, heavily landscape, courtyards at grade

B6. Residential Buildings with Off-Site Parking District (50-80 du/ac)



Density <u>Range</u> /Parcel Size	Stories
50-80 du/ac 2-3.5 acres (100-150 unit minimum)	3-4 story, 5 possible

Features:

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

B7. Mixed-Use Buildings



Vertical Mixed Use (Retail/Office)



High Density Mixed Use



Mixed Use

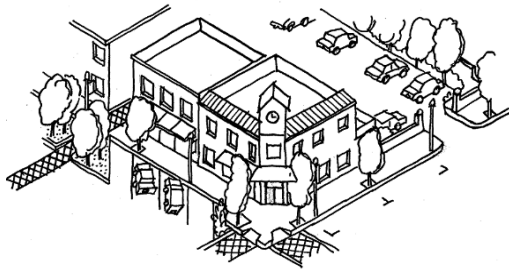


Mixed Use

Features:

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

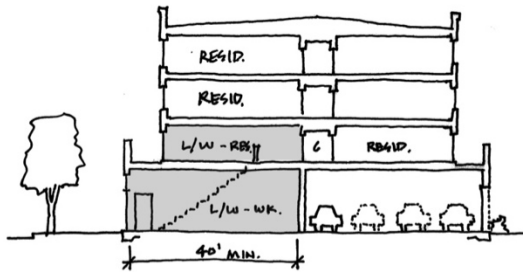
B8. Retail Buildings (Stand Alone)



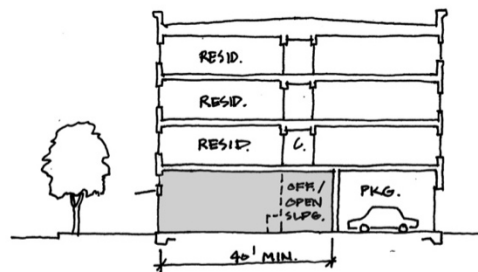
Features:

- Part of a horizontal mixed-use project
- Surface parking located behind/adjacent to retail building
- Entries and storefronts facing onto street or plazas
- Typically 20-30 feet in height with high ceilings

B9. Live/Work



Live/Work space connected to residence above



Live/Work space with studio residence

Features:

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

C. ARCHITECTURAL FEATURES

C1. Residential Entries



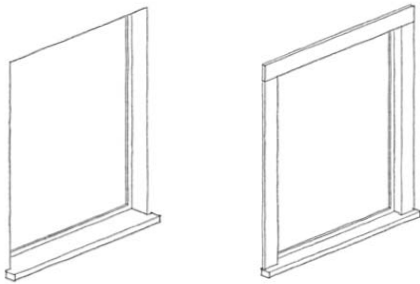
Development Standards:

C1.1. A minimum of 75% of ground floor units (within 5 feet of grade) shall have entries onto street, internal street, paseo (walk), or open space (including corridor buildings).

Design Guidelines

- C1.a. Entries should be the predominant feature of front facades, and should have a scale that is in proportion to the size of the building and number of units being accessed. Larger buildings should have a prominent, centralized building entrance.
- C1.b. Building entries should face a public street, drive or common space.
- C1.c. Building entries should be the prominent feature of the front facade and identify access to individual units.
- C1.d. Building fronts should include porches, unit entries, and architectural detailing. Porches should have a minimum depth of 6 feet.
- C1.e. Porches and balconies that face streets should be incorporated into the materials and design of the building.
- C1.f. Porches may encroach 5 feet into the front yard setback.
- C1.g. Front yard patios can be used and be part of entry path or a separate space. Patios should have a low fence, screen, or hedge no higher than 3 ft to transition between public and private areas.

C2. Window Treatments



Recessed or "Punched" Window Trimmed Window



Design Guidelines

- C2.a. Windows are a very important element of building form and should be well organized on a building facade to create a rhythm or pattern.
- C2.b. Windows should emphasize vertical massing of buildings.
- C2.c. Windows should have a hierarchy of sizes emphasizing the function of the living spaces and views while allowing for privacy of neighboring properties.
- C2.d. Windows should be well detailed and consistent with the architectural design of the building.
- C2.e. Windows should be "punched" in from the exterior building wall or should be defined by well-designed trims. Trim material should contrast with wall materials.
- C2.f. Windows should overlook streets and open spaces to provide "eyes on the street" and ensure clear views for safety.

C3. Roofs and Parapets



Design Guidelines

- C3.a. Use eave and parapet details to provide a strong skyline or silhouette and add visual interest to the roof line.
- C3.b. Emphasize vertical proportions of individual units rather than horizontal building massing.
- C3.c. Rooflines should correspond to variations in building massing and articulation with bays, gables, dormers and strong eave elements.
- C3.d. Roof elements should be varied to minimize the appearance of mass and bulk.
- C3.e. Gable roofs or bays with parapets are encouraged to emphasize vertical proportion and break up the massing of large hipped roofs.

C4. Materials and Character



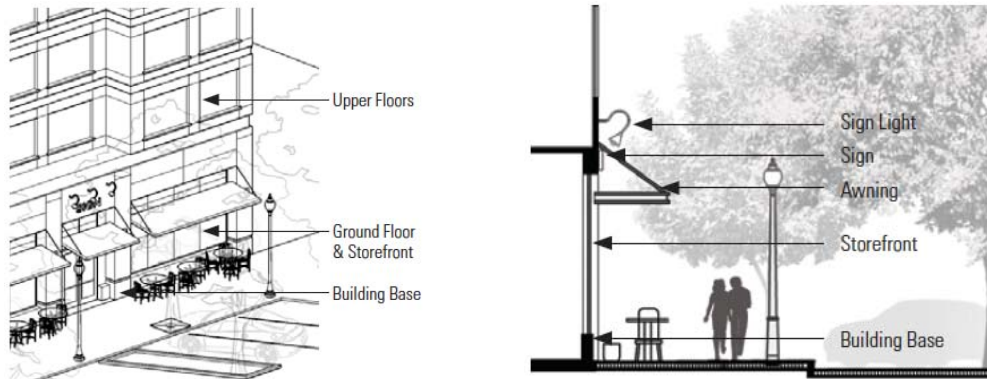
Design Guidelines

- C4.a. Materials should be selected to reinforce architectural character, building articulation and add visual interest.
- C4.b. Changes in material and/or color should be used to articulate building elements such as building entries; base, body and parapet caps; or bays and arcades.
- C4.c. Changes in material and/or colors should occur at appropriate façade locations to appear integral with the building massing, rather than a surface application (i.e. inside corners, not out side corners).

Housing Standards and Design Guidelines

- C4.d High quality materials, such as concrete, masonry or tile, should be used at important locations to articulate the building facade, providing visual interest as well as durable performance.
- C4.e Architectural details and elements such as reveals, score-lines, trim, and/or other architectural elements and features should be scaled appropriately based on viewing distance (i.e. finer grain details from pedestrian view points and large scale details from more distant view points).

C5. Retail and Live/Work Storefronts



Development Standards:

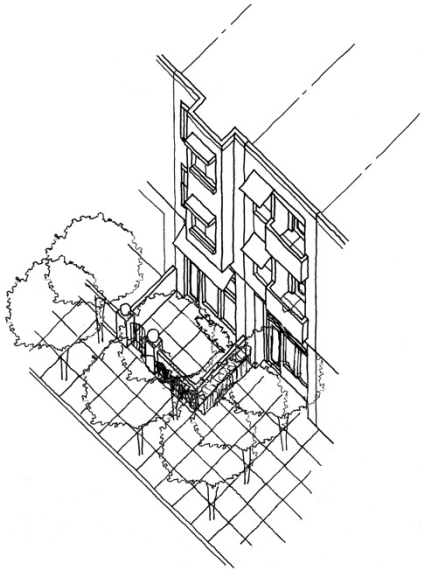
- C5.1. Retail and service uses shall have a minimum interior 15 feet clear floor to ceiling joist/framing structure.
- C5.2. Live/work uses shall have a minimum 12 feet clear floor to ceiling height for two story units and 15 feet clear floor to ceiling for one story units to allow for mezzanine.
- C5.3. Storefronts shall have a minimum depth of 40 feet, and 60 feet at corners is preferred

Design Guidelines

- C5.a. Large display windows (large panes or divided lites) are strongly encouraged.
- C5.b. Clear or fretted glass should be used. Colored or reflective glass is not appropriate.
- C5.c. A well designed and/or decorative material base is desired at display windows.
- C5.d. Entries and window displays should have consistent materials and detailing.
- C5.e. Entries should be located at corners or intersection whenever possible.
- C5.f. Recesses are encouraged to identify entries and provide weather protection.

Housing Standards and Design Guidelines

- C5.h. Awnings, canopies, trellises and/or other shade devices over storefront windows and entries are strongly encouraged to provide signage, shade, and pedestrian cover.
- C5.i. Individual awnings that articulate the building façade rhythm are desired in lieu of long continuous horizontal awnings.
- C5.j. Live/work units when used as Live/Live should maintain a commercial storefront character.
- C5.k. Live/work units when used as Live/Live may be landscaped up to 8 feet from building storefront. Landscaping may include low fencing (3-3.5 feet) and/or planters to create an outdoor patio.



Format

C6. Gateway Corners



Design Guidelines

- C6.a. Buildings located on the corner of two public streets, end of a major pedestrian or shared path, and/or end of an important vista should have a unique architectural element.
- C6.b. A unique architectural element can be a change in height, a definition of a public plaza, and or a change in architectural style.

C7. Building Signage



Design Guidelines

- C7.a. Site signage should feature individually formed lettering and should have an artistic design element as well as addressing way finding.
- C7.b. Backlit box signs are not permitted, except when required by the Fire Department for addressing.
- C7.c. Site signs should have design features consistent with the buildings in the development, and should be integrated into the site development and landscaping.
- C7.d. Attractive signage directories are encouraged to help provide way finding within the development.

C8. Bike Parking

Development Standards:

- C8.1. Weather protected and secure bike parking spaces shall be provided for a minimum of 0.8 space per dwelling unit. Bike parking can be grouped into one structure, parking garage or located in private garages.
- C8.2. A minimum of 2 public bike racks shall be provided for every 50 residential units. Bike racks shall be clearly visible from main entry and located within 100 feet of the door. If the project has multiple entries, bicycle racks shall be proportionally dispersed.
- C8.3. A minimum of 2 public bike racks shall be provided for every 5,000 sf or retail space. Bike racks shall be clearly visible and located within 50 feet of retail entries.

C8. Utility and Trash Enclosures

Design Guidelines

- C9.a. Opaque screen trash and recycling enclosures or individual containers for each unit shall be provided.
- C9.b. Enclosures should be located to minimize any conflict with individual units, common open space areas, or neighboring properties.
- C9.c. Trash enclosures are required to be of durable materials such as concrete or concrete block and finished to integrate with the building design.
- C9.d. Trash enclosures shall be sized and designed to accommodate the City's source separated recycling program.
- C9.e. Buildings should be organized so the impact of servicing functions and utilities on streets and along pedestrian paths is minimal.
- C9.f. Trash enclosures may encroach into side and rear setbacks.
- C9.g. Utilities should be incorporated into the design of the building and integrated into landscaped areas to minimize noise and visual impact. Options may include insets into building facades or integration into low wall standards.

C10. Residential Storage

Development Guidelines:

- C10.1. Residential Storage: Each unit should have at least 40 cubic feet of enclosed storage area. Storage space should be outside of unit but does not need to be adjacent to unit.

C11. Compatibility with Surrounding Development

Development Guidelines:

- C11.1. While the densities restrictions and requirements on the sites are consistent with their surroundings, it is desired that the design provides features which are generally compatible with residential neighborhoods across the major arterial or street and surrounding non-residential buildings. Features which assist in creating compatibility may include:

- additional landscaping including large trees within the setbacks
- architectural treatments such as change in material at the upper floors, bays which extend a story lower to visually lower the facade, or building step backs of upper floors are all potential treatments which may be considered
- Key-key corners of housing sites should maintain the "gateway" treatments within the design guidelines.
- placing lower scale buildings and/or lower density building types adjacent or across the street from lower density development.
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PART 4

PROCESS

A. PLANNED UNIT DEVELOPMENT (PUD)

Applications for development will be processed through the City's established Planned Unit Development review process. Criteria for review of these projects shall include consistency with both the development standards and design guidelines.

The City will conduct environmental analysis of each project in accordance with California State law (i.e., State Planning Laws, California Environmental Quality Act).

PART 5

APPENDIX A

Usable Open Space Code:

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

18.84.170 Usable open space.

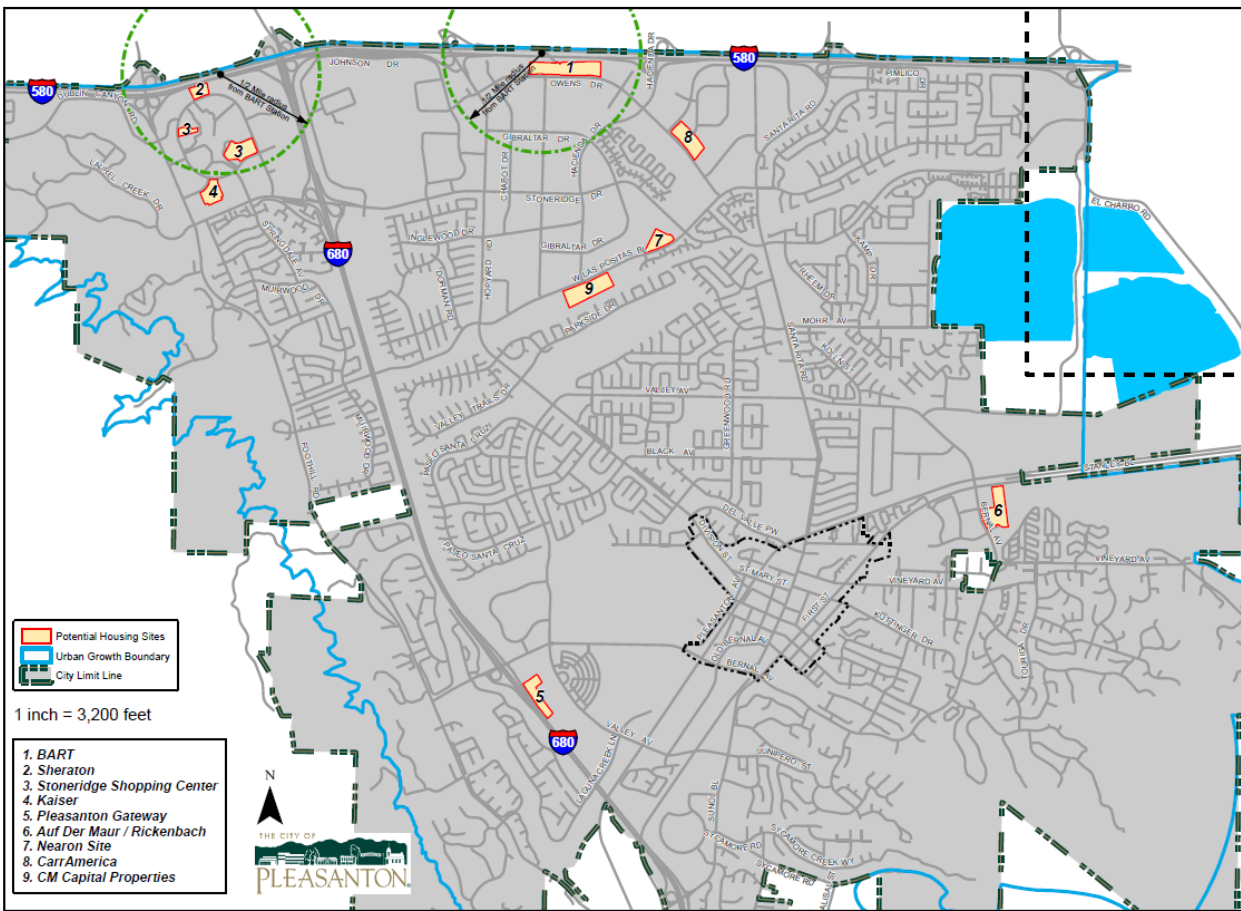
- A. Each dwelling unit in the RM and C-C districts shall have group or private usable open space as prescribed in the zoning schedule codified in table 18.84.010 of this chapter, provided that in the RM district each dwelling unit shall have private usable open space of at least the minimum area specified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

APPENDIX B

The following section is a site by site summary of the Housing Sites Report and **Site Specific Design Standards and Guidelines**. EIR Mitigation measures are provided as a summary review of the EIR. It is the responsibility of the applicant to fully review all relevant EIR mitigations.

Housing Sites

Nine Rezoned Sites



EIR Mitigations For All Sites:

- 4.B-1a: Air quality construction plan
- 4.B-4: Reduce exposure to TAC's
- 4.C-1a: Pre-construction Breeding Bird Survey
- 4.D-3: Cease construction if paleontological resources are encountered
- 4.D-4: Cease construction if human remains are encountered
- 4.G-2: Phase I environmental site assessment (ASTM E1527-05)
- 4.J-1: BMP to reduce construction site noise
- 4.J-2: Vibration Study
- 4.J-5a-c, 4.J-6a,c: noise exposure
- 4.J-9: If added traffic noise exceeds 55dBa in Table 4.J-7, Off-site Noise Study
- 4.L-2: Water availability
- 4.N-7: Fair-share funds for future improvements
- (All PUD's) HAZ-4.G-5: FAA Part 77 compliance



Site #1 BART

Location: Dublin/Pleasanton BART

Site Size: 14.9 acres

General Plan Designation: Mixed Use/Business Park

Zoning: PUD-MU with minimum density of 30 units/acre for residential.

Estimated Potential Number of Housing Units per General Plan Designation and zoning: 249+

Acres for High-Density Residential Development: 8.3 acres – the minimum of 249 units may be developed on fewer acres at a higher density.

300 units maximum analyzed in SEIR.

Formatt

Background Description:

- Surface parking area at Bay Area Rapid Transit (BART) station.
- Within ½ mile of freeway on ramps.
- Adjacent to a bike route.
- Within ½ mile of a park.
- Tall, large buildings in area.
- Site is more than 5 acres in size allowing for design flexibility.

Key Considerations for Site Development:

- Support for retail development on this site.
- Consider reducing parking requirements for units within ¼ mile of BART.
- Integration of Iron Horse Trail
- Need to accommodate bus and taxi service

Special Design Standards & Guidelines:

- See City is currently drafting Pleasanton TOD Standards and Guidelines: BART Property (currently in draft) specifically for this site which will address additional non-residential development opportunities.
- Replacement of existing parking
- Street improvements on Owens Drive

Formatt

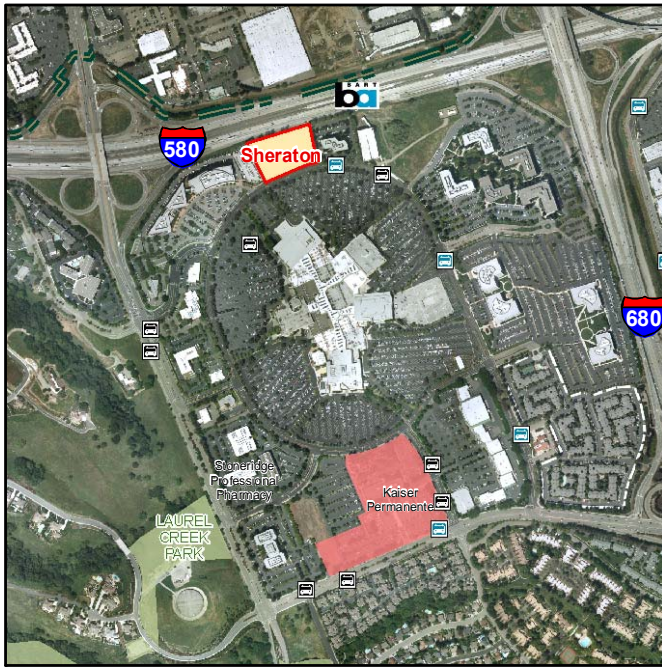
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EIR Mitigations:

Housing Standards and Design Guidelines

- See EIR Mitigations for All Sites

Housing Standards and Design Guidelines



Site #2
Sheraton

Location: 5990 Stoneridge Mall Road

Site Size: 3.3 acres

General Plan Designation: Mixed Use

Zoning: PUD-MU with residential at a minimum of 30 units/acre

Estimated Potential Number of Housing Units per General Plan Designation and zoning: 99+

Acres for High-Density Residential Development: 3.3 acres

Maximum of 132 units analyzed in the SEIR.

Format

Background Description:

- Hotel building near BART station.
- Within ½ mile of freeway on-ramps.
- Tall, large buildings in area.

Key Considerations for Site Development:

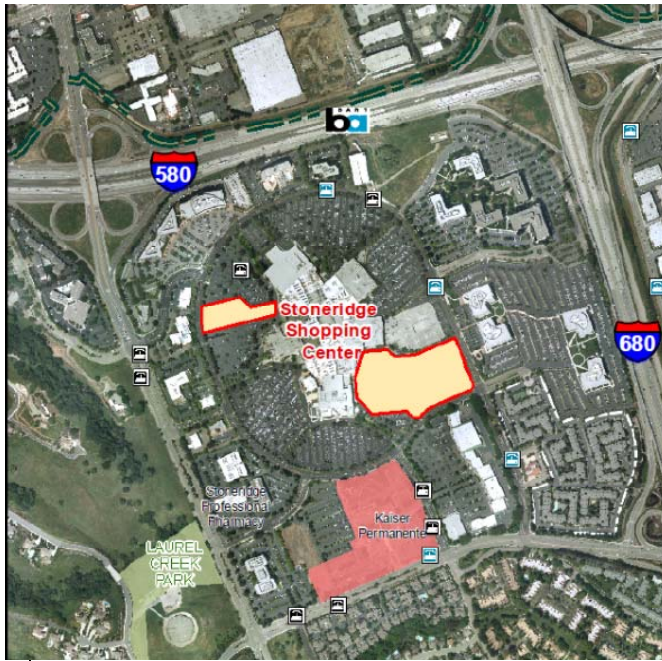
- Consider reducing parking requirements for units within ¼ mile of BART.

Special Design Standards & Guidelines:

- No internal street circulation expected.

EIR Mitigations:

- See EIR Mitigations for All Sites



Site #3

Stoneridge Shopping Center

Location: Stoneridge Mall Road Surrounds Site

Site Size: 10.9 acres

General Plan Designation: Mixed Use (~~High Density Residential 40+ du/ac — 10.0 ac max.~~)

Zoning: PUD-MU with minimum of 40 units per acre.

Estimated Potential Number of Housing Units per General Plan Designation and zoning: 400+

Acreage for High-Density Residential Development: 10.0 acres

Maximum of 400 units analyzed in the SEIR.

Format

Background Description:

- Surface parking area of existing regional shopping center; project would require relocation of existing parking to a parking structure.
- Near BART station.
- Within ½ mile of freeway on-ramps.
- Tall, large buildings in area.
- Site is more than 5 acres in size allowing for design flexibility.

Key Considerations for Site Development:

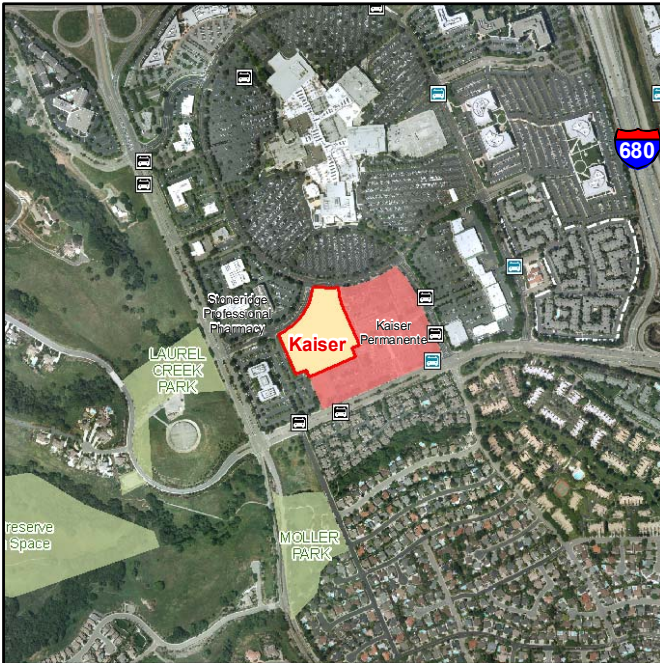
- Consider reducing parking requirements for units within ¼ mile of BART.
- Parking structures anticipated as part of any development proposal. No net loss of parking anticipated.
- Potential shared parking opportunities with Stoneridge Shopping Center

Special Design Standards & Guidelines:

- Sidewalk shall be built along public streets in accordance with this document.
- Internal circulation shall be developed with the anticipation to connect to future developments on the Stoneridge Mall site.
- Potential for parking district building type

EIR Mitigations:

- See EIR Mitigations for All Sites



Site #4 Kaiser

Location: Southeast of Laurel Creek Way

Site Size: 6.1 acres

General Plan Designation: Mixed Use ~~with minimum residential density of 30+ du/ac~~

Zoning: PUD-MU with minimum of 30 units/acre

Estimated Potential Number of Housing Units per General Plan Designation and zoning: 183+

Acres for High-Density Residential Development: 6.1 acres

Maximum of 244 units analyzed in SEIR.

Format

Background Description:

- Vacant site adjacent to an existing medical office complex.
- Within ½ mile of freeway on ramps and BART station.
- Tall, large buildings in area.
- Site is more than 5 acres in size allowing for design flexibility.

Key Considerations for Site Development:

- None

Special Design Standards & Guidelines:

- Possibility of a new street to connect Laurel Creek Way to Stoneridge Dr.
- New sidewalks shall be built to meet standards in this document with planting strip between curb and sidewalk.

EIR Mitigations:

- See EIR Mitigations for All Sites

Site #5

Pleasanton Gateway

Location: East of I-580, South of Bernal Avenue, and West of Valley Avenue

Site Size: 39.6 acres

General Plan Designation: HDR (~~High Density Residential 30+ du/ac — 7.0 ac max.~~)

Zoning: PUD- HDR with a minimum density of 30 units/acre.

Estimated Potential Number of Housing Units per General Plan and zoning: 210+

Acreage for High-Density Residential Development: 7.0 acres

Maximum of 400 units analyzed in the SEIR.



Background Description:

- Vacant site adjacent to a new Safeway/neighborhood commercial center
- Adjacent to/near I-680/Bernal Avenue on/off ramps.
- Adjacent to a community park/open space.
- Across from residential development.
- Site is more than 5 acres in size allowing for design flexibility.

Key Considerations for Site Development:

- Consider a feathering of densities in areas close to single-family development.
- Consider architectural style of the existing residential neighborhood when reviewing the design of any development plan.

Special Design Standards & Guidelines:

- New streets should connect to existing intersections along Valley Avenue (including all traffic circle intersections and Whispering Oak Way)
- New street connection should be made to Safeway shopping center.
- A public park is strongly encouraged.

Specific EIR Mitigations:

- 4.A-1: Incorporate view corridors
- 4.D-2: Archeological Mitigation Program prior to grading

Housing Standards and Design Guidelines

• Other mitigation measures applying to all sites.

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Site #6

Auf Der Maur/Rickenbach

Location: 3150 Bernal Avenue

Site Size: 16.0 acres

General Plan Designation: HDR – High Density Residential

Zoning: PUD-HDR with minimum density of 30+ du/ac—11.5 ac max.

Estimated Potential Number of Housing Units per General Plan and zoning: 345+

Acres for High-Density Residential Development: 11.5 acres

Maximum of 345 units analyzed in the SEIR.

Format

Background Description:

- Vacant site.
- Within ½ mile of parks.
- Within ½ mile of an elementary school.
- Adjacent to a bike route.
- Close to BMX Park
- Site is more than 5 acres in size allowing for design flexibility.

Key Considerations for Site Development:

- Consider visual and distance buffers from PG&E substation located between the site and the BMX park.

Special Design Standards & Guidelines:

- Internal streets should connect at existing intersections.
- A strong pedestrian/bike connection should be made through the site to path along riparian corridor.
- Sidewalks shall be built along public streets in accordance with this document.

Specific EIR Mitigations:

- 4.B-5: Work with City to reduce odor complaints from solid waste transfer station
- 4.C-1b: Pre-Construction Bat Survey
- 4.C-2: No new grading within 20 feet of edge of riparian vegetation or top of bank
- 4.D-2: Archeological Mitigation Program prior to grading
- HAZ-4.G-5: ALUPP compliance (Livermore Municipal Airport)
- 4.J-3: Train-related noise exposure
- Other mitigation measures applying to all sites.



Site #7 Nearon Site

Location: 5729 West Las Positas Boulevard

Site Size: 5.6 acres

General Plan Designation: Mixed Use/Business Park

Zoning: PUD-HDR with residential development at 30+ units per acre

Estimated Potential Number of Housing Units per General Plan and zoning: 168+

Acres for High-Density Residential Development: 5.6 acres

Maximum of 168 units analyzed in the SEIR.

Format

Background Description:

- Mostly vacant site.
- Within ½ mile of parks.
- Within ½ mile of a middle school.
- Adjacent to a bike route and near Iron Horse Trail.
- Near bus route
- Site is more than 5 acres in size allowing for design flexibility.

Key Considerations for Site Development:

- Step back height near Verona development.

Special Design Standards & Guidelines:

- A second sidewalk inside of treeline on West Las Positas Boulevard should be explored
- Buildings above 35' in height should be stepped back 10 feet from building façade.
- Developer should work with Zone 7 to explore potential public access to Tassajara Creek from access points from the Nearon site.
- Hacienda Design Guidelines and Development Plan apply.

Specific EIR Mitigations:

- 4.C-1b: Pre-Construction Bat Survey
- 4.C-2: No new grading within 20 feet of edge of riparian vegetation or top of bank
- 4.J-7: Acoustical Assessment (Livermore Municipal Airport)



Site #8 California Center

Location: Southeast of Rosewood Drive and Owens Drive Intersection

Site Size: 60.0 acres

General Plan Designation: Mixed Use/Business Park.

Zoning: PUD-~~MU-HDR~~ with High Density Residential 35+ du/ac—8.4 ac max

Estimated Potential Number of Housing Units per General Plan and zoning: 294+

Acreage for High-Density Residential Development: 8.4 acres

Maximum of 420 units analyzed in the SEIR.

Format

Background Description:

- Undeveloped portion of large office campus area.
- Within ½ of a freeway on ramp.
- Within ¼ mile of parks.
- Within ½ mile of an elementary school.
- Adjacent to a bike route and near Iron Horse Trail
- Site is more than 5 acres in size allowing for design flexibility.

Key Considerations for Site Development:

- There is a pending office/hotel proposal for another area of this site.
- Potential shared parking opportunity with office portion of the property
- Explore the potential for a new pedestrian crossing at Tassajara Creek and Owens Drive.
- Up to 10,000 s.f. of retail commercial uses are also allowed on this site.
- Replace parking eliminated by residential development.

Special Design Standards & Guidelines:

- Buildings should front Owens Drive and be set back a minimum 15' from back of sidewalk, or 20 ft from back of curb.
- Project should create a pedestrian connection from the retail to both the non-residential and residential development on site.
- Hacienda Design Guidelines and Development Plan apply.

Specific EIR Mitigations:

- 4.C-1b: Pre-Construction Bat Survey
- 4.C-2: No new grading within 20 feet of edge of riparian vegetation or top of bank



Site #9

CM Capital Properties

Location: South of Hacienda Drive and West Las Positas Boulevard Intersection

Site Size: 12.6 acres

General Plan Designation: Mixed Use/Business Park

Zoning: PUD-~~HDR~~-MU with minimum residential density of 30+ du/ac—12.6 ac max.

Estimated Potential Number of Housing Units per General Plan Designation and zoning: 378+

Acreage for High-Density Residential Development: 12.6 acres

Format

Background Description:

- Two parcels with existing vacant/semi-vacant office buildings.
- Within ½ mile of a grocery store.
- Across from a middle school.
- Adjacent to a bike route.
- Site is more than 5 acres in size allowing for design flexibility.

Key Considerations for Site Development:

- Consider a feathering of densities, with the lowest densities by the Arroyo Mocho and adjacent 1 story commercial developments.
- Consider landscape screening by the Arroyo Mocho and adjacent 1 story commercial developments.

Special Design Standards & Guidelines:

- No structure above 20 feet (not including light fixtures) shall be located within 50 feet of the western property line.
Hacienda Design Guidelines and Development Plan apply

Specific EIR Mitigations:

- 4.C-1b: Pre-Construction Bat Survey
- 4.C-2: No new grading within 20 feet of edge of riparian vegetation or top of bank
- 4.J-7: Acoustical Assessment (Livermore Municipal Airport)

**MINUTES
CITY OF PLEASANTON
REGULAR CITY COUNCIL MEETING
June 5, 2012**

ADJOURN TO JOINT CITY COUNCIL/PLANNING COMMISSION WORKSHOP

ROLL CALL

Present: Councilmembers Cook-Kallio, McGovern, Sullivan, Thorne, Mayor Hosterman;
Commissioners Blank, Narum, Pearce, Olson, Chair Pentin

Absent: None

1. Joint Workshop with the Planning Commission to discuss Draft Housing Site Development Standards and Design Guidelines

Director of Community Development Dolan introduced the item, noting that in addition to recognizing this process in the Housing Element, the City committed to completing the task by the end of September 2012 in its subsequent discussions with Urban Habitat. Immediately following this commitment, staff initiated a series of public workshops with the community and hired consultants Rick Williams and Will Fleissig to assist in applying the Hacienda TOD guidelines to the broader geographic area that is comprised of the sites identified within the Housing Element. What staff and the consultants found is that the development options at densities of 30 units or more per acre are somewhat limited, most were covered in the Hacienda guidelines, and that not all options apply to every site. Every attempt was made to apply site-specific tweaks to the regulations where appropriate and the Planning Commission and Council are now being asked for any further recommendations.

Staff, consultants and BART staff embarked on a concurrent effort related to standards and guidelines for the BART site to develop a product that would fit with the City's vision for Owens Drive while also allowing for development of the site in a way that accounts for the specific circulation and security requirements of a BART site. Mr. Dolan stressed that this was a very collaborative effort and that both the East Bay Regional Parks District and BART staff support the final product.

Rick Williams of Van Meter Williams Pollack explained that a particular emphasis was given to translating the work of the Hacienda guidelines into something that could be appropriately tailored to the nine sites identified in the Housing Element. The draft guidelines adhere to the overall desire for the community expressed within the Housing Element and acknowledge the fact that they are meant to enhance, rather than replace, the City's current PUD process. The draft guidelines are structured against standards such as zoning requirements and design characteristics like setbacks, open space and parking requirements. The critical role of the PUD process and regulations after this is that the sites vary in zoning from 30 to 40 dwelling units per acre, with the exception of BART which has particular conditions for 75 units per acre.

Councilmember McGovern did not recall approving a density of 75 units per acre for the BART site, said she was under the impression that the Council had approved a maximum of 30 units per acre, and doubted the public was aware of this potential density.

Mr. Dolan explained that 30 units per acre is the approved minimum density, but there is the potential for more based on development type and configuration. He stressed that the guidelines do not allow for the approval of any development that would generate more trips than were assumed in the related environmental analysis.

Councilmember Thorne presumed, and Mr. Dolan confirmed, that the Planning Commission and Council would retain certain flexibility in interpreting the standards and guidelines, particularly in granting exceptions.

Mr. Williams reviewed a variety of development and building types that could be incorporated into any of the various projects, noting that many of the sites are large enough to accommodate more than one type and density. He presented several slides outlining the overriding principles of the actual design guidelines and reiterated that these are intended to serve as a tool in reviewing proposals through the PUD process, and do not change or detract from the PUD process in any way.

He reviewed the BART document in slightly greater detail and explained that significant emphasis was placed on interfacing the standards and guidelines for this site with the greater priorities of the original Hacienda standards and guidelines. He provided several site renderings that outlined circulation, parking, development pads, and connection with Iron Horse Trail and existing transit networks.

Chair Pentin requested clarification on how Iron Horse Trail intersects with the actual station and what that means for cyclists. Mr. Williams explained that BART's expectation is that cyclists would dismount and either walk their bikes to the racks inside the station or continue through the station to the other side of Iron Horse Trail.

Mr. Dolan acknowledged this is a particular issue for certain members of the Commission and Council. He assured them that staff raised the issue at every meeting with BART but was unable to reach any agreement.

Chair Pentin remarked that this would be the only place, along the thirty-mile stretch that is Iron Horse Trail, where cyclists would be expected to walk their bikes 200 to 300 yards.

The majority of the Council and Commission agreed that this is unacceptable and directed staff to continue negotiating the matter with BART.

Councilmember Sullivan questioned the proposed two-way loop road design, which he thought could become a bit too hectic.

Mr. Williams felt a two-way design, with a more traditional intersection, would be preferable than the current design both in terms of safety and access.

Councilmember McGovern expressed concern over the potential congestion created by the circulation design and what it would mean to the existing level of service.

Mr. Dolan said traffic, although not in this exact configuration, was examined in the environmental work for the Hacienda guidelines. He noted that BART operations are not expected to increase significantly and therefore the bulk of the study related only to additional development.

Mr. Williams continued his presentation, describing parking and pedestrian access. He stressed the flexibility in the development options available, which include commercial office space, retail, residential and hotel uses, or some combination thereof. All of these different land use scenarios fit within the same overall structure and circulation for the site. He discussed several different parking options, including standalone structures to be used individually by BART and other developments within the site or multi-use structures that would allow for flexible but designated parking for both BART and the other developments.

Councilmember McGovern said she has expressed concern over the capacity of Hacienda for years. She questioned whether staff truly believed the community could support a use as intense as what was

presented. She also referred to the potential for a hotel use and said the Council never indicated approval of any use that would exceed 85 feet in height.

Mr. Fialho said the development guidelines are consistent with the zoning approved by the Council. He separated her concern into two points: 1) the existing commercial capacity of Hacienda, and 2) the perceived intensity of developments that might be allowed under these guidelines.

Mr. Dolan explained that the BART site has an overall height limit of 85 feet, which is consistent with the rest of Hacienda and two neighboring sites. While the potential for a hotel with more than five stories does exist, it is important to keep in mind that hotels have a much lower floor-to-floor height than commercial buildings. This means that an 8-story hotel might not be as tall as a 5-story commercial building.

Councilmember McGovern said the height distinction felt more like a manipulation in order to sneak something past the public that they knew would be unacceptable. She felt that the uses outlined would be a drastic change from anything this community has seen before and said she did not want any such thing in a plan that she would ultimately be asked to approve.

The Council noted several disparities between the stated intent and printed word in the draft guidelines, particularly as it related to maximum and potential densities as well as retail depth. Both staff and the consultant agreed that consistency and clarifying language would be helpful in these instances. Chair Pentin referred specifically to page 9, page 2, and page 21 regarding density and retail depth on frontages as opposed to corners.

Mayor Hosterman said this is about developing guidelines for future development; at the point that a proposal comes forward, it will be subject to the full public process. She acknowledged the comments of both staff and the Council particularly, what is currently proposed may generate significant questions from the community. Regardless of that, staff has requested feedback on the guidelines themselves.

Councilmember Sullivan asked and Mr. Dolan confirmed that a traffic model was prepared for the proposed development types to see if they land within the environmental parameters already studied for the BART site. Mr. Dolan noted that while it also falls within the envelope of what is allowed for the entire Hacienda Business Park, there may be need for Council discussion before other developments come down the line that exceed this.

Councilmember McGovern reiterated her discomfort with the proposed level of development.

Mr. Dolan suggested that perhaps staff had inadvertently distracted the Council with renderings that don't exactly reflect the level of development that would be allowed by the draft standards and guidelines. He assured her that what is proposed is the same level of development as what was anticipated when the City evaluated the BRE property.

Councilmember McGovern also expressed concern that the Hacienda guidelines apply to all sites, rather than just 7, 8, and 9 as she had believed.

Mr. Fialho explained that at the time staff made that statement, the City was not in discussions with Urban Habitat or the State of California regarding approval of comprehensive guidelines. Mr. Dolan acknowledged that these guidelines are a bit different and stated that staff has tried to adjust them whenever a site merits.

Councilmember McGovern said she would prefer a maximum stated density of 30 units per acre, with the ability to adjust this based on individual development plans.

Mr. Dolan outlined the subsequent process, which would include returning to the Commission on June 27th with amendments, before returning to the City Council on July 17th.

Councilmember Thorne asked if staff had an opportunity to review and incorporate all of the written suggestions that were submitted. Mr. Dolan said staff has reviewed them, most of which were submitted by developers of the properties in question. Some changes staff found to be universal, while others would be more appropriately evaluated as exceptions to standardized guidelines.

Chair Pentin asked if staff intended to amend the reference to a 10 to 15 story hotel tower before this item comes back in later this month. Mr. Dolan attempted to clarify the matter and explained that there was previous dialogue from the City about the potential to work with an upscale hotel developer and really create a centerpiece for this end of town. Mr. Williams did a good job of capturing the idea, though perhaps it could have been presented more as an option than a recommendation. This particular location is likely one of few that would be appropriate for a taller building and staff felt the community could ultimately accept something as tall as the buildings adjacent to it. The Council and staff also talked a lot about providing a buffer for the BRE site, which larger buildings such as this would do.

Councilmember McGovern reiterated her discomfort with supporting such a change without the public weighing in.

Mayor Hosterman said she could likely support whatever structure fits within the limitations established by the guidelines.

Chair Pentin repeated his earlier reference to contradictory densities.

Mr. Dolan spoke to both this and Councilmember McGovern's earlier comment about setting a maximum density of 30 units per acre. He explained that the City made certain assumptions within the Housing Element about the densities that would be allowed by these guidelines, and was very conservative in presenting that number at 30 units per acre. If the guidelines actually allow a greater density, this can be a valuable tool during the next cycle of housing assignments. He also explained that the reality of the BART site is such that it will require structured parking, regardless of the development. Structured parking is costly and not something that can be supported by 30 units per acre, unless combined with a hotel or other more dense development. He cautioned the Council that 30 units per acre on the BART site is an unrealistic expectation.

Councilmember Cook-Kallio concurred that this represents a tremendous change, but so has the entire process. She said she strongly favored retaining flexibility and cautioned against boxing a future Council in so that it cannot make the kind of decisions it needs to make in 10 to 15 years when the sites are developed.

Mr. Williams also noted that with these guidelines in place, the City is that much better positioned to take advantage of a hotel opportunity if it ever desires to do so.

Councilmember McGovern asked if the guidelines consider a hotel development at the Car America site. Mr. Dolan said "no," but noted that previous environmental work did include the possibility in its cumulative analysis.

Commissioner Olson said he would like to see the vision statement expanded to address the judge's reference to "economic viability." He liked the menu of options presented and stressed the value in recognizing that not each option is appropriate for every site.

Commissioner Narum requested clarification on the term “convenience market,” which in her mind referred to a 24-hour operation. Mr. Dolan explained that anything operating outside of 6:00 a.m.-10:00 p.m. would require a use permit. Commissioner Narum asked that staff clarify this immediately next to the reference.

Commissioner Narum referred to “Building Orientation Design Guidelines” on page 13, and requested an additional bullet stating that height and density should be feathered away from existing residential developments or streets near residential development. Staff explained that it is listed as a general discretionary guideline, although perhaps not for individual sites.

Commissioner Pearce asked staff to help her understand how they reached a density of 75 to 100 units per acre at the BART site. Mr. Williams said it is really a matter of net to gross across the different development pads as well as trying to maximize the benefits of a transit oriented development. He also noted that even with a density of 75 units per acre, the traffic generation rates would still fall fairly well under what is allowed for the overall site.

Commissioner Pearce cautioned that these numbers might be inflammatory. She agreed with Councilmember McGovern that if brought forward, an application with things like towers and 100 dwelling units per acre would create some justifiable concern with the public. She acknowledged the concept of net to gross in the planning sense, but did not think the public perception would accept it.

Mr. Williams provided two examples of BART site developments that may have sounded extreme, but because of the building types and site placement, were well accepted by neighbors.

Councilmember Sullivan said the guidelines give the Commission, Council and the community a good idea of what these developments could look like. He felt staff and the consultants did a good job overall but felt there were a few areas that warranted change and described them as follows:

- Page 4, Priority Guidelines – the Housing Commission should be incorporated in the review process
- Page 5 – retail or flexible use should be encouraged on every site, rather than selected sites
- Page 5 – design features should complement adjacent neighborhoods as well as properties
- Page 5 – developments should adhere to “sustainable design practices” as well. He requested clarification on which green building standards would apply to the project. Staff could not confirm and he asked that they be multi-family specific standards
- Page 14 – an additional requirement for separated pedestrian walkways on internal site circulation

He discussed density and acknowledged Councilmember McGovern’s point regarding a cap but could not say what the right number would be. He felt part of the issue could be that as developments are approved at over 30 units per acre, the overall capacity of Hacienda dwindles and asked if it would be a “first come, first served” sort of process. Mr. Dolan confirmed that it is the current process. He noted that there are not many vacant lots but also conceded that there is always the potential for redevelopment, in which case the Council would have to deny the application or modify the development agreement.

Mayor Hosterman said she could support all suggestions with exception of the cap, as she preferred to allow future Commissions and Councils to determine what is appropriate for the property at that point in time.

Councilmember Cook-Kallio said that looking at total capacity is important, so long as the City retains the ability to make exceptions. She felt that if the City had been flexible to begin with, it might not have found itself in court.

Councilmember Sullivan requested clarification on “larger development,” as referred to on page 25. Mr. Williams explained that under open space regulations, development size is based on the number of units. This way, it is assured that “larger developments” will have sufficient open space to provide the types of amenities described under that section. Councilmember Sullivan asked and Mr. Williams confirmed that it is discretionary in terms of actually requiring these amenities; however, Councilmember Sullivan felt it should be more compulsory.

Councilmember Sullivan said he liked the concept of situating parking structures up against the freeway, which should provide some buffer to other uses on the site. He concurred with staff that this would be the appropriate location, if such a place exists, for this kind of development in Pleasanton. However, he felt that much more public input was needed and asked that staff increase advertizing and outreach before the item returns before the Council. He also asked that the BART site be required to provide garbage enclosures and source separated containers.

Councilmember Thorne said his comfort level had increased since learning about the amount of flexibility built into the guidelines. Any proposal that comes forward needs to make economic sense and flexibility is a significant factor in ensuring these guidelines can stand the test of time.

Councilmember Cook-Kallio said her primary concern is with flexibility with respects to Regional Housing Needs Allocation and the City’s ability to be proactive in planning through the next several cycles. She agreed with need for community education in terms of why the guidelines are prepared in this fashion and felt that clarification on building height relative to number of stories would be critical to public understanding. She also agreed that some of the numbers put forward seem provocative but suggested that they view the cafeteria of options as an “or” rather than “and” situation.

Councilmember McGovern maintained her position regarding her earlier comments. She referred to page 8, which discusses the bedroom mix of affordable units, and asked why studios are not included. She requested clarification on the term “porch,” as referred to on page 13, and stressed that actual size is important when considering livability standards. She asked that internal circulation standards be safe for cyclists of all ages and said she did not consider “paseos” to be open space. On page 29, she asked that bay friendly landscaping and water conserving irrigation methods be required, rather than encouraged. She also expressed concern that the density listed under different development styles could be construed as a guaranteed density.

Mr. Dolan said the densities listed are the typical yield for a specific type of development. Internally, the documents do state a maximum net yield because some sites might take advantage of a very intense development in order to also include low-density development along certain sensitive frontages. He acknowledged that this may be confusing, although it may be justified in order to retain flexibility, and recommended that the focus be on maximum densities averaged over the entire site.

Councilmember McGovern expressed concern with the concept that private open space, such as a balcony, could be considered equivalent to 2 square feet of community open space. Considering that a balcony serves one family, where as open space serves all those who might not have a balcony, it would seem to be taking from those who are already less fortunate in terms of space. She inquired about the amount of parkland required per 1,000 people under the General Plan, to which Mr. Dolan responded “5 acres.” Mr. Dolan clarified that the requirement applies citywide, not to each development. The question is more a matter of whether there exists parkland to service this particular type of development at this location. Councilmember McGovern asked that park space be given strong consideration when looking at the guidelines.

She reiterated her concerns regarding traffic and the level of service surrounding the BART site, particularly on Valley Avenue and Stoneridge Drive.

Councilmember Cook-Kallio acknowledged the point and said this makes it increasingly important that the East Pleasanton Specific Plan identify a connection between El Charro Road and Stanley Drive, which would relieve some of the potential congestion.

Commissioner Narum asked if the requirement for drought tolerant, Bay-friendly landscaping would preclude grass, which she found concerning. Mr. Fialho clarified that it limits grass in areas such as walkways, not active green space for parks and play areas.

Mayor Hosterman asked that staff include Commissioner Olson's suggestion regarding economic feasibility. She also supported Chair Pentin's comments regarding cyclists and the connection of Iron Horse Trail through the BART property. She strongly encouraged the Commission to participate in the Council's future discussions on the matter.

ADJOURNMENT

There being no further business, the meeting was adjourned at 9:42 p.m.

Respectfully submitted,

Karen Diaz
City Clerk

May 10, 2012

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

Re: Comments to the City of Pleasanton's, Housing Site Development Standards and Design Guidelines, Discussion Draft, April 2, 2012

Dear Janice,

We are the owners of Site 8, CarrAmerica, as shown within the Housing Site Development Standards and Design Guidelines, Discussion Draft, dated, April 2, 2012 ("Residential Guidelines"). On behalf of the entire RREEF team, I would like to thank you, the City of Pleasanton and all parties who have been involved with preparing the Residential Guidelines. We appreciate the opportunity to comment on these Residential Guidelines. Our team, including RREEF, Sares Regis Group of Northern California, Dahlin Group Architects, BKF Engineers, and Gates and Associates, has tremendous experience with multifamily housing and retail development at the 30 DUA range and above. Based on our many years of experience working with these building types and our knowledge of mixed-use development, our comments to the Residential Guidelines are as follows:

1) Page 4 and 5, Part 1, Introduction, B. Vision Statement

Comment: The Vision Statement applies generally to all nine rezoned sites. The sites are all very different in their configuration, size, surrounding geography, neighborhood context, available community amenities and resultant opportunities and constraints. This Vision Statement is filled with many specifics that are intended to provide examples that individually, or in concert with others, add up to a "quality" neighborhood. In theory, the menu of amenities should be re-characterized in a way so as not to appear uniformly mandatory for all sites (all sites are not appropriate for a pool or water feature for example). We request that the Vision Statement be reduced to just the first paragraph and first two sentences of the second paragraph, followed by a new statement that acknowledges the varying character of the nine sites in order to set an appropriate tone for success without prescribing a specific formula that must apply to all of these disparate properties.

"The livability of these development sites is paramount. These future developments address housing needs for families of all incomes and ages, and also provide a supply of workforce housing in the City to accommodate mandated regional Housing Need Allocations by the State of California.

We desire to build quality neighborhoods with amenities for future residents and the existing community to enjoy. Simply put, it must be a very nice place to live.”

We then recommend adding the following language to the Vision Statement:

“Each of the nine rezoned sites to which these standards and guidelines apply are very different in their configuration, size, surrounding geography, neighborhood context, available community amenities and, therefore, present very unique opportunities and constraints for residential redevelopment. We encourage imagination in the development of each site. With that in mind, we provide the conceptual standards and guidelines in this document for direction and guidance in evaluating proposals as they come forward.”

- 2) Page 4, Part 1, Introduction, A. Purpose, Review Process and Page 43, Process, PUD
Comments:
 - a. Page 4: Due to the fact that each site is different and flexibility is paramount in allowing the most advantageous design and development, we request that the last sentence be changed from, “...would make application of the guideline infeasible and/or undesirable, and where an alternative proposal fits with the Vision and intent expressed in this document” to “would make application of the guideline infeasible and/or undesirable, or where an alternative proposal fits with the Vision and intent expressed in this document”
 - b. Page 4: We request the following statement be added, “City’s review and approval shall be limited to compliance with these Housing Standards and Design Guidelines and shall not reconsider the PUD zoning designations accomplished with the Housing Element update.”
 - c. Page 43: “Core” and “Non Core” Development Standards are not defined, therefore, we request the following edit to the second sentence: “Core Development Standards, Non Core Development Standards” be removed from this document.

- 3) Page 10, “Permitted Uses for Designated mixed-use sites ** 1, 2, 3 and 8”
Comment: Per Zoning Ordinance 2034, CarrAmerica (Site 10) is zoned as PUD-HDR. Please add “HDR” to the Title.

- 4) Page 16, Design Guidelines, Diagram E, Medium and Large Sites, 3rd Bullet Point, “Internal Sites Provide Through Access” (also see 16.a below)
Comment: We have designed an optimal multi-use, highly dynamic site concept that will creatively link residential, retail and office uses on this corporate campus property, creating a cohesive “community” to be enjoyed by all individuals who work, live, visit and shop there. We understand the primary purpose of the statement is to guide optimal site design for emergency vehicle and general circulation. Our site is located within an existing parking lot used by office tenants and, therefore, we have designed for optimal and efficient vehicular and pedestrian circulation for the three prescribed uses (existing office, residential, and retail). Our site design allows for both visual and physical vehicle and pedestrian connections – resulting in a walkable, bikeable and vehicular friendly community. Our concept accommodates through access for vehicles into the adjacent office, providing for multiple access routes to adjacent public streets. Our site cannot accommodate through access from one Public Street to a perpendicular Public Street without causing adverse impacts to the pedestrian linkages and associated green spaces between the various uses on the property. The pedestrian and green linkages on site are the true connective tissue for the larger

property, bringing purpose and fostering interaction between office, residential and convenience retail. Strong, attractive pedestrian linkages will help encourage office workers, residents and shoppers to walk instead of drive. Opportunities for positive interaction result. Visual pedestrian linkages, especially between the office and residential components will encourage the office workers to consider living on the property – eliminating commuting in a vehicle. Opportunities for office workers to stroll along an attractive, landscaped route through the property to convenience retail will also reduce future vehicle trips in the area. This guideline would disrupt the important linkages; we, therefore, request this 3rd bullet point be removed in its entirety.

- 5) Page 18, Development Standards, A3.2: “Front setbacks should be a minimum 10 feet from back of sidewalk providing enough room for planting and privacy while still allowing a strong relationship between the units and the street”.
Comment: We have planned for a rich, highly visible, accessible retail plaza at the Owens Drive and Rosewood Drive intersection, for use by all retail patrons including on and offsite residential and office tenants, and the general public. To create a generous, visible, vibrant, pedestrian-friendly and accessible retail plaza, that effectively relates to our planned retail buildings, including storefronts, openings, and outside seating, we need some flexibility with retail building setbacks. We, therefore, request the existing setback from back of sidewalk be reduced from 10 feet to 5 feet for retail uses.
- 6) Page 18, Development Standards, A3.4: “Street trees shall be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet.”
Comment: For multiple reasons, including those mentioned within item 5) above, it is very important that the retail buildings, signage, and outdoor seating areas be highly visible to ensure a vibrant and successful mix of retailers/tenants. We, therefore, request adding “with exception of retail adjacent to a Public Street” to the beginning of the sentence.
- 7) Pg. 19, Development Standards, A4-3: “Parallel parking is required on at least one side of internal streets.”
Comment: Some segments of internal streets may be appropriate for parallel parking. Parallel parking is not as efficient as head-in parking. Meeting desired parking ratios (per City requirements and market demands) for the 35 du residential product that the City requested for this site becomes very difficult with only parallel parking along internal streets. Further, inefficient parking along an existing internal street means that more parking and attendant drive aisle will need to be added elsewhere on the site, taking away from the amount of landscaped area on the property. We request that the phrase “where appropriate” be added to the start of the sentence. We also request that the word “preferred” replace the word “required” and that this Standard become a Guideline.
- 8) Page 19, Development Standards, A4.4: “Street trees shall be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet”.
Comment: We request this become a Development Guideline.
- 9) Page 20, Design Guidelines, A4.h: “Parallel parking is encouraged on both sides of internal streets.”

Comment: Please see commentary under Item 7) above. We request that this Guideline be eliminated, or request adding the words "at the primary entrance driveway to the site" at the end of the sentence.

10) Page 22, Design Standards, A6.1:

Comment: We request low entry landscape walls be allowed to encroach more than 5 feet onto the front yard setback. This will create more residential tenant/pedestrian social interaction, allows residential tenants to maximize their entry patios, increases private open space, helps create an architectural base and reduces the building to a pedestrian scale.

11) Page 24, Design Guidelines, A8.b: "Public parks are encouraged for all sites greater than 5 acres."

We are not able to accommodate a public park on our property and accommodate 35 du on this site, and successfully meet the overall Vision of these Residential Guidelines. Generally, high density residential sites such as ours cannot support a public park without: 1) creating unfavorable residential building heights; 2) losing the pedestrian scale and character, or "feel", of a quality residential community; and, 3) adversely impacting other supporting amenities critical to the success of the residential community in the marketplace.

We have planned for a richly landscaped pedestrian plaza at the retail component of the site (Owens and Rosewood Intersection), providing an opportunity for congregating and outdoor dining. Our multifamily development will have an extensive amenity package including recreational and other opportunities for residents, office tenants, and our retail patrons to enjoy without having to use their automobile. We plan to include: 1) a pool with expansive deck area and cabanas; 2) a generous spa; 3) full fitness center; 4) yoga studio; 5) resident bike repair shop; 6) outdoor kitchens and entertainment areas; 7) lushly landscaped gardens; 8) pet areas, including a dog wash facility; 9) a children's playground; and, 10) the retail plaza. These amenity areas are maintained by the property owner and are not an expense to the City. These amenities encourage residents to use facilities onsite, without the need for a vehicle trip or any impact to the public park facilities in Pleasanton.

Lastly, we are located directly across Owens Drive from an existing public park (Owens Plaza Park and Creekside Park) that our residents, workers, and patrons can visit by walking. We are also immediately adjacent to a future portion of the Iron Horse Trail.

Due to our increased density, extensive onsite recreation amenities, and adjacency to a public park and future recreational trail, we request this Design Guideline be eliminated for our site.

12) Page 39, Development Standards, C4.1: "Retail and service uses shall have a minimum interior 14 feet clear measured from floor to ceiling structure."

Comment: Request adding "joist/framing" in front of the word "structure".

13) Page 39, Development Standards, C4.3: "Storefronts shall have a minimum depth of 40 feet, and 60 feet at corners is preferred"

Comment: We request adding "if storefronts are parallel to a Public Street" to the beginning of this Standard. We also request that this Development Standard become a Design Guideline.

14) Page 41, C6 Building Signage, Design Guidelines, C6.b: "Backlit box signs are not permitted, except when required by the Fire Department".

Comment: Many custom backlit boxes are form-shaped signs containing decorative borders and are very common in new, upscale retail developments. We request adding "with the exception of retail signage" at the beginning of the sentence.

15) CarrAmerica Site Specific Page 53

a. Special Design Standards and Guidelines: "It is preferred that the internal streets connect Rosewood Drive to the Internal that connects to Owens Drive"

Comment: We respectfully request that this item be eliminated for all of the reasons outlined under our discussion relative to Item 4), above.

b. Special Design Standards and Guidelines: "Buildings should front Owens Drive and be set back a minimum 15' from back of sidewalk".

Comment: Due to the increased residential density we request a minimum setback of 10' (as shown on Pg. 18, A.3, street cross section) vs. 15'. This helps us accommodate all of the features at the increased density range, as discussed under Item 4), above.

c. EIR Mitigations: "A.J-7 Acoustical Assessment (Livermore Municipal Airport"

Comment: This mitigation measure was erroneously listed within the DSEIR and was correctly removed from the FSEIR; therefore, we request the removal of this inapplicable item.

We believe the above comments and requested modifications to the Residential Guidelines will provide our team with the flexibility needed to provide the most livable and exciting mixed-use residential development possible for this corporate campus property. We will provide high quality residential apartment homes within a larger mixed-use setting, walkable to jobs, retail services, recreation, and transit. Thank you for your consideration of these comments. If you have any questions I can be reached at 415.262.7748 or catherine.minor@rreef.com.

Sincerely,



Catherine Minor
Vice President
Site 8 – CarrAmerica Corporate Center

May 18, 2012

Ms. Janice Stern
Planning Manager
Community Development Department
200 Old Bernal Ave
Pleasanton, CA 94566-0802

RE: Comments on Housing Site Development Standards and Design Guidelines, Discussion Draft, April 2, 2012

Dear Janice:

As the contract purchaser of the Auf Der Maur site (Site #6), E&S Ring reviewed the proposed Design Standards and Guidelines (“Guidelines”) with its design team and attended the public meeting on April 30, 2012. Many design elements such as circulation, parking, setbacks, and open space, must respond to unique site conditions and needs of future residents. It is important the final Guidelines be flexible enough to allow creative, high-quality residential communities that meet the City’s defined density goal of 30 DUA for this site.

Our project team for this site, consisting of E&S Ring, Sares Regis Group of Northern California (Sares Regis), Steinberg Architects, The Guzzardo Partnership and BKF Engineers has extensive experience with the design, development, construction, and property management of high quality apartment homes at 30 DUA and greater. In fact, E&S Ring and Sares Regis collectively manage over 20,000 high quality apartment homes in the western United States. Our team members have won numerous awards from professional organizations for design excellence for residential communities at this density level. We are confident that this team will address the unique opportunities and constraints of the Auf Der Maur site (Site 6) in a creative and artful manner, resulting in a superlative community design.

We ask the City of Pleasanton, to consider the following refinements to the April 2, 2012 draft Guidelines. We believe these refinements will provide a measure of flexibility to ensure highly creative design solutions for each of the unique rezoned sites.

1. Housing Standards and Design Guidelines, P 8 *Minimum Height – 25 feet*

Proposal - Minimum Height – 20 feet

If proposed grade is reduced below the existing grade some typical 2 story buildings may not meet the minimum height of 25 feet. This requirement also may impact the ability to develop creative innovative product (i.e. homes above garages) that would otherwise be a

great addition to a community. Our requested refinement is to reduce the minimum height requirement from 25 to 20 feet.

Section A of Guidelines - Site Design and Planning

We believe the design and hierarchy of streets, internal alleys, and parking areas are critical to the quality and density of a community. Lower density communities typically rely on more surface parking than higher density communities. This disparity often impacts the amount of site area of a community dedicated to landscaping. Additionally, due to differing edge conditions, including adjacent uses and grades, ground level patios, porches and stoops are not always appropriate. We believe the conditions at the site should come into play when evaluating the quantity and character of such pedestrian-friendly features.

2. Design Guideline A1.b - Alleys and parking areas should not be used for primary circulation to the building entries and through the site. Primary entries should not orient to alleys or parking areas.

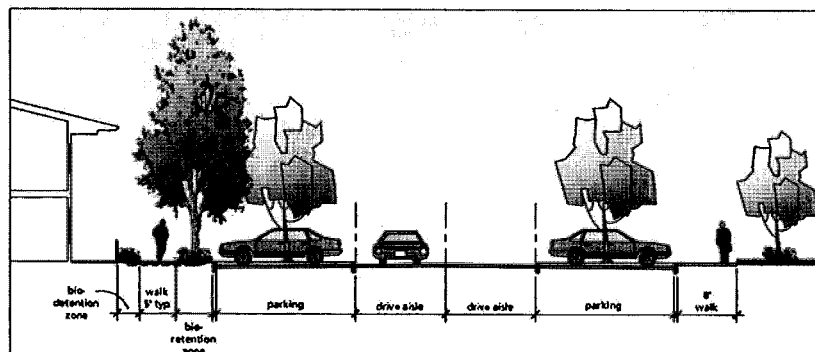
Design Guideline A2.b - Building fronts should include porches and door entries facing streets and open spaces.

Our requested refined language is below:

Design Guideline A1.b - Alleys without sidewalks should not be used for primary circulation to the building entries and through the site. No more than 15% of primary unit entries should orient to alleys without sidewalks or parking areas.

Design Guideline A2.b - When appropriate due to grade and adjacent use considerations, a minimum of 75% of building fronts should include porches or patio door entries facing streets and open spaces.

The distance between buildings along an alley creates the feel of the alley for pedestrians and vehicles. When a sidewalk is incorporated into the design of an alley it creates the opportunity for high quality pedestrian spaces along an alley. Although the Guidelines allow an alley to be a minimum of 30 feet they may be greater than 30 feet which allows the creation of a pleasing primary entry area for homes and a strong pedestrian environment, as noted in the section below.



In order to achieve the City's desired density goals on these rezoned infill sites, there will be instances when home entries need to be aligned along alleys and or parking zones.

Carriage homes above ground floor garages are a building type that can be used to achieve desired densities while offering a variety of residential unit configurations and types that are desirable to the market place.

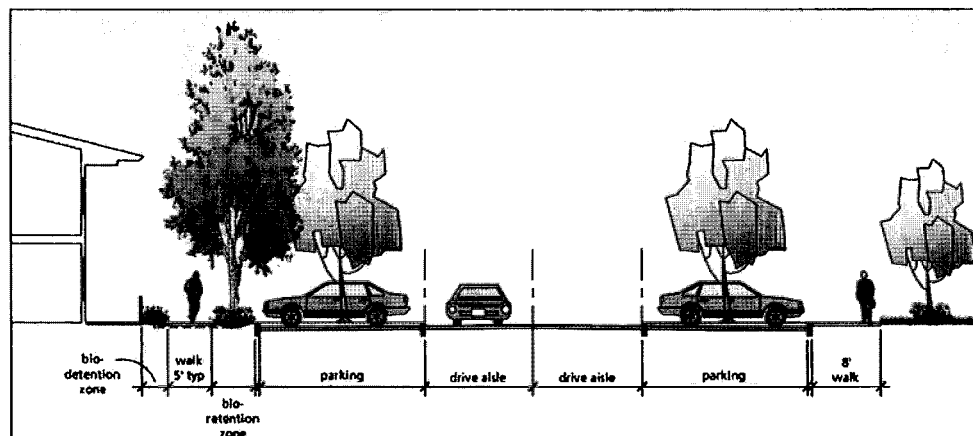
3. *Development Standard A4.3 - Parallel parking is required on at least one side of internal streets.*
Design Guideline A4.h - Parallel parking is encouraged on both sides of internal streets.

We request Section A4.3 become a Design Guideline A4.h - Parallel parking is required on at least one side of internal streets or adequate setbacks (min 10 feet) be provided between the curb and building face.

Design Guideline A4.h - We request this draft Design Guideline be eliminated

There should be an adequate setback of a minimum of 10 feet from the curb line (see below) to the building face when perpendicular parking is provided. This provides appropriate separation between the parked cars and the buildings. This setback also creates a quality pedestrian zone of planting/trees, sidewalk, and landscaping.

Perpendicular parking along both sides of an internal street may be required to meet the density goals of 30 DUA proposed by the HE and the parking requirements of the city. Elimination of the alternative of providing perpendicular parking along portions of internal streets make it very difficult to achieve the garden style housing described in exhibit B2 on page 29 of the Guidelines and meet city parking requirements.

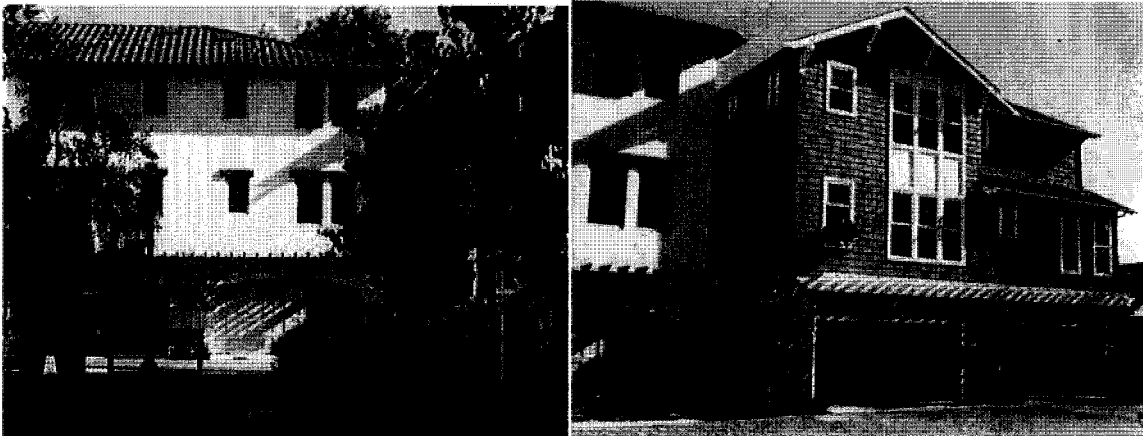


4. *Design Guideline A5.a - Garage doors should be recessed at least 2 feet from building façade.*

Our requested refined language is below:

Design Guideline A5 - Garage doors should be recessed from building façades or architectural elements should be incorporated into the elevation.

Specifying a 2 foot minimum recessed depth for garage doors creates the condition where the garage must be effectively 2 feet deeper to accommodate the recess, which may impact the ability to meet the 30 DUA density. A strong architectural presence can be achieved by recessing garage doors from the building façade less than 2 feet, providing architectural elements that protrude from the building facade, or additional architectural detailing. The building height also impacts the elevation. Examples of how an interesting elevation can be achieved without recessing the garage door a full two feet are shown below.



5. Design Guideline A6.g - Buildings lining paseos should be designed so that sunlight can reach a paseo during midday.

Our requested refined language is below:

Design Guideline A6g - Buildings lining paseos should be designed to take advantage of midday sunlight.

The language in the draft Guidelines may too narrowly limit the design of paseos since it would require north/south orientation if a minimum 25-30 foot separation is maintained.

6. *Design Guideline A6.h - Paseos should be named as streets are, with buildings lining the paseos taking their respective addresses from the paseo.*

Our requested refined language is below:

Design Guideline A6h - Paseos should be named, with buildings lining the paseos taking their respective addresses from the paseo. Street names will be established during the building permit process.

Street naming and addressing is an increasingly complex process involving coordination with the US Post Office, the Planning Department, Public Works, the Building Department, Public Safety/Police, and the Fire Department. For this reason, street names and addressing are not usually defined per a set of design guidelines or during the schematic design and entitlement process.

7. *Design Guideline A8.b - Public Parks are encouraged for all sites greater than 5 Acres.*

Design Guideline A8.b - We request Design Guideline A8.b be eliminated.

The rezoned sites identified in the Housing Element were chosen based on a number of criteria, including the proximity to public parks. Many of the sites are within ½ of a mile of a public park. In addition, Pleasanton has a “Usable Open Space” requirement which residential communities must meet. Our planned community contains high quality amenities in response to the Usable Open Space requirements and to provide residents with quality recreational opportunities on the property. Our renters love the convenience of high quality exterior and interior amenities, such as a swimming pool, spa, club room, fitness center, outdoor kitchens, fountains, and picnic areas.

Locating a public park on a rezoned property greater than 5 Acres effectively squeezes the achievable density on the site, jeopardizing the ability to achieve the City target of 30 DUA, for instance, on the Auf Der Maur site.

Section C of Guidelines Architectural Features

8. *Development Standard C1.1 All ground floor units (within 5 feet of grade) shall have entries onto street, internal street, paseo (walk), or open space (including corridor buildings).*

We request this Development Standard C1.1 become and Design Guideline and be

revised to - Where appropriate, a minimum of 75% of all ground floor units (within 5 feet of grade) shall have entries onto street, internal street, paseo (walk), or open space. (including corridor buildings).

There are instances when separation between a street or open space is preferred. This may occur when a building is adjacent to a busy street, faces an alley or a separation between the unit and open space. It is possible to create a vibrant interactive elevation without all of the ground floor units having entries to the street.

9. Development Standard C7.1 *Weather protected and secure bike parking spaces shall be provided for a minimum of 30% of the maximum occupants per dwelling unit. Bike parking can be grouped into one structure, parking garage or located in private garages.*

Our requested refined language is below:

Development Standard C7.1 - Weather protected and secure bike parking spaces shall be provided based on unit type: Studio - 0.3 bike spaces per unit; 1 Bedroom - 0.3 bike spaces per unit; 2 Bedroom - 0.5 bike spaces per unit; 3 Bedroom - 0.75 bike spaces per unit. Bike parking can be grouped into one structure, parking garage, or located in private garages.

We request this be based on the size of the units rather than number of occupants so the number of bike storage spaces is easily determined and does not change based on occupancy over time.

10. Development Guideline C9.1 *Residential Storage: Each unit should have at least 40 cubic feet of enclosed storage area. Storage space should be outside of unit but does not need to be adjacent to unit.*

Our requested refined language is below:

Development Guideline C9.1 - Residential Storage: Each unit should have at least 30 cubic feet of enclosed storage area. Storage space should be outside of unit but does not need to be adjacent to unit.

The higher storage space located outside of the unit discourages the construction of larger units with interior storage in the form of interior closets. There are creative locations to locate storage areas within units (i.e. under stairs). If a requirement is proposed we believe a 30 cubic foot area is more consistent with industry standards.

On behalf of the E&S Ring team, I wish to thank you for the opportunity to comment on these draft Guidelines. The unique elements of each rezoned site and the minimum density requirement of the Housing Element deserve unique site and architectural design, community

Ms. Janice Stern
May 18, 2012
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amenities, and public and private landscaped zones to best meet the needs of the residents, the neighborhood, and the City of Pleasanton. Our project team has the experience to meet and surpass these needs and goals provided the Guidelines afford some flexibility to address the unique site circumstances and the City's defined density goals. The above requested refinements will allow for development of high quality communities on the sites identified in the Housing Element. Please do not hesitate to contact me if you have any questions on our comments on the recommended refinement to these draft Guidelines. I can be reached at kbusch@srgnc.com or 650-377-5805. Thank you.

Sincerely,



Ken Busch
Vice President

CC:	Mr. Brian Dolan	Community Development Director - City of Pleasanton
	Mr. John Pringle	E&S Ring
	Mr. Rob Steinberg	Steinberg Architects
	Ms. Seema Mhaskar	Steinberg Architects
	Mr. Paul Lettieri	The Guzzardo Partnership
	Mr. Brock Roby	BKF Engineers

June 5, 2012

Ms. Janice Stern
Planning Manager
Community Development Department
200 Old Bernal Ave
Pleasanton, CA 94566-0802

RE: Comments on Housing Site Development Standards and Design Guidelines, Discussion Draft, June 5, 2012

Dear Janice:

As you know, E&S Ring is planning to develop the Auf Der Maur site (Site #6). Our entire development team is committed to creating a high quality, mixed-use community on this property that meets the Housing Element density target of 30 DUA. We and our design team have and continue to create high quality communities at this density range throughout California. There are many important design considerations when designing a livable new community at this density range, including: housing and building types, massing, site circulation, parking, open space and landscaping pedestrian-scale, recreational amenities, and, communal features. Our previous correspondence of May 18, 2012 addresses some proposed refinements to your Draft Housing Site Development Standards and Design Guidelines -Discussion Draft, April 12, 2012 (“Guidelines”) that we feel are necessary to artfully achieve the 30 DUA density targeted in the Housing Element. A number of these suggested refinements were actually incorporated in this most recent draft of the Guidelines. We respectfully request that you carefully consider the balance of the comments included in our May 18, 2012 letter. Our development team feels that more creative and higher quality new communities will be achievable by incorporating all of the suggested refinements to the Guidelines.

We would be very happy to make our design team available to you and your Guidelines consultant to review suggested refinements in further detail. Our team would also be happy to point out various graphic imagery in the draft Guidelines that seem inconsistent with a functional and livable 30 DUA residential community.

Ms. Janice Stern
June 5, 2012
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We believe the Guidelines are critical for the City to achieve its housing goals and would like to make a positive contribution your effort. Please contact me at kbusch@srgnc.com or 650-377-5805 with any questions on our proposed refinements and to schedule a meeting with our design team.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ken Busch', followed by a long horizontal flourish.

Ken Busch
Development Manager
Auf Der Maur Property

cc: John Pringle, E and S Ring

June 22, 2012

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

Re: Comments to the City of Pleasanton's, Housing Site Development Standards and Design Guidelines, Discussion Draft, June 5, 2012

Dear Janice,

This is a follow-up letter to our previous correspondence on this matter (dated May 10, 2012). We thank you, your consultant, Van Meter Williams Pollack, and others who may have been involved with reviewing our previous comment letter. We have reviewed the latest Housing Site Development Standards and Design Guidelines, dated June 5, 2012 and there are a few refinements that we request you consider:

1) Page 22, Design Standards, A6 (Paseos), A6.1

Comment: We request that low entry landscape walls enclosing patios be allowed to encroach up to 8 feet onto the front yard setback within a Paseo. This will create more residential tenant/pedestrian social interaction, allows residential tenants to maximize their entry patio usable space, increases private open space, helps create an architectural base and reduces the building to a pedestrian scale. It also allows for varying patio depths along the Paseos, creating a more interesting pedestrian experience.

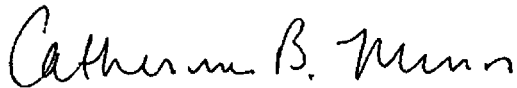
2) Page 19, Development Standard, A4.3

Comment: The paragraph states, "Head-in parking is not allowed on both sides of internal streets." Due to the density on our site, an efficient parking layout allows for more desirable amenities such as open space, plazas, large patios and stoops. We request editing this section to allow for more favorable project traits, as follows: "Head in parking is allowed on both sides of Internal Streets except along primary driveway entrances off of Public Streets" OR "if head in parking is located on both sides of an internal street, no more than five contiguous head-in parking stalls are allowed directly across from cross-street head-in parking."

Parking for stand-alone retail (vs. vertically integrated) has not been addressed within the draft Residential Guidelines. Efficient parking close to retail is necessary for success of retail in a location such as ours. We therefore request that head-in parking is allowed on both sides of a drive isle within retail areas. Head-in parking at standalone retail centers is very common and is essentially the industry standard.

We believe the above comments and requested modifications to the June 5, 2012 draft Residential Guidelines will provide the flexibility needed to provide the most livable and exciting mixed-use residential development possible. A flexible set of Residential Guidelines is an appropriate tool that will assist us with providing high quality residential apartment homes within a larger mixed-use setting that is in walking distance to jobs, retail services, recreation, and transit. Once again, thank you for your consideration of these comments. If you have any questions I can be reached at 415.262.7748 or catherine.minor@rreef.com.

Sincerely,



Catherine Minor
Vice President
Site 8 – CarrAmerica Corporate Center

CC: Brian Dolan, City of Pleasanton Community Development Director

Janice Stern

From: Barbara [REDACTED]
Sent: Monday, July 02, 2012 6:51 AM
To: Janice Stern
Subject: 3150 Bernal Avenue

Good morning Ms. Stern,

Thank you for taking the time to read my e-mail. I would like to comment on the Planning Commission Notice of Hearing that we received in the mail on Saturday..

When the property was first slated for a large retailer, it was much to my surprise that it was not approved, although I understand the traffic concerns...and would not have wanted to see that kind of business go on that parcel....but a business of some sort in a business park is very appropriate. My concern is High Density residential???? I live in Danbury park....the traffic that is fed onto Valley is unbearable. The morning and evening commute is terrible. It is July, School in the iron triangle is out and it is still difficult to leave my development and get out on to Valley in the morning. Adding more traffic to the corridor is unthinkable. I am sure they are not going to use vineyard...that road is difficult enough and Stanley....only if they are commuting east bound...unlikely...and filtering to first street....????? already too much traffic. Pleasanton had open space that is closer to the freeway system and would provide a better alternative to High density housing. I would recommend that space along the 580 or 680 freeways be looked at as a better location.

I am hopeful that you can support some kind of development for that property that will not further burden the already congested Valley Santa Rita roads.

Thank you for your consideration

Barbara Cloak Bellopatrick
[REDACTED]
Pleasanton
[REDACTED]

Click [here](#) to report this email as spam.