

Planning Commission Staff Report

December 13, 2006

Item 6.a.

SUBJECT: PCUP-165, PDR-529, and PUD-81-25-7M

APPLICANT: Regency Centers

PROPERTY OWNER: Frank Auf der Maur and Konrad Rickenbach

PURPOSE: Application for a PUD major modification, conditional use permit, and design review approval to allow the construction of 193,481 square feet of commercial area, including a Home Depot building supply store and garden center, a Long's pharmacy with drive-through, and miscellaneous neighborhood retail stores including one drive-through, on an approximately 16.0-acre property in the Stanley Business Park.

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

ZONING: PUD-C (Planned Unit Development – Commercial) District.

LOCATION: 3450 Stanley Boulevard (Southeast Corner of Stanley Boulevard and Bernal Avenue).

ATTACHMENTS:

1. Location Map
2. Exhibit "A", dated "Received December 5, 2006", including Title Sheet, Site Plans With/Without Street Improvements, Landscape Plan, Building Elevations/Sections, Building Colors/Materials, Grading/Utility Plans.
3. Exhibit "B", Initial Study/Mitigated Negative Declaration, dated November 8, 2006.
4. Exhibit "C", Draft Conditions of Approval for PMOD-81-25-7M, dated December 13, 2006.
5. Exhibit "D", Draft Conditions of Approval for PCUP-165, dated December 13, 2006.
6. Exhibit "E", Draft Conditions of Approval for PDR-529, dated December 13, 2006.

7. Exhibit “F”, Permitted/Conditionally Permitted Uses Work Sheet. Dated December 13, 2006
 8. Exhibit “G”, Minutes of the January 11th Planning Commission Work Session Meeting.
 9. Exhibit “H”, Minutes of the May 24th Planning Commission Work Session Meeting.
 10. Ordinance 0.1010 for PUD-81-25
 11. Chapter 18.44, C-Commercial Districts, of the Pleasanton Municipal Code.
 12. Traffic report, “*Report for Home Depot Shopping Center Traffic Study*”, dated July 14, 2006, prepared by Dowling Associates – Principal Authors: Bill Cisco, P.E. and Shusuke Iida, P.E.
 13. Final building design comments from Larry Cannon, Cannon Design Group, dated November 7, 2006.
 14. “James Hardie ColorPlus” Navajo Beige color sample for the building wall color.
 15. Aerial photographs of other California-based Home Depots, their locations, and their surroundings for the Cities of Brentwood, Encinitas, Fresno, San Jose, San Ramon, and Visalia.
 16. Letter from Greg George, Real Estate Manager, to Marion Pavan dated November 22, 2006, on the closure of the Home Depot Johnson Drive store.
 17. Memorandum from George W. Nickleson, P.E., to Pete Knoedler, dated October 13, 2006, regarding stacking at the Longs Drugs drive through.
 18. DVD animation of the proposed project. (Staff notes that the DVD can be played on a personal computer having DVD capability. Otherwise, the DVD would have to be played on a home entertainment system.)
 19. Map of the project notification area.
 20. Emails and letters received from various property owners.
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I. BACKGROUND

The proposed project will allow the construction of 193,481 square feet of commercial building area, including a Home Depot building supply store and garden center, a Longs pharmacy with a drive-through, and miscellaneous neighborhood retail stores including one drive-through restaurant/café, on an approximately 16.0-acre property located in the Stanley Business Park.

The proposal will add a major retail development in this area of the City. It will require a modification of the Stanley Business Park PUD development plan, a conditional use permit for the operations of the Home Depot building supply store and garden center, and design review approval. Environmental review for this development is administered with an Initial Study/Mitigated Negative Declaration (IS/MND), which covers the PUD development plan modification, conditional use permit, and design review proposals.

The Planning Commission reviewed the proposal at two public work sessions held on January 11, 2006 and May 24, 2006, attended by several neighbors. Staff has received emails and phone calls from concerned neighbors questioning the size and intensity of the proposed development and the proposed Home Depot store given that there is already one Home Depot in Pleasanton, on Johnson Drive, and another one nearby in Livermore. They believe that the Home Depot retail center will become a major retail/commercial destination point, which will substantially change the character of the Stanley Business Park and would additionally impact traffic congestion.

II. SUBJECT PROPERTY AND SURROUNDING AREA

Project Location

The proposed project consists of a flat, vacant parcel totaling approximately 15.91 acres in area located on the southeast corner of Stanley Boulevard and Bernal Avenue. The following aerial photograph/location map shows the project site and adjoining land uses.



Figure 1, Location Map

Surrounding Land Uses and Setting

Surrounding uses are described in the following table.

Table 1: Surrounding Land Uses

Direction	Land Use
North	Stanley Boulevard, Union Pacific Railroad Mainline, and the Pleasanton Self Storage
East	Pacific, Gas, and Electric substation
South	Nevada Court and the Congregation Beth Emek Synagogue
West	Bernal Avenue, McDonalds Drive-Through Restaurant, U. S. Petroleum Self-Service Gasoline Station, Diablo Valley Auto Body, and the Bernal Retail Center (approved under construction).

Access to the site is from Stanley Boulevard, Bernal Avenue, and Valley Avenue. Direct access to the site is provided from Stanley Boulevard and Bernal Avenue. No access is provided from Nevada Court. Figures 2 through 6 on the following pages are photographs of the subject property and surrounding uses.



Figure 2: Pleasanton Gateway/Home Depot site from Nevada Court looking towards the Bernal Avenue/Stanley Boulevard intersection.



Figure 3: P. G. & E. substation adjoining the east property line.



Figure 4: Congregation Beth Emek site and buildings.



Figure 5: Bernal Avenue/Nevada Court and Fire Station No. 1.



Figure 6: U. S. Petroleum Service Station site across Bernal Avenue.

III. PLANNING COMMISSION WORK SESSIONS

The Planning Commission reviewed the proposal at two work sessions held on January 11, 2006 and on May 24, 2006. Minutes of the meeting are attached as Exhibits “G” and “H”. Pete Knoedler, representing Regency Centers, and Greg George and Patrick McGoy, representing Home Depot, were present to answer questions at the work sessions.

January 11th Work Session Meeting

Robert Russman, Michael Regal, and Ed Arndt spoke for the Congregation Beth Emek. The Congregation’s concerns include:

- Mitigate noise impacts from the Home Depot, including deliveries, to maintain the contemplative aspect of their sanctuary;
- Mitigate traffic on Bernal Avenue, which has become dangerous;
- Maintain Nevada Court as a court with no access to/from the project;
- Trash abatement and security;
- Provide adequate landscaping to screen the project from Nevada Court; and,
- Install a traffic signal on the Nevada Court/Bernal Avenue intersection.

Homeowners speaking on the proposal include Brian Schwartz, Chris Beratlis, David Bouchard, Deborah Madnick, Donald Adams, Frank Doljack, Dan Dunlevy, Darryl Alexander, Drew Williams, John Peterson, Kelly Fasman, and Michael Regal. Their positive comments include:

- The proposal is a cohesive retail unit instead of a series of unrelated stores;
- A Home Depot at this location may actually reduce cross town traffic from the nearby residential areas to the Home Depot on Johnson Drive;
- Prefer a Home Depot at this location due to its variety of hardware and contractor materials and low prices; and,
- Will generate sales tax revenue in the City for the City that would otherwise go elsewhere and will pay its impact fees.

Their negative comments include:

- Traffic impacts of the proposed use will aggravate the congestion already on Stanley Boulevard and Bernal Avenue;
- This may be too large a store for this location;
- The proposal requires careful examination;

- Inappropriate use;
- Will put smaller businesses in the nearby vicinity out of business; and,
- The proposed project should feature a Pleasanton design style;

The Planning Commission directed staff and the applicants to:

- Significantly improve the architecture to blend with Pleasanton's character;
- Delete the loop road;
- Expressed concern regarding Saturday morning deliveries which may interfere with the synagogue's services;
- Delete the gas station;
- Move the Home Depot building 100 feet farther to the north away from Nevada Court thereby creating a greenbelt between the retail center and the Congregation Beth Emek;
- Modify the corner tower elements of the Stores Buildings;
- Expressed concern regarding noise impacts resulting from moving seasonal items in/out of the Home Depot store; and,
- Stated that traffic is the major issue for this proposal.

May 24th Work Session Meeting

The applicant presented a revised project, which deleted the loop road, replaced the previously proposed gas station with the Longs pharmacy, and significantly revised and changed the proposed building designs reflecting the previous Planning Commission direction.

Robert Russman spoke for the Congregation Beth Emek. The Congregation's comments and concerns include:

- Thanked the Home Depot representatives for keeping the synagogue informed throughout the planning process and for working closely with them on various issues they had concerning the project;
- An original concern of delivery trucks and customers accessing the shopping center directly from Nevada Court was resolved when Home Depot the proposed entrance from Nevada Court; and,
- With respect to traffic patterns around their building, Mr. Russman noted that it is hazardous to turn onto Nevada Court from Bernal Avenue, to drive across Bernal Avenue from Nevada Street to Nevada Court and to walk across the intersection. He suggested that a traffic light be installed at the intersection of Bernal Avenue and Nevada Street/ Nevada Court.

Homeowners and members of the public speaking on the proposal include Dave Bouchard, John Corley, Heidi Massie, Kelly Fasman, Nancy Storch, Naomi Jones, and Robert Green. Their positive comments include:

- The center will be a convenience for the residents living on the southeastern section of Pleasanton – those residents would not have to drive across town to go to Home Depot or Longs Drugs;
- There are very few pieces of land left in the City as it approaches build out, and from the economic viewpoint, the highest and best uses should be sought for these lands; and,
- Other uses such as a grocery store would generate a lot more traffic.

Their negative comments include:

- Traffic in the area has always been bad. The addition of the Home Depot and other commercial uses would create greater problems and would cause traffic to back up on Santa Rita Road all the way to the freeway and from Hopyard Road to Valley Avenue;
- Not the right location for Home Depot;
- An Environmental Impact Report (EIR) should be required for a project of this magnitude;
- The current traffic situation in the area is already unbearable. Home Depot will make it worse. Widening Stanley Boulevard and Bernal Avenue does not address the traffic on Valley Avenue, the route most people would take to get to Home Depot. The only way to alleviate the problem is to connect Stoneridge Drive to El Charro Road to Stanley Boulevard as indicated in the General Plan;
- Noise and safety issues with big trucks going to the store and making the intersection dangerous for pedestrians and bikers;
- A big box development is not appropriate for the site, considering the traffic problem that already exists at that intersection;
- Consider traffic-calming measures for the area: install (radar detection) speed limit signs at the approach of Kolln Street on both directions; require a 500-foot clearance on either side of the crosswalk at Kolln Street so that cars stop back farther away from the crosswalk; paint “Look” signs on the crosswalk to remind children to look on both sides before stepping off the curb; and install speed buttons into the asphalt on Kolln Street between Mohr Avenue and Valley Avenue to remind motorists to slow down;
- Improvements on the I-580 corridor and the extension of Stoneridge Drive will not occur soon enough. The Planning Commission should address these traffic issues before allowing any development to go through on the site;
- How does the development fits into the larger context of the use of nearby properties south of Stanley Boulevard and east of Bernal Avenue – Shadow Cliffs Regional Park,

the BMX park, California Splash waterslides, the P. G. & E. substation, and the synagogue, in addition to the 400 seniors living in the mobile home park south of the site and residential neighborhoods on Stanley Boulevard and Vineyard Avenue;

- Home Depot will generate more traffic, which is in conflict with the current and expected increases in recreational use at Shadow Cliffs;
- There is a lot of pedestrian and bicycle traffic in the area going towards Shadow Cliffs on weekends, the time when the largest number of people will be using Home Depot. While the project claims to be pedestrian-friendly, it has added three uncontrolled driveways at one traffic signal site to bring vehicles into the shopping center and has reduced the existing bike paths and walkways that people have been using to get to Shadow Cliffs; and,
- The project should be modified and make allowances for cut-through pathways to protect the safety of pedestrians and bikers.

The Planning Commission's discussion focused on:

- The Home Depot's location so far from a freeway and so close to residential areas;
- Friday evening Saturday morning deliveries and truck delivery routes – schedule outside the neighbors' sensitive times;
- The financial viability of two Home Depots in the community;
- Running the traffic model with two scenarios: one with two Home Depot stores, and a second without the Johnson Drive store;
- The Home Depot's building design – lack of architectural detail at the south, which looks very plain for a long distance; it should include a more substantial entry similar to that at the contractor pick-up area; orange roll-up doors;
- However, Home Depot's architectural design is a tremendous improvement over the typical Home Depot store;
- Condition the drive-through pad to prevent a fast food restaurant;
- The storefront designs should not look like a big box; and,
- Adequate parking for all uses including high-intensity uses such as restaurants and fast food facilities, which have a high parking ratio.

The Planning Commission directed staff and the applicants to:

- Provide for off-street bicycle traffic through or around the project so children can get to Shadow Cliffs without having to pass through the parking lot at Home Depot;
- Compare Home Depot's trips to the equivalent number of residential trips;
- The project is a high-intensity use and should be located by the freeway;

- With the Iron Horse Trail coming to Valley Avenue from Santa Rita Road and children crossing Stanley Boulevard to go to the Shadow Cliffs location, an elevated pedestrian bridge should carry biking and pedestrians traffic across the widened Stanley Boulevard rather than having them cross a major arterial;
- The Home Depot store still looks like a big box compared to the rest of the center. Delete the arched doors and break up the huge blank mass in front;
- Staff needs to look into mitigation measures to address the traffic along the Valley Avenue and Santa Rita Road area such as taking out the train over crossing to widen the underpass on Valley Avenue. Look into traffic-calming measures for Valley Avenue – adopt some of the suggestions made by the community such as installing elevated speed limit signs and speed dots and moving stop signs back from crosswalks;
- Define traffic routes for Home Depot commit to having their delivery trucks follow that route. Direct 18 wheelers away from Sunol Boulevard and First Street and limit delivery trucks for this project to major arterials such as Isabel Avenue and Stanley Boulevard and away from Valley Avenue and residential streets;
- Look carefully into the uses for the peripheral stores and limit the list to low traffic- and parking-generating uses;
- Evaluate the traffic scenario where the existing store on Johnson Drive closes down and see what it does to the traffic at this location and how many vehicles would be coming from the west side of town down Valley Avenue to get to Home Depot; and,
- Condition the coffee place pad to preclude any fast food restaurants or a vending mechanism for grills at that location.

IV. PROJECT DESCRIPTION

Project Description

Two site plans were provided in the Planning Commission’s packet showing the site before/after widening the Stanley Boulevard/Valley Avenue/Bernal Avenue, provided to the Planning Commission for information.

Figure 7 on the following page is the project site plan with the widening of the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection to mitigate the development’s levels-of-service impacts at this intersection. The analysis and discussion in the staff report covers this site plan with the street widening.

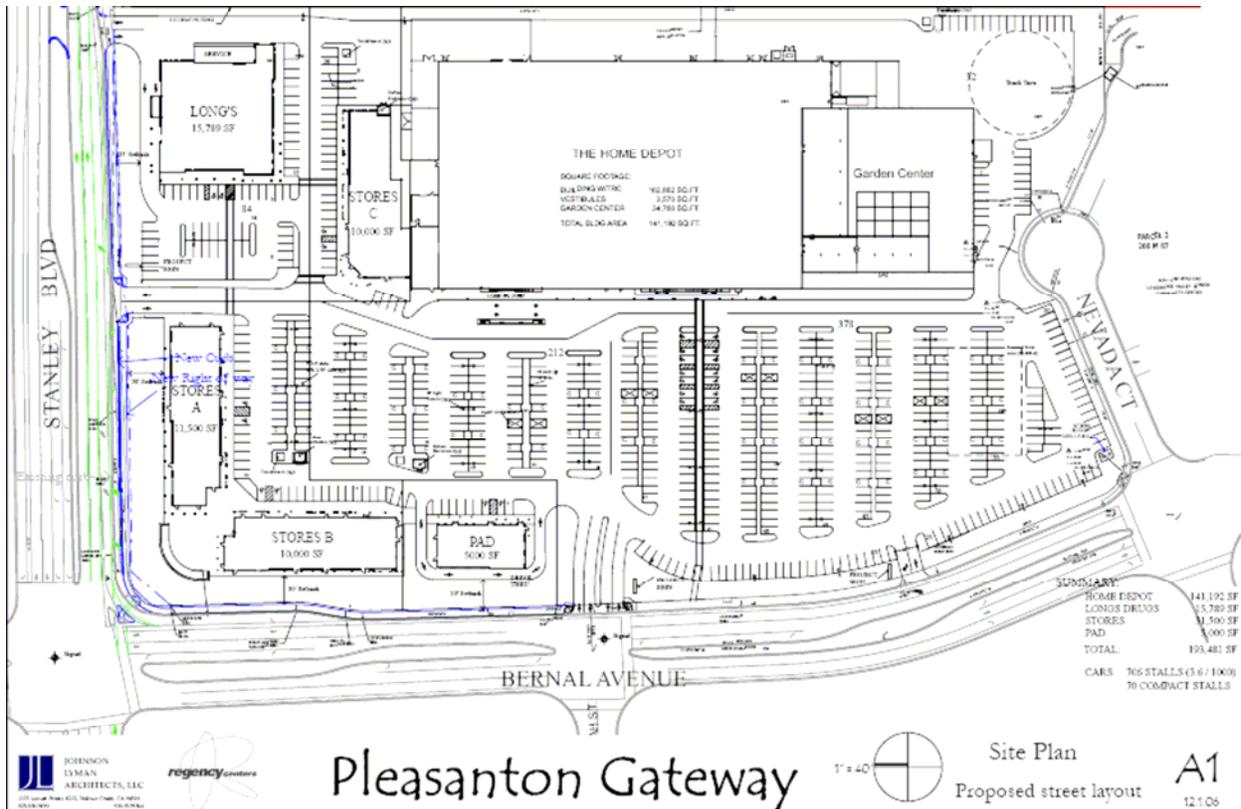


Figure 7: Regency Center Site Plan.

The proposed development will include the following:

- A Home Depot building supply store and garden center, Longs Drugs with drive-through, and miscellaneous neighborhood retail stores including one drive-through. The proposed floor areas are distributed as follows:

Table 2: Distribution of Floor Area

Land Use	Floor Area
Home Depot Building Supply Store	106,432 square feet
Home Depot Garden Center	34,760 square-foot
Longs Drugs	15,789 square feet
Satellite Stores "A"	11,500 square feet
Satellite Stores "B"	10,000 square feet
Satellite Stores "C"	10,000 square feet
"Pad" Building w/Drive-Through	5,000 square feet
Total Floor Area	193,481 square feet

- The Home Depot's loading/service area will be placed behind the building facing the P. G. & E. substation property. Its main building height will vary from 24 feet at the lowest point of the garden center to 29 feet at the top-edge of the building cornice. Store en-

trances and other architectural features will vary in height from 31 feet to 43 feet. Its operating hours will be from 6:00 a.m. to 9:00 p.m. According to the applicants, this Home Depot will be more retail oriented vs. the contractor orientation of the other Home Depots in the Tri-Valley area.

- The Longs Drugs loading/service area will be placed behind the building, facing the adjoining P. G. & E. substation property, and potentially visible to Stanley Boulevard. Its building height will vary from 25 feet to 31 feet. The proposed Longs will include a drive-through lane on its north side facing Stanley Boulevard. Staff believes that this will be the first drive-through pharmacy for Pleasanton.
- The satellite stores building heights will generally vary from 26- to 29-feet at the ridge to 41-feet at the cupolas. Neither tenants nor operating hours have been identified for these buildings. The applicants will modify the Stanley Business Park PUD development plan to include selected permitted and condition uses of the C-N (Neighborhood Commercial) District.
- No operator has been identified for the drive-through restaurant/café.
- Add one new eastbound through lane to the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection to mitigate the levels-of-service impacts at this intersection to Pleasanton General Plan standards. This will widen the east leg of the intersection from eight- to nine-lanes. No other modification to this intersection is required.

City Approvals Required

This project will require a modification to the Stanley Business Park PUD for the permitted and conditional uses, a conditional use permit approval for the operations of the Home Depot store and garden center, and design review approval for the proposed building and site design.

Ordinarily, the decision on a design review or a conditional use permit application is rendered by the Planning Commission and not by the City Council. However, due to the community-wide interest of this development, all of the entitlements will be forwarded to the City Council. For this reason, the Planning Commission would render its recommendation on the use permit and design review applications in the same manner that it would render its recommendation on the PUD modification for the permitted and conditional uses.

V. ANALYSIS

Pleasanton General Plan

The Land Use Element of the Pleasanton General Plan designates the subject property for Retail/Highway/Service Commercial, Business and Professional Offices. This land use designation allows all of the uses proposed by the applicant and provides a maximum floor area ratio of 60% and a midpoint floor area ratio of 35%. At a proposed floor area ratio of 27.9% for 158,721 square feet of enclosed building area and 34,760 square-feet for the garden center is an

open structure and, therefore, is not included in the floor area calculation, the project conforms to these standards of the Pleasanton General Plan. No amenities are necessary for this development since it is less than the density midpoint.

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

A summary of the traffic issues related to the proposal include the following:

- Project traffic reduces the Bernal Avenue/Vineyard Avenue (N) intersection from LOS “D” to LOS “E”;
- The LOS “E” at the Bernal Avenue/Valley Avenue and the Sunol Boulevard/I-680 intersections will remain unchanged by the project;
- The level-of-service at the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection will deteriorate from “E” and “F” unless mitigated;
- Other City intersections are affected by project traffic, which will reduce the existing levels-of-service;
- Valley Avenue homeowners have expressed concerns pertaining to traffic levels;
- Ingress/egress to/from Bernal Avenue and Stanley Boulevard;
- Combined bicycle/pedestrian sidewalks to separate bicycle traffic from traffic lanes;
- On-site circulation including the function of the proposed drive-through lanes;
- Iron Horse Trail connection to Stanley Boulevard; and,
- Parking.

Traffic Level-Of-Service Impacts/Mitigation Measures

The traffic study, “*Report for (the) Home Depot Shopping Center Traffic Study*”, dated July 14, 2006, prepared by Dowling Associates, the City’s traffic consultant is attached. The report analyzed the existing plus approved plus project scenarios with/without the bypass road concept previously presented to the Planning Commission at its first work session on this proposal. Table 4 below identifies the trip generation rates and estimated traffic taken from the Dowling report.

Table 4 - Trip Generation Rates and Estimated Traffic									
Use	Quantity	AM Rates		PM Rates		AM Trips		PM Trips	
		In	Out	In	Out	In	Out	In	Out
Home Improvement Superstore	141,192 sq. ft.	0.65	0.55	1.15	1.30	91	78	163	183
Pharmacy Drugstore with Drive-Through	15,789 sq. ft.	1.52	1.14	4.22	4.40	24	18	67	69

Table 4 - Trip Generation Rates and Estimated Traffic

Use	Quantity	AM Rates		PM Rates		AM Trips		PM Trips	
		In	Out	In	Out	In	Out	In	Out
Fast Food with Drive-Through	5,000 sq. ft.	27.09	26.02	18.01	16.63	136	130	90	83
Retail (Shopping Center)	31,500 sq. ft.	0.63	0.40	1.80	1.95	20	12	57	61
Internal Capture									
Home Improvement Superstore						-18	-16	-43	-42
Pharmacy Drugstore with Drive-Through						0	0	-38	-39
Fast Food with Drive-Through						-16	-18	-44	-41
Retail (Shopping Center)						0	0	-33	-36
Pass-By									
Home Improvement Superstore						0	0	-57	-68
Pharmacy Drugstore with Drive-Through						0	0	-14	-15
Fast Food with Drive-Through						-59	-55	-23	-21
Retail (Shopping Center)						0	0	-8	-9
Total New Trips						177	150	115	127

Figure 9: “Table 4 – Trip Generation Rates and Estimated Traffic” from the Dowling traffic report

The traffic analysis also included the proposed garden center’s square footage and use as a destination location. The report, however, did not include the approved trips for the California Splash development given that its trips were determined to be primarily off-peak trips, thereby not impacting the weekday a.m./p.m. peak commute hours: 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m., respectively. The traffic study factored “Internal Capture” and “Pass-By” trips, which lowers the development’s trip generation to the surrounding street system.

The internal capture results from the same vehicle accessing the various uses without accessing the street network. An example of this is a vehicle entering the parking lot and stopping at Home Depot, then Longs, then at the fast food restaurant and finally leaving the project site. Six model trips are generated:

- one for going to Home Depot,
- one for leaving Home Depot,
- one for going to Longs,
- one for leaving Longs,
- one for going to the restaurant,
- and one for leaving the restaurant.

However, four of these six trips are internal to the project; therefore, only two trips actually use the roadway network, resulting in the trip reduction.

Pass by trips are the trips that are assumed to already be on the roadway network, regardless of the development. These trips stop at the development because it is along their route, but do not alter their trip route. An example of this is a trip that starts at work and ends at home. This route is already along Bernal Avenue or Stanley Boulevard, adjacent to the project, and stops to pick up something from the Home Depot, Longs, or from a tenant in one of the satellite buildings. The trip is already on this route and would use the roadway regardless of the proposed development.

It is after these trip reductions that the total number of trips generated by this development are calculated to be 327 a.m. trips and 242 p.m. trips.

Intersections

The Home Depot Traffic Study Report identified several intersections that require mitigation from the current “existing plus approved” roadway geometries to maintain an acceptable level of service. Table 3 below identifies the intersections operating at LOS “E” or “F” for the existing plus approved plus project traffic scenario and is taken from the Dowling report.

Table 3: Summary of Intersections With LOS “E” or “F”

No.	Intersection	Time	Approved Conditions – No Project		Approved Conditions – Plus Project	
			Delay	LOS	Delay	LOS
4	Bernal Avenue @ I-680 Southbound On- and Off-Ramps	AM	>9999	F	>9999	F
		PM	5158.3	F	5155.4	F
9	Bernal Avenue @ Valley Avenue	AM	44.2	D	44.3	D
		PM	87.9	F	88.4	F
10	Bernal Avenue @ Vineyard Avenue (N)	AM	14.9	B	16.4	B
		PM	49.2	D	55.6	E
18	Hopyard Road @ Del Valle Parkway	AM	14.1	B	14.2	B
		PM	62.7	F	64.0	F
19	Hopyard Road @ I-580 Eastbound On- and Off-Ramps	AM	43.1	D	43.2	D
		PM	69.4	E	69.5	E
20	Hopyard Road @ Owens Drive	AM	41.9	D	41.9	D
		PM	162.5	F	162.6	F
21	Hopyard Road @ Stoneridge Drive	AM	55.9	E	56.0	E
		PM	44.7	D	44.8	D
22	Hopyard Road @ West Las Positas Boulevard	AM	25.0	C	25.0	C
		PM	61.7	E	61.8	E
29	Santa Rita Road @ Stoneridge Drive	AM	58.1	E	59.0	E
		PM	67.8	E	68.1	E
30	Santa Rita Road @ Sutter Gate Drive	AM	425.5	F	419.9	F
		PM	256.0	F	254.6	F

No.	Intersection	Time	Approved Conditions – No Project		Approved Conditions – Plus Project	
			Delay	LOS	Delay	LOS
31	Santa Rita Road @ Valley Avenue	AM	39.4	D	39.9	D
		PM	58.6	E	59.5	E
32	Stanley Boulevard @ Valley Avenue/Bernal Avenue	AM	106.8	F	111.2	F
		PM	68.6	E	74.5	E
33	Sunol Boulevard @ I-680 Northbound On- and Off-Ramps	AM	84.4	F	88.3	F
		PM	128.6	F	130.1	F
35	Valley Avenue @ Blackbird Drive	AM	22.4	C	23.0	C
		PM	39.9	E	40.8	E
41	Valley Avenue @ Santa Cruz Avenue (South)	AM	45.2	E	45.3	E
		PM	18.1	C	18.1	C
44	West Las Positas Boulevard @ Muirwood Drive	AM	26.8	D	27.0	D
		PM	51.7	F	51.9	F

Of these intersections, the project only reduces the Bernal Avenue/Vineyard Avenue (N) intersection from an acceptable LOS to an unacceptable LOS. The mitigation to this intersection is a re-timing of the intersection. The Home Depot volumes that use Bernal Avenue will require longer green times than are currently programmed at the intersection. The re-timing of this intersection improves the LOS to “D”.

The traffic study also identifies that the Bernal Avenue/Valley Avenue and the Sunol Boulevard/I-680 Northbound Ramps will operate at LOS “E” with/without the project. The following table describes the traffic that the Home Depot project will add to these intersections and the added delay:

Table 4: Home Depot’s Impacts to the Bernal/Valley and the Sunol/I-680 NB Intersections

	Added AM Trips	Added AM delay (seconds)	Added PM Trips	Added PM Delay (seconds)
Bernal Avenue @ Valley Avenue	8	0.1	11	0.5
Sunol Boulevard @ I-680 Northbound Ramps	16	4.3	9	1.5

These intersections will be reviewed with the General Plan update for possible mitigations.

Staff has received questions regarding the Stanley Boulevard @ Valley Avenue/ Bernal Avenue intersection. For the existing plus approved scenario, “Table 3 – Intersection Levels Of Service” shows the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection without the project operating at Levels-of-Service (LOS) “F” (106.8 seconds delay) and “E” (68.6 seconds delay) for the a.m./p.m. peak hours. With the project, the level of service remains the same, but the delay times increase to 111.2 seconds delay in the a.m. peak hour and 74.5 seconds delay in the p.n. peak hour.

Several mitigations are required to return this intersection to an acceptable level of service. Ponderosa Homes is also required to construct a westbound free right turn lane. Staff notes that the engineering plans for this improvement have been submitted to City for review. The Home Depot project is conditioned to change the existing eastbound right-turn lane to an eastbound through lane and re-construct the northbound free right turn lane. This improvement is shown on the site plan. With these mitigations, the a.m. peak level of service is "D" with 45.1 seconds of delay and the p.m. peak hour level of service is "D" with 44.5 seconds of delay.

Figure 8 shows the planned street improvements to the Stanley/Valley/Bernal intersection.

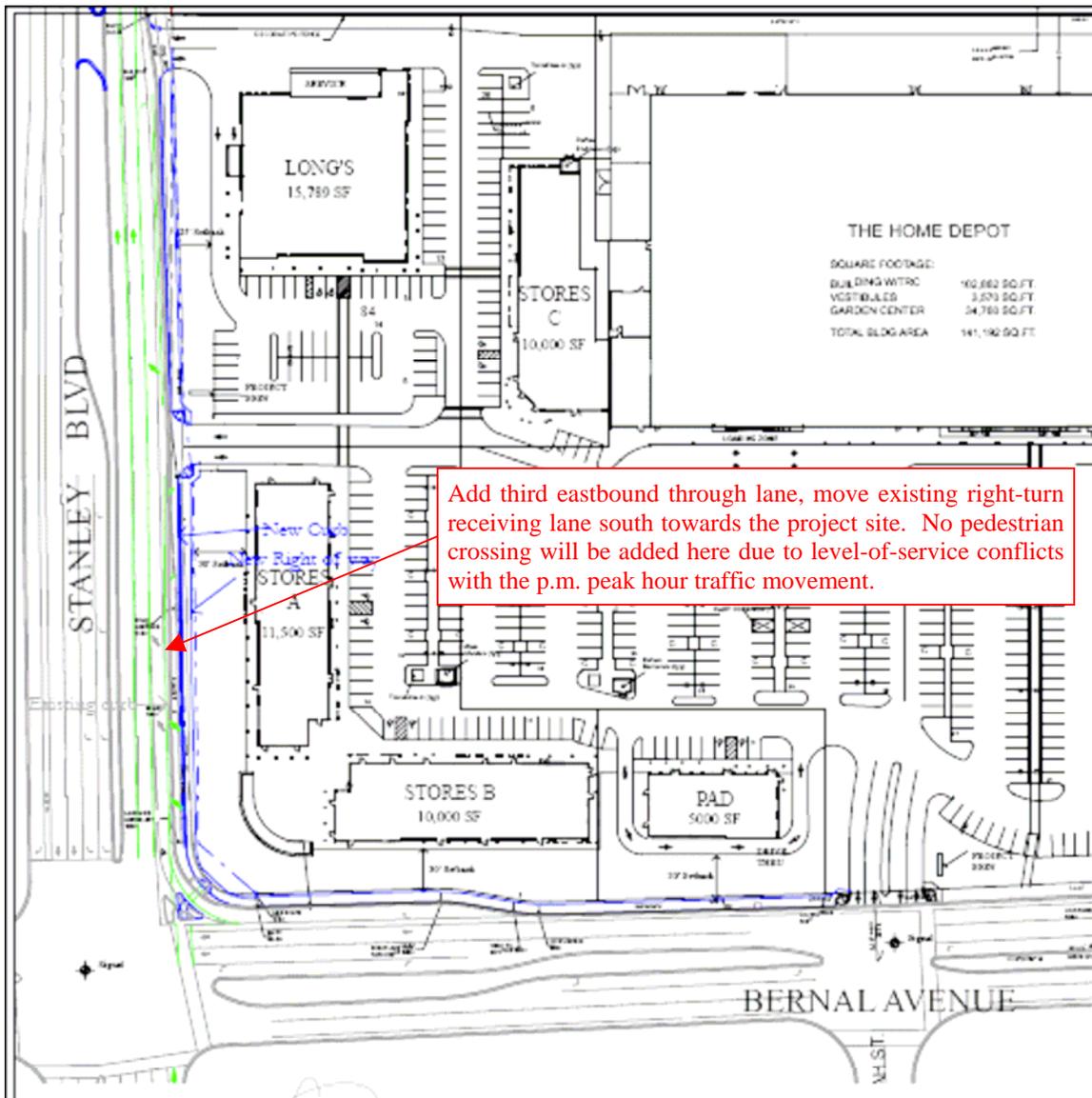


Figure 8: Stanley Boulevard/Valley Avenue/Bernal Avenue Intersection Improvements.

As conditioned, project occupancy may not occur until the eastbound and northbound improvements are complete and accepted by the City.

Figure 9 shows the planned street improvements to the Stanley/Valley/Bernal intersection.

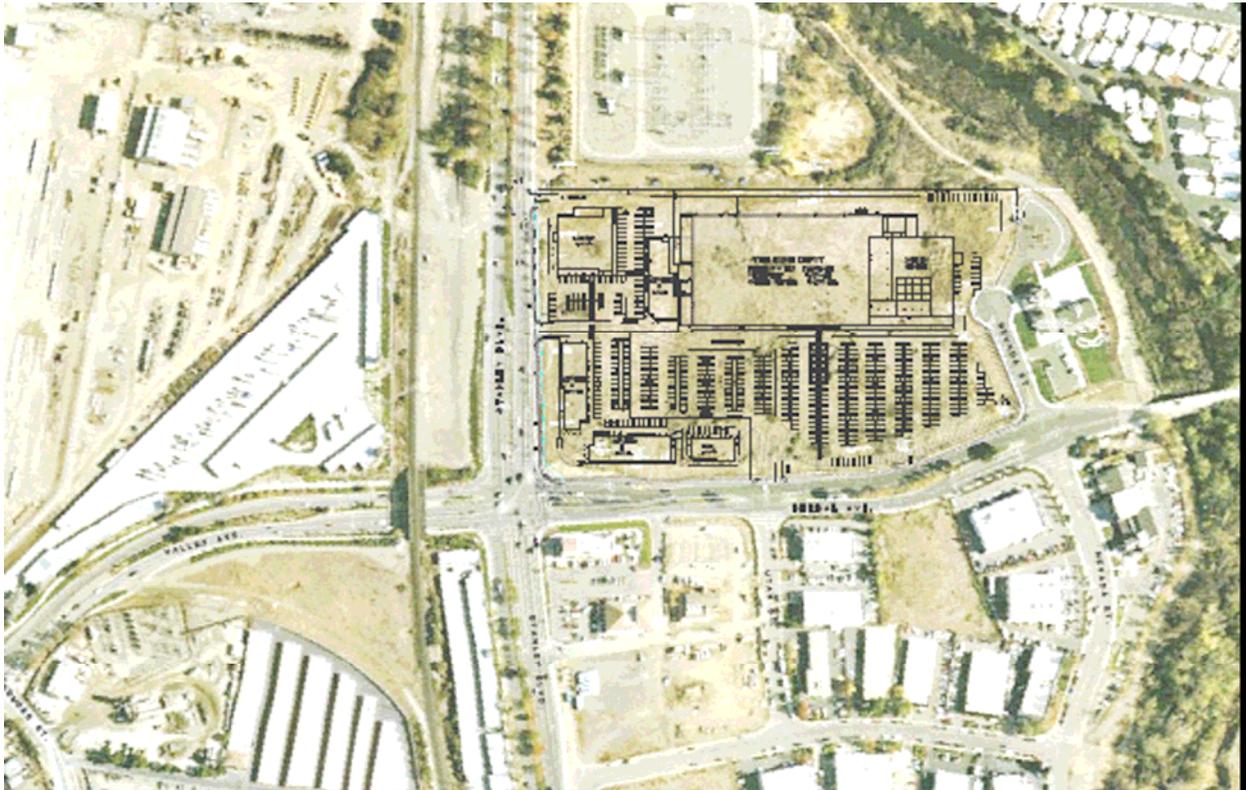


Figure 9: Project Site and the Stanley Boulevard/Valley Avenue/Bernal Avenue Intersection.

For the remaining impacted intersections listed in Table 4, the applicant is required to pay City traffic mitigation fees (TIF) and Tri-Valley Transportation Council fees – estimated to be approximately \$2,000,000. These funds will be used to construct improvements at these intersections identified above. As conditioned, the total fees will be paid with issuance of the first building permit. These fees are in addition to the construction of the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection improvements as well as the construction of the traffic signal at the intersection of Bernal Avenue and Utah Street.

Staff considers the applicant's payment of traffic impact fees to these intersections, in addition to constructing the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection improvements, as sufficient mitigation for the following reasons:

- The project's impact to the majority of these intersections is minimal with less than a four second increase in delay.
- The construction/implementation of some traffic improvements – for example, signal modification to Bernal Avenue at Vineyard Avenue – will be implemented by the City in conjunction with its widening of the Bernal Avenue bridge over the Arroyo Del Valle.
- The City has accepted the payment of fees in lieu of intersection improvements for previous projects – The U.S. Petroleum service station on the southwest corner of Bernal Ave-

nue and Utah Street and the Bernal Avenue retail center located on the west side of Bernal Avenue opposite the Home Depot site.

Therefore, the applicant's payment of traffic fees along with the construction of the Stanley/Valley/Bernal intersection improvements implements Program 2.5 of the Circulation Element of the Pleasanton General Plan, which states,

“Require whatever mitigation measures are necessary, including the withholding of building permits, to return intersections to acceptable levels, in the event that LOS “D” is exceeded.”

California Splash Traffic

The Dowling traffic report did not include the approved trips for the California Splash development given that its trips were determined to be primarily off-peak trips, thereby not impacting the weekday a.m./p.m. peak commute hours: 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m., respectively.

Loop Road Alternative

The traffic analysis also reviewed in detail the effect of a loop road located as a connection from the parking area at the east boundary adjacent to the P. G. & E. substation site. This review evaluated the surrounding circulation and levels-of-service. The loop road alternative was evaluated to see if it would mitigate the LOS conditions at the Stanley/Valley/Bernal intersection without the need to widen any leg of this intersection. However, the report shows that the improvements to LOS brought about by the loop road alone would be negligible and would still require roadway widening/modification of the intersection. The loop road also raised various concerns pertaining to the project's building and site design treatments. The alternative would have also required acquisition of additional right-of-way from P. G. & E. Staff does not recommend the loop road alternative in that it would require direct access from Nevada Court along with changing the cul-de-sac to a through lane. These changes would impact the Congregation Beth Emek, facing Nevada Court. The Congregation Beth Emek have stated their opposition to the loop road as noted above.

Valley Avenue Traffic Levels

Valley Avenue neighbors expressed their concerns regarding the proposed project and its impact to the Valley Avenue traffic levels. The following table contains a summary of those impacts to five Valley Avenue intersections for the a.m./p.m. peak hour volumes, based on the information provided in traffic study in the following figures:

- ***Figure 2 – Approved Conditions Volumes and Geometries***
- ***Figure 3 – Project Only Traffic Volume***
- ***Figure 4 – Approved + Project Without Loop Road Volumes and Geometries***

Staff notes that the volumes are for the a.m./p.m. peak hour east/west traffic volumes. Staff calculated the volume increases which are summarized in Table 4 on the following page.

Table 4: Summary of Valley Avenue Traffic Volumes

Increases in Eastbound Traffic Volumes						
No.	Intersection	Time	Existing	Project	Total	%
31	Santa Rita Road @ Valley Avenue	AM	1,428	36	1,464	+2.5%
		PM	2,610	12	2,610	+0.5%
39	Valley Avenue @ Kolln Avenue	AM	924	59	983	+6.0%
		PM	2,019	18	2,037	+0.9%
40	Valley Avenue @ Quarry Lane	AM	989	59	1,048	5.6%
		PM	2,312	18	2,330	+0.8%
37	Valley Avenue @ Busch Road	AM	671	59	730	+8.1%
		PM	2,348	18	2,366	+0.8%
36	Valley Avenue @ Boulder Street	AM	612	71	683	+10.4%
		PM	2,080	22	2,102	+1.0%
Increases in Westbound Traffic Volumes						
No.	Intersection	Time	Existing	Project	Total	%
31	Santa Rita Road @ Valley Avenue	AM	1,757	37	1,794	+2.0%
		PM	1,278	37	1,315	+2.8%
39	Valley Avenue @ Kolln Avenue	AM	1,869	39	1,908	+2.0%
		PM	1,278	37	1,315	+2.8%
40	Valley Avenue @ Quarry Lane	AM	1,773	39	1,812	+2.2%
		PM	894	37	931	+4.0%
37	Valley Avenue @ Busch Road	AM	2,248	43	2,291	+1.9%
		PM	826	43	869	+4.9%
36	Valley Avenue @ Boulder Street	AM	1,939	45	1,984	+2.3%
		PM	927	45	972	+4.6%

Although the total delay added to the intersections along Valley Avenue is generally shown to be less than one second, the neighbors living in the Valley Avenue developments have expressed concern with traffic safety and speeding. The applicant has met with representatives of the Valley Avenue homeowners and has committed to these neighbors towards purchase and installation of a radar speed detection sign for use by the City on Valley Avenue. The applicant's commitment is reflected as a draft condition of approval.

Project Access

Access to/from Bernal Avenue and Stanley Boulevard

Public street access is provided directly from Bernal Avenue and Stanley Boulevard. Two points of access will be provided to the site from Bernal Avenue:

- A signalized driveway providing left-/right-turn ingress/egress onto Bernal Avenue will be located opposite Utah Street.
- A right-turn only driveway to Bernal Avenue will be located midway between Utah Street and Nevada Court.

Two points of access will be provided to the site from Stanley Boulevard:

- Right-turn ingress/egress and left-turn only ingress from Stanley Boulevard into the site will be provided at the easternmost project driveway. The left-turn from Stanley Boulevard will require a median island opening.
- Right-turn ingress/egress only to/from Stanley Boulevard located midway between Bernal Avenue and the easternmost property line.

As requested by the Congregation Beth Emek and concurred by the Planning Commission, there shall be no public street or emergency vehicle access allowed to the site from Nevada Court. A draft condition of approval represents the City's commitment on this issue. Representatives of the Livermore-Pleasanton Fire Department have reviewed and concurred with this prohibition.

All access driveways and internal circulations areas are designed to City standards. The proposed development's on-site circulation plan including the locations of drive-through lanes, appears to provide adequate stacking space for their use. Staff notes that the Longs drive-through will be limited to purchasing prescription medication only. All other transactions will take place inside Longs. This restriction is reflected in a condition of approval.

Parking

The parking standards for retail uses requires 645 parking spaces for the 193,481 total square feet of floor area; 702 parking spaces are proposed creating a surplus of 57 parking spaces. The overall parking ratio will be 1 parking space per 276 square feet of floor area. Staff notes that only 70 parking spaces – 10% of proposed parking – will be compact-size parking spaces. Hence, the parking area is designed for full-size vehicles the type of vehicles typically parked at a home improvement center.

Staff incorporated the garden center's area into its parking calculation even though the garden center is an open space and, for this reason, technically exempt from the City's parking ordinance. Based upon its observations of the Home Depot stores in Livermore, San Ramon, and Pleasanton, staff believes that the garden center can function as a stand-alone use and, therefore, that its area should be incorporated into the parking calculation. The Planning Commission concurred with this position at the previous work sessions on this development.

Overall, staff believes that adequate parking would be provided for all of the proposed uses – retail, restaurant/cafés, etc. – and the amount of floor area designated for these uses. Bicycle

racks are conditioned to be provided for each building to facilitate bicycle parking for this development. The applicant concurs with this requirement.

Off-Street Bicycle Lanes

At the work session, the Planning Commission directed staff to provide for safe bicycle routes through the project.

The proposed project provides a designated bike route on Stanley Boulevard and Bernal Avenue within the road section along with the ability to ride on a ten-foot wide – Stanley Boulevard – and an eight-foot wide – Bernal Avenue – separated sidewalk. The sidewalks adjoining Stanley Boulevard and Bernal Avenue would be separated from the street curb by a five-foot wide planting strip. These designated bike routes will be in addition to the bike lanes to be provided in these street rights-of-way.

Figure 10 is a section through Stanley Boulevard showing the street, separated sidewalk, and building.

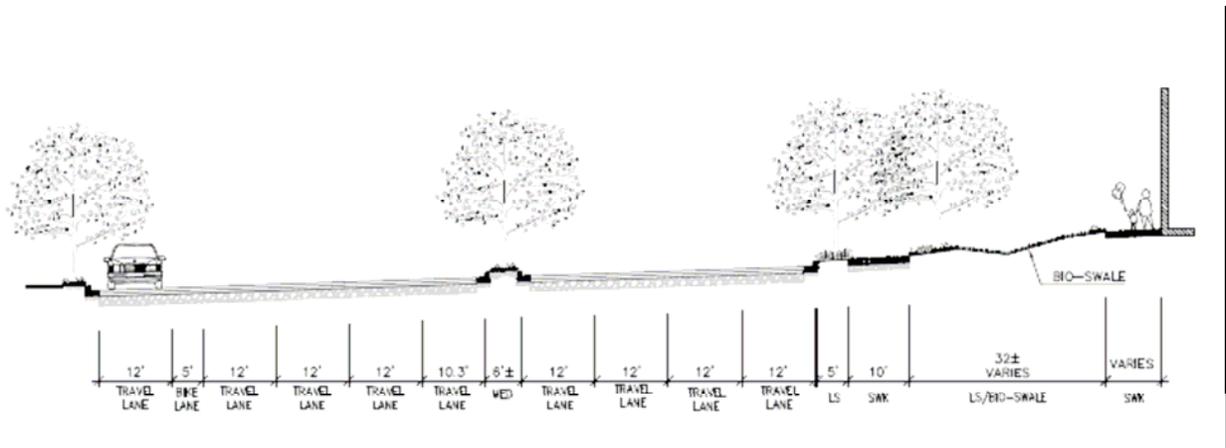


Figure 10: Stanley Boulevard Street Section

Although the proposed sidewalk width on Bernal Avenue is two-feet less than the ten-foot Federal recommendation for a combined bicycle/pedestrian sidewalk, staff considers the eight-foot width to be acceptable given that a bicycle lane will still be provided in Bernal Avenue and that sidewalks narrower than the Federal recommendation are used in the Hacienda Park – nine feet in width – and on the east side of Valley Avenue – eight feet in width – for Pleasanton’s segment of the Iron Horse Trail.

The separated sidewalk can be accommodated along all project frontages, maintaining the building/landscape setbacks along these frontages without changing the site plan, except for the area between the main access driveway opposite Utah Street and Nevada Court. To maintain an adequate landscape area for a bio- swale between the sidewalk and the parking spaces, staff recommends deleting 15 parking spaces from the parking rows perpendicular to Bernal Avenue. This

change would reduce the project's parking surplus from 57 parking spaces to 42 parking spaces. The applicant, however, does not concur with this requirement. The applicant indicates this is not necessary and that the site will accommodate the required sidewalk, bio-swales, etc.

Iron Horse Trail Connection between the Northeast and Southeast Corners of Stanley Boulevard

The Stanley Boulevard sidewalk will continue the Iron Horse Trail easterly from the southeast street corner to the easterly property line. Ponderosa Homes is required to complete the portion of the Iron Horse Trail on the east side of Valley Avenue to the northeast corner of Stanley Boulevard.

The Iron Horse Trail is a regional trail system that, when completed, will provide a continuous pedestrian/bicycle route from Martinez to Livermore. As its name would imply, the trail follows several former railroad alignments including the former Southern Pacific branch line connecting Pleasanton to the Concord/Walnut Creek area. The Iron Horse Trail is completed to the north side of the Union Pacific Railroad bridge. Ponderosa Homes is required to complete the trail to the northeast corner of the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection. As initially planned, it would then provide southerly to this intersection's southeast street corner via a surface-level pedestrian crossing, and then along the south side of Stanley Boulevard – the north side of the development – to the Shadow Cliffs Regional Park, California Splash, and the City's BMX Park and then to Livermore. Figure 11, which follows, shows the project site and the trail alignment.

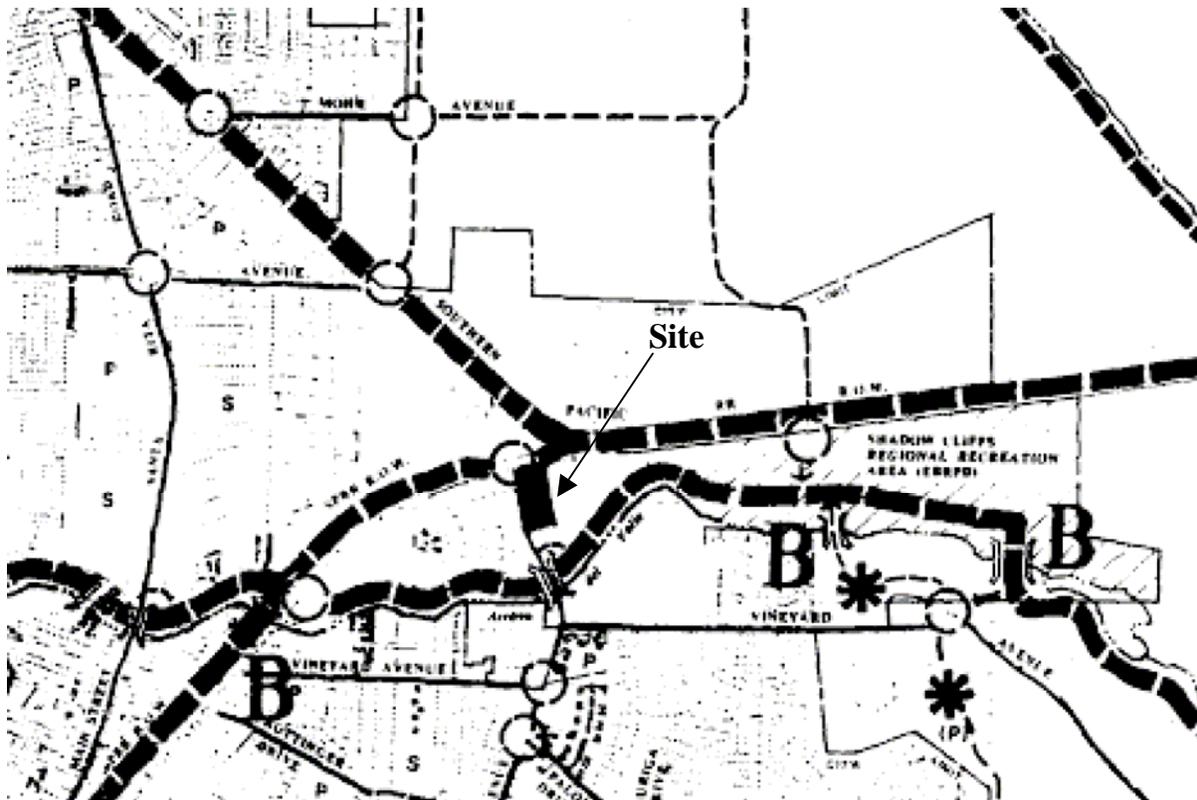


Figure 11: Home Depot Site and the Iron Horse Trail Alignment

This interim alignment requires three roadway crossings and staff gave consideration to eliminating two of these three crossings by adding a crosswalk along the east side of the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection. Adding the surface-level pedestrian crossing to the east leg of this intersection, however, will add significant delay to the intersection, as additional time is required to accommodate the new pedestrian movement. This added delay would make future coordination of Stanley Boulevard impossible and reduce the level of service to an unacceptable level.

The ultimate design of the Iron Horse Trail is to mirror the original intent of the Community Trails Master Plan by extending the trail to the east along the north side of Stanley Boulevard where an ultimate trail crossing to the south side could be completed at Shadow Cliffs signalized intersection. This ultimate trail design shall be incorporated into the East Side Specific Plan. Until the time that this specific plan is completed and in place, the interim trail alignment will remain. Staff notes that a crosswalk would be painted to cross the north side of the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection for the trail users that do not cross at Boulder Street.

Comparison of Home Depot’s Trip Generation Rates to Other Land Uses

At its work session, the Planning Commission, requested staff compare Home Depot’s trips to the equivalent number of residential trips, and to look carefully into low traffic-generating uses especially for the satellite buildings. For the purpose of determining when a traffic report is required for a commercial application, staff has equated one single-family home to 1,000 square feet of commercial floor area – one single-family home equals 10 average daily trips. Using this methodology, the Home Depot – 141,192 square feet – equals 141 homes, the Longs Drugs – 15,789 square feet – equals 16 homes, the three satellite stores buildings – 31,500 square feet – equals 32 homes, and the fast food restaurant pad – 5,000 square foot – equals 5 homes.

Table 6 shows this comparison using the trip generation rates from the City’s Base Line Traffic Report. These are ranked highest to lowest for the p.m. rate, the critical movement for the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection. For similar p.m. trip rates, staff then used the a.m. trip rate.

Table 5: Comparison of the A.M./P.M. Trip Generation Rates for Various Land Uses

Rank	Land Use	Units	AM Rate	% AM In	% AM Out	PM Rate	% PM In	% PM Out
1.	Convenience Stores	1,000 sq. ft.	67.03	50%	50%	52.41	51%	49%
2.	Restaurant - Fast Food	1,000 sq. ft.	53.11	51%	49%	34.64	52%	48%
3.	Bank	1,000 sq. ft.	4.07	50%	50%	33.15	50%	50%
4.	Credit Union	1,000 sq. ft.	4.07	50%	50%	33.15	50%	50%
5.	Neighborhood Shopping Center	1,000 sq. ft.	4.80	60%	40%	13.20	50%	50%

Rank	Land Use	Units	AM Rate	% AM In	% AM Out	PM Rate	% PM In	% PM Out
6.	Public/Institutional Service	1,000 sq. ft.	11.80	45%	55%	13.00	50%	50%
7.	Grocery Store	1,000 sq. ft.	3.25	61%	39%	11.51	51%	49%
8.	Restaurant – High Turnover	1,000 sq. ft.	11.52	52%	48%	10.92	61%	39%
9.	U.S. Post Office	1,000 sq. ft.	8.02	52%	48%	10.89	51%	49%
10.	Restaurant - Quality	1,000 sq. ft.	0.81	82%	18%	7.49	67%	33%
11.	Gravel Processing	1,000 sq. ft.	8.15	47%	53%	5.90	37%	63%
12.	Self-Storage	1,000 sq. ft.	4.40	67%	33%	5.50	52%	48%
13.	Shopping Center	1,000 sq. ft.	1.03	61%	39%	3.75	48%	52%
14.	Public/Institutional	1,000 sq. ft.	2.70	90%	10%	3.60	30%	70%
15.	Auto Care/Service Center	1,000 sq. ft.	2.94	65%	35%	3.38	50%	50%
16.	Club/Recreation	1,000 sq. ft.	1.60	60%	40%	3.35	62%	38%
17.	Shopping Center > 300K GLA	1,000 sq. ft.	0.71	70%	30%	3.20	50%	50%
18.	Mortuary	1,000 sq. ft.	0.00	0.00%	0.00%	3.00	50%	50%
19.	Regional Shopping Center	1,000 sq. ft.	0.62	85%	15%	2.80	50%	50%
20.	Auto Dealer	1,000 sq. ft.	2.05	74%	26%	2.64	39%	61%
21.	Home Improvement Superstore	1,000 sq. ft.	1.20	54%	46%	2.45	47%	53%
22.	Community Center	1,000 sq. ft.	1.62	61%	39%	1.64	29%	71%
23.	Office	1,000 sq. ft.	1.55	88%	12%	1.49	17%	83%
24.	Medical-Dental Office	1,000 sq. ft.	0.53	79%	21%	1.06	34%	66%
25.	Church/Synagogue/Religious	1,000 sq. ft.	0.72	54%	46%	0.66	52%	48%
26.	Warehouse	1,000 sq. ft.	0.45	82%	18%	0.47	25%	75%
27.	Industrial Park	1,000 sq. ft.	0.47	86%	14%	0.46	20%	80%
28.	Furniture Store	1,000 sq. ft.	0.17	69%	31%	0.46	45%	55%
29.	R&D	1,000 sq. ft.	0.43	86%	14%	0.41	10%	90%
30.	Hospital	1,000 sq. ft.	0.34	71%	29%	0.33	31%	69%
31.	Warehouse w/Office	1,000 sq. ft.	0.30	80%	20%	0.30	20%	80%
32.	High Cube Warehouse	1,000 sq. ft.	1.09	70%	30%	0.12	35%	65%

The Home Depot's trip generation rate for the critical p.m. peak hour is lower than the trip generation rate for a grocery store or for the automotive uses already located in the Stanley Business Park westerly of Bernal Avenue. The Shopping Center trip rate is higher and includes a combination of uses – retail, restaurant, banks, etc., – some having relative high trip rates and parking rates. However, staff believes that there would be adequate parking for these uses. Parking

demands for a multi-tenant commercial developments can overlap – a customer to the Home Depot or to a satellite tenant may then patronize the development’s restaurant. This is also indicative of the analysis in the traffic study capturing the internal and pass by trips.

Home Depot’s Johnson Drive Store

At its work session, the Planning Commission requested staff consider the traffic impacts to the proposed Home Depot if the existing Home Depot on Johnson Drive were closed. Attached is the Letter from Greg George, Real Estate Manager for Home Depot on this question. As stated in Mr. George’s letter, if the Johnson Drive store closes, an estimated 465 additional trips per weekday and 776 trips per weekend would then travel to the proposed Home Depot. However, according to Mr. George, the Johnson Drive store has nine years remaining on its lease; closing that store would leave a large portion of Home Depot’s market share to competitors; and, should the Johnson Drive store close, some of those customers would use other building supply/hardware stores including the Lowe’s planned for Dublin near the Dublin Boulevard/Tassajara Road intersection. The traffic study looks at existing + approved + project.

Zoning

Stanley Business Park PUD Development Plan

The subject property is zoned PUD – C (Planned Unit Development – Commercial) District. The City Council approved the Stanley Business Park PUD in December 8, 1981, under PUD-81-15 (Ordinance #1010). This PUD approval made specific automotive-related uses, e.g., repair, sales, etc., permitted uses; these uses are typically conditionally permitted uses in the City’s commercial zoning districts. Building materials sales and garden centers and plant nurseries – the main components of the proposed Home Depot store – are conditionally allowed uses in the business park, therefore, requiring a conditional use permit. Neighborhood commercial retail uses are not allowed by the Stanley Business Park PUD approval, therefore, requiring the PUD development plan modification.

The Stanley Business Park PUD references the development standards of the City’s CS (Service Commercial) district for building height, setbacks, and floor area ratio, and parking. However, it did not show building locations, site access, nor did it establish significant design standards for building design, landscaping, etc. As shown in the table on the following page, the proposed development meets or exceeds the minimum requirements of the Stanley Business Park PUD development plan approval for this site.

Table 6: Development Standards and Project Conformance

Development Standard	Development Plan	Proposal
Floor Area Ratio	100%	22.8%
Stanley Boulevard Building Setback	10 feet	45 feet to Longs Drugs 50 feet to Stores “A”
Stanley Boulevard Landscape Area Setback	10 feet	25 feet to 30 feet at Longs Drugs 40 feet at Stores “A”
East Property Line Building Setback	10 feet	40 feet to Longs Drugs 60 feet to Home Depot 110 feet to the Garden Center
East Property Line Landscape Area Setback adjoining the PG & E substation property	10 feet	10 feet to 15 feet
Nevada Court Building Setback	10 feet	50 feet at the Garden Center 115 feet to the south property line
Nevada Court Landscape Area Setback	10 feet	10 feet to Nevada Court 35, 40, and 60 feet to the south property line
Bernal Avenue Building Setback	10 feet	35 feet to Stores “B” 45 feet to the “Pad” building
Bernal Avenue Landscape Area Setback	10 feet	15 feet to parking 30 feet at the “Pad” building 35 feet at Stores “B”

Note that these setbacks and separations are measured from the back of the monolithic sidewalk shown on the site plan and were done this way as point of reference. While the setback separations would be less due to the separated sidewalk, the net landscape area will not be affected because of the planting area between the curb and walk.

PUD Major Modification

The Stanley Business Park designated specific construction-oriented businesses, automotive uses, etc., which conditionally allowed uses by the C-S District, as permitted uses. Limited retail and personal services supporting the business park uses were also allowed. Copies of the permitted/conditional uses for this site by the Stanley Business Park PUD development plan and the proposed permitted/conditional uses of the City’s C-N, Neighborhood Commercial, District are attached. The proposal to modify the Stanley Business Park PUD as to uses is site specific only and does not modify the greater Stanley Business Park in its entirety. This clarification has been added as a condition of approval.

The proposed project will introduce a major retail development to this area reflecting a similar development pattern on the west side of Bernal Avenue. Accommodating the proposed retail uses requires the major modification of the Stanley Business Park development plan. Staff worked with the applicant in developing the list of permitted and conditionally permitted uses for this development, which incorporated selected uses from the Stanley Business Park devel-

opment plan and the C-N Neighborhood Commercial District. A brief synopsis of the proposed uses follows.

- Automotive and boat sales and repair and automotive parts stores were deleted.
- Firearm sales and related activities were deleted.
- All manufacturing and repair related uses as primary uses were deleted. However, certain types of retail uses, e.g., ice cream parlors, candy stores, bicycle shops, etc., permit the on-premises manufacture of product for sale or consumption. Businesses such as a retail bicycle shop would permit servicing/repair of products sold in the store as an incidental use.
- Tutoring, schools, and gymnastics for less than 40 students and staff at any one time are permitted; over 40 students and staff a conditional use permit is required.
- Retail sales and personal services, e.g., laundries, clothing stores, hobby stores, jewelry stores, camera stores, etc., similar to the businesses operating at the Amador Shopping Center or the Raley Shopping Center are permitted.
- Restaurants including sit-down, fast food, and take-out establishments are permitted. However, only the one drive-through restaurant/café shown on the development plan is permitted.

Odor control devices are required on all future restaurants as a means of controlling cooking odors. This requirement is reflected in the conditions of approval under list of permitted uses for this development.

At its work session, the Planning Commission requested staff to condition the “pad” building to preclude any fast food restaurants at that location. Staff looked into this carefully and believes that this prohibition cannot be applied to this application without violating fair trade laws. Staff also considered a condition that would allow only coffee-type establishments without identifying actual business names. However, staff found that such a condition could not be drafted in a manner that would implement the Commission’s direction without specifically identifying a business. Staff believes that the concern is not necessarily the drive-through function or the fast food restaurant, rather, it is a concern of the potential use of garish corporate colors that will modify the tasteful design of this retail gateway project. Therefore, addressing the Planning Commission’s concern/direction would be to limit the sign program for the satellite stores buildings such that fast-food signage, changes in colors, etc. would not be allowed. Conditions of approval have been provided addressing these issues.

Hazardous Materials

The Home Depot will include the storage and sale of paints, solvents, cleaners, etc., which may include hazardous substances, propane tanks, and silver soldering/welding supplies. These substances are transported to Home Depot in pre-filled containers and are then stored and sold to

the general public. This will require a hazardous materials use and storage permit issued by the Livermore-Pleasanton Fire Department and would not pose a risk to any existing or proposed schools proximate to this project. This requirement is reflected in the conditions of approval.

Operations

Home Depot

- Employment:

The Home Depot would employ approximately 200 to 250 employees. There are three employee shifts per day with between 75 to 80 employees working each shift. The Home Depot would be open for customers from 6:00 a.m. to 10:00 p.m. reflecting the operating hours of other Home Depot stores in the Tri-Valley Area. From 10:00 p.m. to 6:00 a.m., the store's personnel would be stocking, restocking, and cleaning the store and grounds.

- Outdoor Sales:

Merchandise including, but not limited to, garden supplies, decorator items, patio furniture, plants and seasonal items, and similar special sale merchandise would be displayed on the sidewalks in front of the store as part of the project. The following figure illustrates the applicant's proposal.

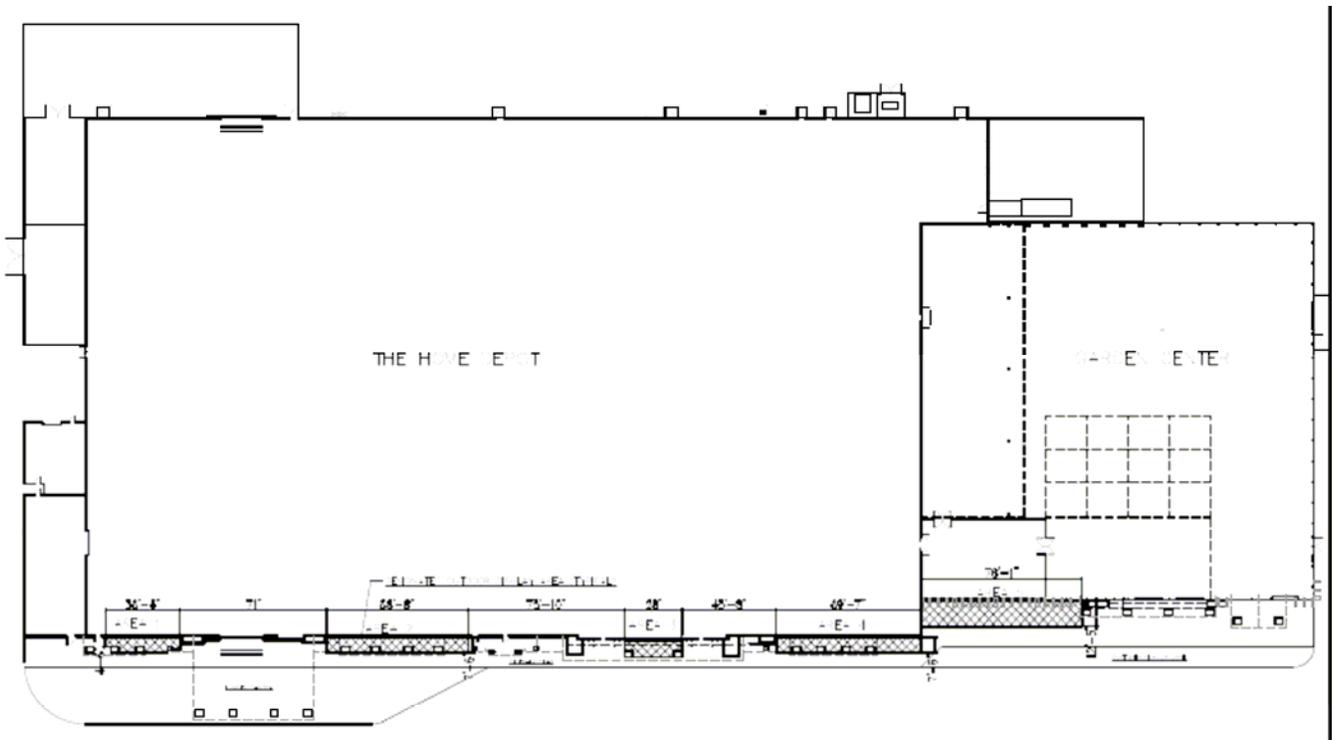


Figure 12: Home Depot Outdoor Sales Locations

- Seasonal Sales:

An approximately 10,000 square foot area is designated on the site plan for Christmas tree sales from the week before Thanksgiving through the Christmas season. Staff notes that as conditioned this would be the only seasonal sale items permitted in the parking area.

- Propane Exchange:

A propane cylinder exchange program area would be provided inside the store and will consist of a metal enclosed propane stand, measuring approximately three feet deep, sixteen feet long and six feet high. The propane service would allow customers to exchange empty propane containers for full containers. Staff notes that propane is classified as a hazardous substance and is regulated by the Livermore-Pleasanton Fire Department through its hazardous materials storage and handling permit issued for this development.

- Tool Rental Center:

A tool rental area would be located inside the building and will include, but is not limited to drills, hammers, saws, cement mixers, tile cutters, generators, plumbing tools, welding tools, compactors, paint sprayers, lawn & garden tools, pressure washers, sanders and ladders. The rental center will include a tool wash down area with a dedicated drain connected to the City's storm drain system through an oil/water separator.

- Truck Deliveries:

Delivery hours are proposed to be 24 hours per day. However, Home Depot tends to discourage deliveries during peak customer periods.

Approximately 75% of deliveries to Home Depot are from Home Depot trucks with the remaining deliveries from vendor-owned trucks. Approximately 20 deliveries are anticipated per day with an estimated 102 deliveries per week.

Light-duty and semi-trailer trucks deliver materials; typically 60% to 75% of the trucks are semi-trailers. Lumber delivery trucks are typically flatbed, open-air models. The garden center delivery trucks are typically closed-box models approximately 50 feet in length. Merchandise sold on the weekends and in the previous week would be ordered on Sunday and Monday and delivered throughout the remaining days in the week.

- Lumber Off-Loading:

A lumber off-loading area for deliveries from flatbed trucks would be located on the northwest corner of the building. The lumber area will have a concrete staging area approximately 100 feet by 45 feet to allow merchandise to be quickly unloaded, avoiding unnecessary truck idling. The lumber loading door is approximately 20 feet wide.

- Loading Dock:

Deliveries from enclosed trucks would be received in the depressed loading dock located at the rear of the building. The loading dock would be covered as an urban storm water runoff measure and will include three truck bays and a solid dry trash compactor. Dry refuse would be loaded into the compactor from a chute inside the Home Depot building. The compactor would have a capacity of approximately 40 cubic yards and will feed into an enclosed bin that would be emptied twice weekly. A 105-foot diameter truck turn-around is provided at southeast area of the site by the garden center.

- Garden Center:

Garden Center deliveries would be received behind the garden center at a 25-foot by 25-foot loading area shown at the southwest corner of the Garden Center.

- Customer Pick Up/Delivery:

A porte-cochere is located on the northwest side of the building to enable customers to load merchandise into their vehicles under cover. Customers will also be able to pick up merchandise at a pick up lane in front of the entire store.

- Load 'n' Go" Program:

The Home Depot store will offer a "Load 'n' Go" program whereby customers may rent a flatbed truck to transport purchases to their homes. One to two "Load 'n' Go" gasoline powered trucks would be parked in the parking lot.

- Delivery Service:

Delivery service would be available to customers. On days that deliveries are scheduled, the truck will typically be loaded once and make one trip out to customers.

- Operations & Equipment at Rear of Store:

A transformer enclosure, generator, and propane rack would be located to the rear of the store. The propane rack will hold 8-gallon canisters that would be used to fuel Home Depot's forklifts. An enclosure for the temporary storage of empty pallets will also be located here. Pallets would be returned back to vendors and Home Depot's regional distribution facilities. Cardboard would be baled and hauled offsite to a recycling facility.

In response to public concerns expressed on Home Depot's delivery schedules, staff recommends a condition that there shall be no truck deliveries and/or the loading/off-loading of trucks and delivery vehicles between the hours of 10:00 p.m. and 6:00 a.m. Staff understands, however, that several neighbors living in the mobile home park would prefer delivery hours between 8:00 a.m. and 5:00 p.m.

Home Depot's operations pertaining to "Operating Hours", "Shopping Carts", "Outdoor Sales", "Seasonal Sales", "Propane Cylinder Exchange", "Truck Deliveries and Routes", "Lumber Off-Loading", "Garden Center", and "Pallets and Cardboard" are covered in the conditions of approval for the conditional use permit. If Home Depot's operation results in conflicts pertaining to parking, noise, traffic, or other impacts, the Planning Director may refer the Home Depot conditional use permit back to the Planning Commission for subsequent review at a public hearing.

Other Home Depot Locations

The Planning Commission requested aerial photographs of other California-based Home Depots, showing their proximity to the closest freeway and residential areas. The applicant has submitted aerials for the Cities of Brentwood, Encinitas, Fresno, San Jose, San Ramon, Visalia, and another location which will be identified at the Planning Commission public hearing.

Longs Drugs

- **Employment:**

Longs would employ approximately 30 to 40 employees at this location.

- **Operating Hours:**

Longs requests 24-hour store hours including the drive-through. Staff believes that Longs should be restricted to the same operating hours as the Home Depot – 6:00 a.m. to 10:00 p.m., except for the drive-through which is conditioned for 24-hour operation.

- **Delivery Hours:**

Longs requests 24-hour delivery hours or from 5:00 a.m. to 12:00 midnight. Because Longs delivery trucks must use the truck turn-around at the site's southeast corner, staff believes that Longs should be restricted to the same delivery hours as Home Depot – 6:00 a.m. to 10:00 p.m.

Site Design

Site Design

The amount and distribution of building, landscape, and hardscape areas for the proposed development is described in the following table:

Table 7: Land Use Coverage

Land Use	Land Area	Percentage Of Site Area
Building area (including the Home Depot building and garden center, Longs pharmacy, and satellite retail/personal service stores)	193,481 sq. ft.	27.9%
Paving (including on-site sidewalks, vacuum area, drying area)	397,836 sq. ft.	57.4%
Landscaping (including bio-retention areas, on-site landscaping, and public right-of-way planting areas facing Stanley Boulevard, Bernal Avenue, and Nevada Court)	101,974 sq. ft.	14.7 %
Total		100%

Two site plans are provided showing the project site before and then after widening Stanley Boulevard. With the completed street widening, the building/landscape setbacks on Bernal Avenue, Stanley Boulevard, Nevada Court, and the east property line are listed in, “**Table 2: Development Standards and Project Conformance**” of the “**Zoning**” section of the staff report. The project proposes a significant landscape/building setback area is shown along both street frontages, a plaza area located on the Bernal Avenue/Stanley Boulevard intersection providing pedestrian linkage and entry into the site at the corner, a significant number of parking lot trees is provided, vegetative bio-swales for urban storm water runoff measures are provided, and a sidewalk connection is provided from Bernal Avenue to the Home Depot store.

The drive-through lanes facing Stanley Boulevard and Bernal Avenue would be screened from view with a combination of low walls, berms, and building features. The separation between the Stores “A” and “B” buildings was increased to provide a visual link from the plaza to the north-west corner of the Home Depot/Stores “C” buildings. Although not shown on the site plan, site amenities including trellises, furniture, etc., would be provided.

A bridge over the bio-swale adjoining Bernal Avenue is required. Staff has conditioned its design with the building permit stage for review and approval by the Planning Director.

Future Land Division

As shown on the site plan, the applicants intend to divide the development into five parcels according to the Longs Drugs, Home Depot building supply store/garden center, Stores “A” and “B”, Stores “C”, and the “Pad” building. The parcel division would be administered with a Tentative Subdivision Map.

As conditioned, the applicant will set forth with the parcel map common maintenance areas with the maintenance responsibilities handled by a property owner’s association. The association would be responsible for private utilities, bio-swales, landscape areas, and other common areas/facilities on the site. The City shall be granted the rights and remedies of the association, but not the obligation, to enforce the maintenance responsibilities should the property owners association fail to do so. The applicants shall also record reciprocal access, parking, and utility

easements with clearly defined maintenance and repair responsibilities. This condition ensures that all parking spaces will remain available to all customers.

Loading Areas

Loading areas for the Home Depot and Longs Drugs are located behind the buildings facing the P. G. & E property with the exception of the garden center which is located at the southeast corner of the center. The loading area for the main Home Depot is accessed by a depressed ramp for delivery. The garden center delivery area is at grade. The Stores “A”, “B”, and “Pad” buildings would be front loaded through the front door. The rear doors for these buildings facing Stanley Boulevard and Bernal Avenue are emergency exit doors only and may not be used for loading purposes. Loading for the Stores “C” is located behind building in the service alley separating Stores “C” from Home Depot. Staff has conditioned screen planting in the Stanley Boulevard landscape areas facing the Longs loading area.

Parking Lot Light Fixtures and Shopping Cart Storage Areas

Home Depot’s cart storage areas are distributed throughout the parking area, reflecting Home Depot’s operations. As conditioned, Home Depot is required to continuously monitor the parking areas to ensure that the carts are stored in these enclosures, thereby not conflicting with the driveway circulation and parking, and are then returned .

The parking lot lighting proposes 30-foot tall light standards. Staff has received written concern pertaining to light pollution in the Stanley Business Park area. Staff also believes that the fixture design should be revised following the “old time Pleasanton” design theme of the project. Staff recommends a condition modifying the parking lot light fixtures to a 20-foot maximum height or as otherwise reviewed and approved by the Planning Director. Implementing this condition means additional light fixtures in the parking areas to maintain the minimum Municipal Code standard of one foot-candle of illumination per square foot of area. Maintaining this standard may require a larger number of parking light fixtures.

The applicant intends to place decorative acorn lighting fixtures along the frontage sidewalks of the satellite retailer and along the pedestrian boulevard from Bernal to Home Depot. Additionally, these standards will be placed in strategic pedestrian scale areas and augmented by the taller standards. The applicant understands the light pollution concerns and agrees to reduce the number and height as is practicable along with providing for the least luminosity that can be allowed via the Pleasanton Municipal Code. A lighting plan is required as a condition of approval for review and approval of the site lighting, placement, light standard heights and light shielding assemblies.

Refuse Collection

The trash enclosures for the Stores “A”, “B”, and “Pad” buildings are freestanding in the parking areas facing these buildings. Trash enclosures for the Longs Drugs, Home Depot, and Stores

“C” buildings are located behind these buildings. The freestanding trash enclosure design is provided in Exhibit “A” ; it matches the building design. As conditioned, the trash enclosures shall incorporate urban storm water runoff measures in their design and function.

Landscape Design



Figure 13: Conceptual Landscape Plan

Some of the significant features of the proposed landscape plan for this development include:

- All perimeter and parking area trees are 24-inch box-specimen size.
- The landscape area on the south side of the property facing Nevada Court and the Congregation Beth Emek features deodar cedar trees and large screen shrubs, i.e., abelia donea, escallonia, heteromeles, photinia, and xylosma species.
- Perimeter trees facing Stanley Boulevard and Bernal Avenue include London plane species.
- Variety and interest is provided by a combination of accent planting, annual color, and small to medium flowering shrubs.
- Evergreen ash species are used for shading in the parking areas.

Staff believes the overall landscape program for the development complements the building design and will result in a visually striking development for this gateway intersection and the area. Staff recommends the following changes:

- Staff recommends a minimum shrub size of five-gallons and groundcover in one gallon size. Unless otherwise approved by the Planning Director. . Staff notes that some shrubs – agapanthus species, for example – are only available at a one-gallon size. These smaller shrubs could still be used in conformance to this condition provided that their quantity does not 15 percent of the shrubs used in this development.
- The landscape separations from the Congregation Beth Emek property reflect the Congregation’s request for a significant landscape separation between the two properties. Additionally, no access is provided between the project and Nevada Court meeting the Congregation’s concerns. Representatives of the Congregation Beth Emek have reviewed and support the site plan including landscape separations, and have requested that a substantial landscape barrier along the project’s east side to screen the Home Depot service area from the view of their property. To achieve the opaque landscape barrier on the development’s south side facing Nevada Court and the Congregation Beth Emek, staff recommends that shrubs used here be spaced to achieve a 50% overlap after five years. The applicant’s Landscape Architect will work closely with staff to develop an optimum design such that the appropriate species be planted to prevent overgrowth and plant waste requiring removal.

As conditioned, these changes would be shown on the building permit plan set, subject to the review and approval by the Planning Director, before issuance of a building permit.

Building Design

Building Design

The subject property is located on a gateway entrance/intersection to the City. Hence, the overall project design – building, site, landscaping, sign, etc. – must achieve the highest level of visual quality.

At its work session, the Planning Commission directed the applicants to “significantly improve the architecture to blend with Pleasanton’s character”. For this gateway entrance to the City, staff defined “Pleasanton’s design character” as represented by the Fire Station No. 1, U. S. Petroleum service station, and Congregation Beth Emek building designs. Regarding Home Depot’s building design, staff and the Planning Commission stated that Home Depot must de-emphasize Home Depot’s “basic box structure”. The applicants and their design consultants then worked with staff and Larry Cannon to work out the building designs to meet these goals.

The proposed building designs appear to be attractive, achieve a high level of visual quality, and would work well with the designs of the existing commercial buildings in the surrounding area.

The proposed building designs for the Home Depot and Stores buildings are integrated well with each other and executed with the following design elements:

- Heavy stone wainscots, sloped roofs, horizontal siding, and heavy composition shingle roof materials are used on all structures.
- Extensive detailing including gooseneck-style lamps, decorative retaining walls, gas-lamp style walkway fixtures, trellises, roof dormers, awnings, and cupolas are used on all structures.
- Significant variation of all building volumes and facades replicating the “main-street” appearance of individual store buildings are used on all structures including Home Depot.
- Home Depot and Stores building designs follow an integrated approach of roof, covered colonnade, entrances, and wall features and treatments so that each building “reads” as a visual whole from all sides and work together creating a strong design ensemble for the entire project.
- The elevations for the satellite buildings facing Bernal Avenue and Stanley Boulevard are designed with storefronts facing the public streets with exceptional design detailing on these building facades to avoid the appearance of blank building walls facing the public rights-of-way.
- Careful consideration is been given towards the development’s material and color palette: hardiplank horizontal siding – a recognized green building material – painted Navajo beige, eagle slate gray composition roof shingles, light beige cultured stone wainscots, navy blue awnings, and platinum gray stucco/trim detailing. Staff notes that the Navajo white color stated on the plans is incorrect; Navajo beige is the correct color and the color sample is attached.

The proposed building designs were peer-reviewed by Larry Cannon. His comments are attached. Mr. Cannon supports the proposed building designs as now proposed with minimal changes, which are referenced in the conditions of approval. Staff agreed with the majority of the comments with the exception of:

- Home Depot:

Mr. Cannon recommends extending the roof over Home Depot’s main entrance backward in order to increase its visual mass, matching the scale of the roof over the porte cochere. Staff considers the proposed design acceptable based upon the view angles from the ground looking up at the roof. Staff suggests the Planning Commission discuss this item and render its decision.

- Sheet A4:

Mr. Cannon believes that that the roof elements over the “bistro café” and the “bakery pastries” storefronts should be deleted. Staff does not concur in that these elements while

different contribute to the development's "main street" appearance; therefore, they should not be changed.

- Sheet A9:

Mr. Cannon references the break in the hedge between the Longs Drugs drive-through facing Stanley Boulevard. This has been addressed in the draft conditions of approval.

Staff also recommends the applicant make the following changes to the proposed building architecture:

- Only smooth-side hardiplank horizontal siding shall be used on the buildings.
- An alternate building wall fixture, consistent with the building design, shall be used instead of the proposed "Gardo" wall fixture.

As conditioned, these changes would be shown on the building permit plan set, subject to the review and approval by the Planning Director, before issuance of a building permit.

The DVD animation for the proposed development provides an excellent view of the building massing and detailing which may not be completely conveyed with the two-dimensional building elevations.

Signage

Conceptual sign locations are shown on the proposed building elevations.

The development's sign program is important. Staff believes that the tenant signs should compliment the development's overall design character, be attractive, and be consistent with the development's gateway location in addition to identifying the business tenants

A sign program is conditioned to be submitted for review and approval prior to submitting plans for a building permit. This is so there would be no conflict arising from signage mounting and required structural components of the buildings.

Green Building Measures

The proposed project is required to meet the City's Green Building Ordinance as follows:

- The Home Depot store exceeds 20,000 square feet and is required to achieve a "Certified" rating as defined by the U.S. Green Building Council's (USGBC), "Leadership in Energy and Environmental Design (LEED)" 2.0 rating system for the design, construction, and operation of the proposed building.
- The Longs Drugs and Stores "A", "B", "C", and "Pad" buildings are individually less than 20,000 square feet in floor area and, therefore, are technically exempt from the

Green Building Ordinance. However, a condition of approval encourages that all of the buildings meet the Green Building Ordinance.

The green building measures for these buildings shall be shown on the building permit plan set submitted for review and approval for review by the Planning Director before issuance of a building permit.

Grading/Urban Stormwater Runoff

This is a flat site, slightly elevated above the street grade at the corner of Stanley Boulevard and Bernal Avenue. Grading for the development will include mobilization, clearing and grubbing, site grading, and trenching for on-site infrastructure leading to the construction of the building and site improvements. The entire site would be graded at once. Short-term impacts are expected related to these activities. All construction equipment is required to conform to current exhaust standards for emission reductions to maintain compliance to NO_x standards. To mitigate short-term construction impacts, the applicant is required to provide the following dust control measures to reduce dust emissions.

- Enclose, cover or water all soil piles minimally twice daily, or as otherwise determined by the City Engineer.
- Minimally water the site twice daily, or as otherwise directed by the Public Works Inspection Staff.

Urban Storm water Runoff

Bio-swales/retention areas would be located in the parking areas and in the perimeter landscape areas facing Stanley Boulevard and Bernal Avenue. The recently completed U. S. Petroleum service station is an example of a retail use with perimeter bio-swales. Parking areas bio-swales would be augmented with pervious paving.

The overall site development constitutes approximately 591,317 square feet of building/hardscape areas, including on-site sidewalks and plaza areas, which will alter the site's drainage patterns from its existing condition – vacant land. The proposal is subject to the National Pollutant Discharge Elimination System (NPDES) of the Clean Water Act to regulate storm water discharges from construction activities and the general quality of storm water in the City's storm water systems. The applicant will conform to the NPDES program with the following requirements:

- The landscape areas facing Stanley Boulevard, Bernal Avenue, and Nevada Court would be designed and graded to function as bio-swales. The paved areas are graded to drain towards the bio-swales and then to catch basins within the swales before entering the City's storm drain system.
- The project developer would be required through the building permit and construction process to incorporate best management practices for discharges resulting from this de-

velopment. The City has adopted the most recent Regional Water Quality Control Board storm water discharge requirements related to design, construction and implementation.

- A hydrological management plan would be reviewed with the building permit to ensure that the storm water runoff from the site does not increase beyond the present condition – vacant land – with the site development.
- All trash enclosures and loading areas would be covered with an area drain connected to the City’s sanitary sewer system.

These requirements are reflected on the drawings and/or in the conditions of approval.

VI. PUBLIC COMMENT

Public notices were sent to property owners within the standard 1,000-foot noticing radius of the subject property and living within the California Reflections, Danbury Park, Heritage Valley, Jensen Tract, Shadow Cliffs, and Vintage Hills developments. A map of the noticing area is attached.

Staff received the following emails expressing support of the proposed project and/or requesting information and clarification:

- Dave Bouchard (Pleasanton Chamber of Commerce)
- Jeff Perko
- John Lee (215 Pomeiza Court)
- Judy Chestnut
- Keon Lee (3283 Bernal Avenue, building under construction)
- Patricia Haynes
- Peter MacDonald (400 Main Street)
- Rick Branchini

And the following emails asking questions and/or expressing concerns and opposition:

- Allana Kew
- Allison and Michael Jaeger, P.E. (3250 Chablis Court)
- Bob and Denise Howe (3228 Arbor Drive)
- Bob Werner (3202 Chablis Court)
- Brenda Evans (RE Realty Experts)
- Brian Pullen (889 Montevino Drive)
- Carol Raimondi (4009 Schween Court)
- Chris Annen (920 Montevino Drive)
- David Highbarger
- Dennis Scott (1258-F Quarry Lane)
- Don Adams (4133 Stanley Boulevard)
- Dorothy Philipovitch
- Eugene Frank (743 Montevino Drive)
- Frank Fuentes (354 Ewing Drive)
- Gary Smith (2942 Liberty Drive)
- Gwenn Chong
- Hank and Naomi Jones (4017 Schween Court)
- Heidi Massie (4183 Hall Court)
- Jean and Tim Lundell
- Jeff and Celeste Storrs (696 Merlot Court)
- Joan Urban (4047 Graham Street)
- John and Janet Korch (621 Sylvaner Drive)
- John Nunes
- Joshua Brysk (3174 Chardonnay Drive)
- Keely Parrick (California Reflections)

- Kelly Fasman (California Reflections)
- Ken Blair (686 Concord Place)
- Lisa Olson (Greenwood Road)
- Lois Jessee (3263 Vineyard Avenue, #117)
- Lynn Thomas
- Marcia Brandt (3409 Touriga Drive)
- Marilyn L. Grimes (962 Concord Street)
- Mark Posson (3036 Chardonnay Drive)
- Matthew and Donna Walker (462 Tioga Court)
- Michelle LaMarche (1234 Hearst Drive)
- Moises and Sonia Palacios (3563-A Bernal Avenue)
- Nancy Allen
- Nancy Millhoff (Vintage Heights)
- Nancy Storch (3193 Chardonnay Drive)
- Nancy Waechter
- Pat Costello
- Pat Mensing
- Paul Zampierin
- Rabbi Richard Winer (Congregation Beth Emek, 3400 Nevada Court)
- Richard A. Migliore (640 Romeo Court)
- Robert David (4105 Morganfield Court)
- Robert Gonella
- Ron Taylor
- Rose Zieker
- Schonfer
- Shannon Irving (1560 Oxsen Street)
- Sonia Cehic
- Steve and Kathy Jones (4166 Hall Court)
- Steve and Marge Andrews (886 Montevino Drive)
- Steve Ward (3020 Badger Drive)
- Sue Shaffer (3477 Bernal Avenue)
- Talmadge Steele (2872 Gray Fox Court)
- Tim and Cathy Thomas (3234 Chablis Court)

As of the writing of this staff report, staff has not received any further verbal or written comments pertaining to this proposal.

VII. ENVIRONMENTAL ASSESSMENT

Environmental review for the proposed project is covered by an Initial Study/Mitigated Negative Declaration (IS/MND), which is attached. Staff believes that the project-related impacts are mitigated, with the mitigation measures incorporated in the project's design or referenced with conditions of approval, and that there would be no significant or unmitigated environmental impact. Staff, therefore, believes that the Mitigated Negative Declaration can be issued in conformance with the standards of the California Environmental Quality Act (CEQA). If the Planning Commission concurs with this environmental assessment, it must make the finding that the Mitigated Negative Declaration is appropriate prior to recommending approval of the proposed project. The proposed project does not affect any California State Agencies. Therefore, the IS/MND are not required to be sent to the State Clearinghouse of the Office of Planning for its CEQA review period.

VIII. CONDITIONAL USE PERMIT FINDINGS

The Planning Commission must make the following findings prior to granting the conditional use permit for the Home Depot building materials and garden center:

1. The proposed location of the conditional use is in accordance with the objectives of the zoning ordinance and the purpose of the district in which the site is located.

- The site of the proposed uses is located in the Stanley Business Park, which conditionally permits building supply stores and garden centers. The proposed conditionally allowed uses with the permitted commercial uses of the overall development will support the businesses of the nearby Stanley Business Park and would provide a variety of goods and services are available to the business park tenants and to the residents of the nearby neighborhoods.
- Staff believes that the Home Depot building supply store/garden will potentially reduce the amount of cross-town trips to similar businesses. The conditions of approval proposed for this project give the City the appropriate controls to ensure that the use does not have any negative impacts on surrounding businesses. The use permit for the building supply store/garden center is, therefore, in accordance with the objectives of the zoning for this district and staff believes that this finding can be made.

Therefore, staff believes that this finding can be made.

2. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, or materially injurious to the properties of improvements in the vicinity.

A sufficient quantity of parking is provided on-site to accommodate the parking demands for this use in conformance with the parking requirements established by the Pleasanton Municipal Code. As proposed and/or conditioned, staff feels that the proposed use will not be detrimental to the public health, safety, and welfare, nor will it pose a threat to surrounding properties or improvements.

Therefore, staff believes that this finding can be made.

3. The proposed conditional use will comply with each of the applicable provisions of this chapter.

The site's present PUD zoning designation conditionally permits a building supply store/garden center. As proposed and conditioned, the uses and drive-through lanes comply with all relevant sections of the Pleasanton Municipal Code.

Therefore, staff believes that this finding can be made.

IX. PUD DEVELOPMENT PLAN MODIFICATION FINDINGS

The Pleasanton Municipal Code sets forth the purposes of the Planned Unit Development (PUD) District and the considerations to be addressed in reviewing a PUD development plan proposal. These findings also apply to development plan modifications. The Planning Commission must make the following findings that the proposed PUD development plan modification conforms to the purposes of the PUD District, before making its recommendation.

1. Whether the proposed development plan modification to allow neighborhood commercial uses on the site is in the best interests of the public health, safety, and general welfare:

- The proposed development plan modification will allow the Longs Drug's store and will permit neighborhood commercial uses in approximately 52,289 square feet of building area – Stores "A", "B", "C", and "Pad" building, and. These uses will augment the uses will provide the availability of goods and services to the Stanley Business Park tenants and to the nearby residential areas thereby reducing the cross-town trips to these uses from the nearby residential areas.
- The proposed modification will allow approximately 52,289 square feet of neighborhood commercial uses which have a higher trip generation rate than the uses presently allowed in the business park. The traffic analysis conducted for the overall 193,481 square-foot development included the trips generated by these uses. In conjunction with this development, the project developer will construct improvements to the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection to maintain a Level-Of-Service "D" for the existing/approved/project development scenario.

Staff, therefore, believes that this finding can be made.

2. Whether the proposed development plan modification is compatible with previously developed properties located in the vicinity of the plan:

The Stanley Business Park already permits a limited number of retail and service commercial uses intended to serve the business park tenants. The proposed neighborhood commercial uses will augment these uses. Located across Bernal Avenue is a McDonald's restaurant with drive-through, a self-service gasoline service station with a convenience market and a carwash, and a 15,500 square-foot commercial development now under construction. Staff, therefore, considers the proposed neighborhood uses allowed by this modification to be consistent with the development pattern of Bernal Avenue.

Staff, therefore, believes that this finding can be made.

3. Whether the proposed development plan modification is compatible with the natural, topographic features of the site:

The proposed development plan modification affects only the uses allowed on this site. Since the site is flat and the uses that would be allowed by the modification do not affect grading, staff considers the proposal and grading issues to be mutually exclusive.

Therefore, staff believes that this finding is not applicable to the proposed modification.

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

The proposed development plan modification affects only uses. Since the site is flat and the uses that would be allowed by the modification do not affect grading, staff considers the proposal and grading issues to be mutually exclusive.

Therefore, staff believes that this finding is not applicable to the proposed modification.

5. Whether adequate public safety measures have been incorporated into the design of the proposed development plan modification:

- All uses and their tenancies would be designed and operated to meet the requirements of the Uniform Building Code and City Fire Codes, other applicable City codes, and State of California mandated noise, energy, and accessibility requirements.
- The project site adjoins existing public streets with adequate emergency vehicle access and proposed parking areas to serve these uses. All streets, accesses, and driveway aisles meet City standards and are adequate to handle anticipated traffic volumes.
- Adequate access is provided to all structures for police, fire, and other emergency vehicles.

Staff, therefore, believes that this finding can be made.

6. Whether the proposed development plan modification conforms to the purposes of the PUD District:

The proposed PUD development plan modification implements the purposes of the City's PUD Ordinance by augmenting the existing service commercial uses allowed on the site with neighborhood commercial uses that would serve the business park tenants as well as the nearby residential areas. The proposed uses conform to the property's underlying land use designation of the Pleasanton General Plan.

Staff, therefore, believes that this finding can be made.

X. CONCLUSION

The proposed project is a commercial center on an infill property in an existing business park surrounded by business park uses. The subject property is zoned PUD-C (Planned Unit Development – Commercial) District. This development is consistent with the Pleasanton General Plan land use designations. The project will not include any activities or uses causing substantial adverse effects on human beings either directly or indirectly or on the environment. The project has been designed to meet the general development standards required by the City of Pleasanton and will incorporate conditions of approval to meet local codes and regulations.

This development will serve the residential neighborhoods to the south, southwest, and southeast. The proposed uses facilitate the traffic principle of pass by and internal trip capture to reduce its net impact to the City's street system. It would directly mitigate the Stanley Boulevard/Valley Avenue/Bernal Avenue intersection for the existing/approved/project scenario and will contribute traffic fees for use to impacted intersections throughout the City.

Staff understands the community concern and opposition to the proposal based on traffic and staff has been especially sensitive to this concern/opposition in securing mitigation and design features – for example, separated sidewalks for bicyclists and pedestrians, a radar detected speed sign on Valley Avenue, etc. – for this development to ensure its positive contribution to the community and the immediate area. Staff also believes that the proposed development in this location would serve to reduce the number of cross-town trips on weekdays and weekends for members of the community seeking these services.

If the Johnson Drive store should ever close, it is likely that another similar retailer would be sited at that location generating a comparable numbers of trips.

XI. STAFF RECOMMENDATION

Staff recommends the Planning Commission forward Case PCUP-165, PDR-529, and PMOD-81-25-7M to the City Council with a recommendation of approval by taking the following actions:

1. Find that the proposed project will not have a significant environmental impact and that the Mitigated Negative Declaration is appropriate by adopting a resolution recommending approval of the Initial Study/Mitigated Negative Declaration;
2. Find that the proposed project conforms to the Pleasanton General Plan;
3. Make the PUD Development Plan Findings 1 through 6 as stated in the staff report and adopt a resolution recommending approval of Case PMOD-81-25-7M subject to Exhibit "C", Conditions of approval;
3. Make the Conditional Use Permit Findings 1 through 3 as stated in the staff report; and,

4. Adopt a resolution recommending approval of Case PCUP-165 and Case PDR-529 subject to Exhibit "D", Conditions of approval.

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