CITY OF PLEASANTON

Hacienda TOD Standards and Design Guidelines

Adopted March 1, 2011

COMMUNITY DEVELOPMENT DEPARTMENT

THE CITY OF PLEASANTON

HACIENDA TOD STANDARDS AND DESIGN GUIDELINES

City of Pleasanton
Community Development Department

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PART 1
Introduction

A. PURPOSE

These Transit Oriented Development (TOD) Mixed Use Development Standards and Guidelines are to be used to evaluate mixed use and residential development in Hacienda in concert with the Hacienda Planned Unit Development (PUD) regulations, Design Guidelines, and Covenants, Conditions and Restrictions. The intent is to promote a building character, street scale and street-level uses that will allow the incremental development of a TOD "village", encourage pedestrian activity and promote easy access to the BART station. The development of these three vacant sites, in the midst of the Hacienda Business Park, will contribute to a complete and integrated community containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of residents and employees.

The Standards and Guidelines provide direction to developers and property owners on the key components of use, density, building mass and height, setbacks, architectural features, parking, access, and street character. The Standards and Guidelines illustrate desired development on three specific vacant sites near the BART station in Hacienda (Sites 7G, 7E and the northern 12 acres of Site 6 as referenced in the Hacienda PUD and referred to as Sites 1, 2 and 3 respectively in this document). The potential for additional residential development in Hacienda outside Sites 1,2 and 3 will be determined through the Housing Element Update process.

Where there are conflicts between these Standard and Regulations and those included in the previously adopted Hacienda regulations, these Standard and Regulations and the core development standards adopted by Ordinance 2016 shall be applied to mixed use and residential development applications for sites 1, 2, and 3.

The Core PUD Regulations found in Part 2 of this document apply only to Sites 1,2 and 3. Compliance with these regulations is mandatory and is required as part of the Final Settlement Agreement approved by the Pleasanton City Council in the matter of Urban Habitat v. City of Pleasanton.

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

Review Process

All development applications for sites 1, 2 and 3 will be reviewed by the City through the Planned Unit Development (PUD) process, which will include review and recommendation by the Planning Commission and approval or denial by the City Council at noticed public hearings. Subsequent amendments to approved development plans, if determined to be minor after public notification, may be approved by the Community Development Director but are appealable to the Planning Commission and City Council. Major amendments will require additional review, public hearing and approval by the City Council. Although development project on sites 1,2 and 3 will be required to meet all the Core Standards, the City Council may exercise discretion in the application of the other development standards contained in this document, if such proposals meet the intent and purpose of the standards. As is typical with all design guidelines, some flexibility is warranted where specific circumstances would make application of the guideline infeasible and/or undesirable, and where an alternative proposal fits with the Vision and intent expressed in this document.

B. VISION STATEMENT

The Hacienda Task Force puts forward the following vision statement to compliment the attached development standards and design guidelines. This vision provides direction to property owners and associated developers on the City's planning intent. This vision statement must be translated by the property owners when preparing a proposed project for consideration by the City.

Vision Statement:

The livability of these development sites is paramount. These future developments not only address housing needs for families of all incomes and ages, and also provide a supply of workforce housing in the City to accommodate mandated Regional Housing Need Allocations by the State of California.

We desire to build a neighborhood with several amenities for future residents and the existing community to enjoy. Simply put, it must be a very nice place to live. The developments shall be situated in an attractively designed landscaped environment with ample open space, play areas, trail connections, pedestrian amenities, pool area, fitness facility and community rooms for residents. The developments shall be transit oriented with direct and inviting access to all modes of transportation, including transit (e.g. BART), bus lines, trails, and bike connections. As many activities as possible should be located within easy walking distance of each other and transit. Public plazas, water features, greens, trees and other landscaping will be incorporated into the development for the benefit of the public, and to assist in creating a sense of place that will identify this new Hacienda neighborhood. Frequent use of public spaces will be encouraged through placement and design.

Streets, pedestrian paths and bike paths will contribute to a system of fully-connected and interesting routes between sites 1, 2 and 3 and BART. Their design will encourage pedestrian and bicycle use by being appropriately scaled and defined by buildings, trees and lighting.

Residential units, live-work units, and retail space shall be well integrated into the development in a mixed-use format. We encourage permitted retail uses at these sites that encourages non-vehicular access to goods and services for future and current residents and Hacienda office workers in an effort to minimize traffic impacts, greenhouse gases and other environmental impacts.

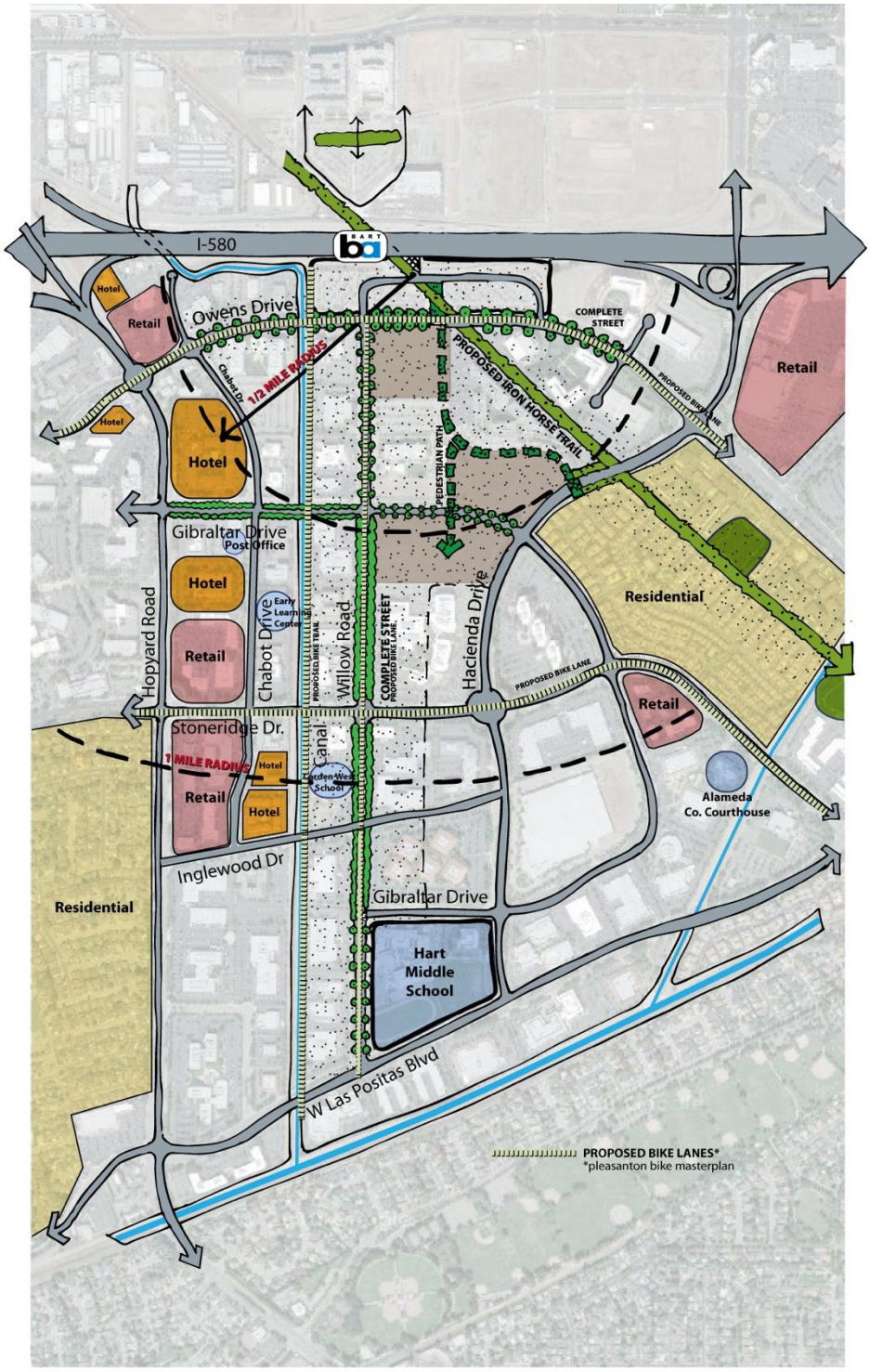
Design features shall compliment the adjacent properties and draw on its surroundings to ensure compatibility. Special emphasis should be placed on set-backs, building height, massing, and scale, landscape treatments, architectural design, and color palates to ensure compatibility.

The developments shall minimize the impacts of noise from the adjacent freeway, BART station and major thoroughfares (Owens, Willow and Hacienda) through creative placement of buildings, landscaping and open space. All developments shall adhere to the standard conditions of approval, green-building measures and other project specific conditions and environmental mitigations that may result from the review process.

In addition to evaluating conformance with the attached standards and guidelines, individual PUD applications must be measured against the aforementioned vision through the approved PUD process as authorized by the City and reflected in the settlement agreement with Urban Habitat.

C. TOD Site Framework

C1. Hacienda Context Diagram *(for reference only)*



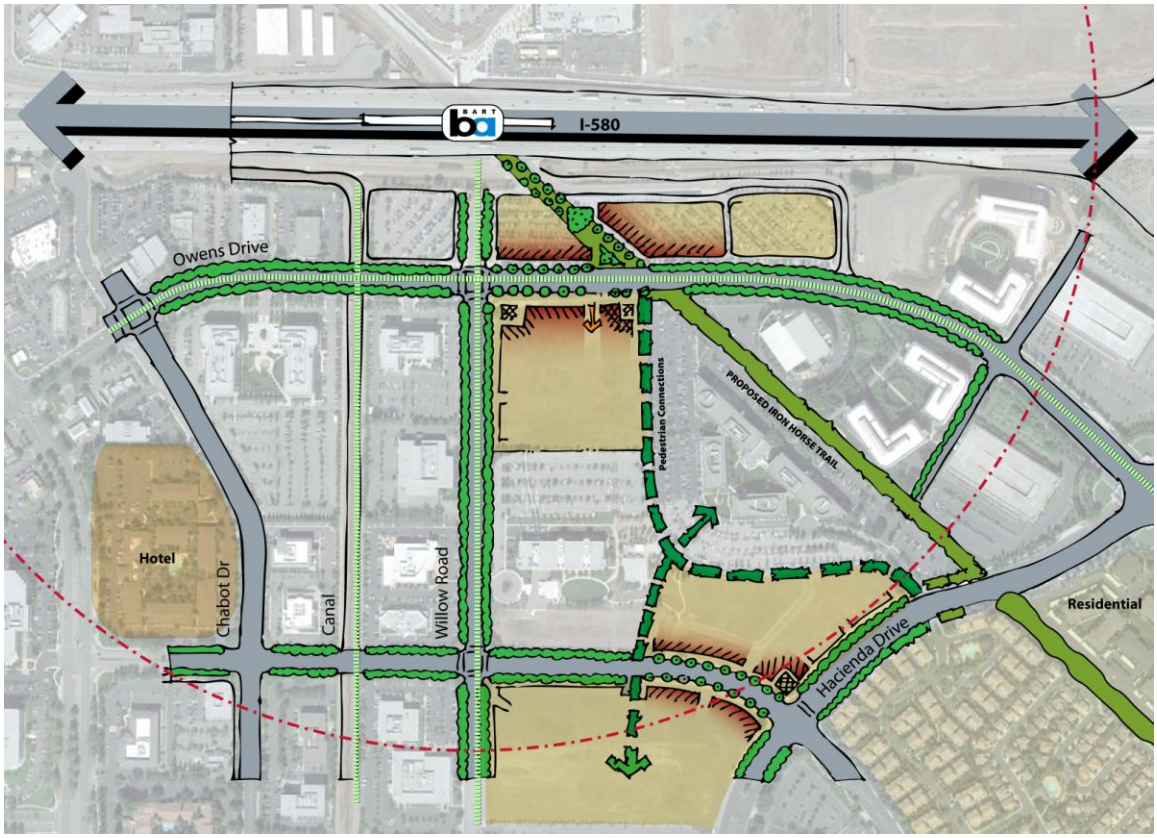
Designated and proposed bike lanes and paths identified in the Bicycle Master Plan are shown as dashed lines on Owens Drive, Willow Road, Stoneridge Drive, and along the Canal.

The Context Diagram for the Hacienda Transit Oriented District identifies existing uses and pedestrian paths. These locations would become likely destinations and paths used by new residents and workers as the mixed-use development comes on-line. The new street improvements, public spaces, retail activities and new pedestrian/ bicycle pathways that accompany new development would further enhance the connectivity to these key destinations and streets.

Key existing destinations and pathways include:

- BART Station plaza on Owens Drive at the intersection of Iron Horse Trail;
- Iron Horse Trail from the BART Plaza through the Kaiser Permanente office complex across Hacienda Drive and connecting through Owens Plaza Park toward Creekside Park;
- Residential communities located between Hacienda Drive, Owens Drive and Stoneridge Drive;
- Hotels, Post Office and neighborhood serving retail shops located along Hopyard Road between I-580 and Inglewood Drive;
- The retail shops and services located off Owens east of Hacienda Drive, and the also located at Stoneridge and Gilbraltar;
- Educational facilities such as the Hacienda Early Learning Center off Chabot Drive, and the Carden West School and Hart Middle School along Willow Road;
- Alameda County Courthouse;
- The designated bikeways along Owens Drive, The Canal, Willow Road and Stoneridge.

C2. TOD Framework Diagram



LEGEND

- **Future Development Parcels***
  *includes BART property
- **Active Uses (Retail, L/W, etc)**
- **Village Street***
  *lane reductions, parallel and diagonal parking, sidewalk/ landscape improvements
- **Future Pedestrian Improvements**
- **Future Pedestrian Pathways**
- **Proposed Bike Lanes***
  *pleasanton bike masterplan

The following street and pedestrian improvements should be incorporated as site improvements *when the adjoining development on sites 1,2 and 3 is constructed, and/or when the Transit Village street/path improvements can be funded* *. More detailed descriptions of the recommended public improvements that can occur over time, see the applicable PART 3 Development Standards and Design Guidelines:

- Owens Drive between Willow Road and the eastern boundary of Site #1
  - Diagonal parking on the south side of the street
  - Attached widened sidewalks – both sides
  - New street and sidewalk landscaping

- Owens Drive at Iron Horse Trail
  - In coordination with East Bay Regional Park District, The City, and adjoining property owners, a new pedestrian crossing connecting the BART Plaza with a new small plaza on the south side of Owens adjacent to the Iron Horse Trail.

- Willow Road from the BART Station to Stoneridge Drive
  - Parallel parking with landscaped park strip – both sides with residential uses

- Gibraltar Drive between Hacienda Drive and Willow Road
  - Diagonal parking from Hacienda Drive to the new pedestrian connector
  - Parallel parking from the pedestrian connector to Willow
  - Appropriate sidewalk and landscaping improvements per the street/parking section

- Pedestrian/bike pathway from Owens Drive at Iron Horse Trail to Gibraltar Drive
  - Allow for connections to the internal pedestrian circulation of Site 1
  - Allow for a connecting branch along the north side of Site 2 which connects to the existing residential communities east of Hacienda Drive and to the internal pedestrian circulation of Site 2.
  - Separated pedestrian and bike path with connections into adjoining projects, with landscaping on both sides
  - If pedestrian path to Hacienda Drive is built, coordinate on-demand pedestrian crossing location with Iron Horse Trail crossing

* Note - Improvements could be funded by grant money, the City of Pleasanton, current and future developers at the time of project construction, or a combination of these and other sources to be determined on a project by project basis.

PART 2

PUD Regulations

A. CORE PUD REGULATIONS*

These are mandatory requirements which apply to residential and mixed use development of sites 1,2 and 3.

Density: Minimum of 30 Units per Acre**

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

Affordability: The greater of (a) 15% of all units, or (b) 130 units, will be made available exclusively to very-low income (50% of AMI) households. Though the affordable housing agreements entered into between the City and each developer, these affordable units will be deed-restricted in perpetuity. The affordable housing agreements will be recorded and will run with the land.

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

Bedroom Mix of Affordable Units: A minimum of 10% of the total affordable units will be three-bedroom units; a minimum of 35% of the total affordable units will be two-bedroom units; and the remaining affordable units will be one bedroom units.

Location of Affordable Units: Affordable units will be dispersed throughout the development.

**Note: Core PUD Regulations are from the Term Sheet of final settlement agreement issued July 20, 2010.*

B. NON-CORE PUD REGULATIONS

All development applications for sites 1, 2 and 3 will be reviewed by the City through the Planned Unit Development (PUD) process, which will include review and recommendation by the Planning Commission and approval or denial by the City Council at noticed public hearings. The following non-core regulations establish numeric standards in order to realize the desired mixed-use building and TOD street character contained in the design guidelines. The City Council may exercise discretion in the application of these development standards where such proposals meet the intent and purpose of the standards. Additional non-core PUD regulations and standards are located throughout the rest of the document.

Front Yard Minimum:	See Street Sections
Side Yard Minimums:	One Side 8 feet /Both Sides 20 feet
Rear Yard Minimum:	20 feet (Note - Trash enclosures, carports, bike storage and other structures allowed per City Zoning ordinance are allowed to encroach upon rear yard).
Site Area per Dwelling Unit:	Minimum -- 1,450 square feet (at 30 DU/ACRE) Maximum -- 800 square feet (at 55 DU/ACRE)
Group Usable Open Space*:	For projects up to 40 DU/ACRE – 300 square feet per dwelling unit; 250 square feet for projects providing a public plaza/park with public access. (*Note -- the area of the public plaza/park can be counted toward the project's group usable open space requirement*). For projects 40 to 45 DU/ACRE – 250 square feet per dwelling units; for projects over 45 DU/ACRE – 200 square feet per dwelling unit. Private open space is not required for each unit. However, if provided, it may be deducted from the group open space requirement. Each square foot of private open space shall be considered equivalent to two square feet of group open space and may be so substituted.
Public Park:	A public park shall be provided on or close to Site 1 or Site 2.

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

Maximum FAR: Not Applicable

Maximum Height: 65 feet

Minimum Height (Principal structures): 25 feet

TOD Parking Minimums:** Residential - 1.5 spaces per unit

Live/Work - 2 spaces per unit

Visitor Parking - 1 space per every 10 units.

Non-Residential Uses - 3 spaces per 1,000 square feet

*** Additional reductions may be granted with a parking study.*

C. RETAIL AND LIVE/WORK REQUIREMENTS

The combination of the Parcels 1, 2 and 3 are required to have a minimum of 10,000 square feet of retail space. This space can be provided in any location combinations per the following:

RETAIL

- A minimum of 5,000 square feet of retail space is required on Parcel 1.
- The primary retail locations are the intersection of Owens Drive and Willow Road, and the northeast corner of the Parcel 1 near the Iron Horse Trail pedestrian crossing.
- Retail Space On Parcel 2, if provided, should be located at the corner of Gibraltar and Hacienda

LIVE/WORK

- If not used for retail, the remaining Parcel 1 street-level building frontage along Owens shall provide Live/Work (or residential use and Live/Work space) or other "active" spaces on the ground floor that could later be converted to retail or services assuming market conditions can support the additional commercial tenants. "Active" uses can include exercise room, management offices, building showroom or other like uses**.**
- 50% of the Gibraltar Drive building frontage shall provide Live/Work, Retail or other "active" spaces on the ground floor.

Note -- If Parcel 3 develops as residential and/or mixed-use, then the same requirement for Gibraltar building frontage applies to that property as the Parcel 2.

- 50% of the Gibraltar Drive building frontage is required to have Live/Work or Retail space on the ground floor.
- Retail Space, if provided, shall be located at the corner of Gibraltar and Hacienda Drives

NOTE: Examples of retail and live/work configurations are shown in Part 3 Section C10.

D. ALLOWED USES

PERMITTED USES

Service and Retail Uses:

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

Public and Community Uses:

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

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

CONDITIONAL USES

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

EXPRESSLY PROHIBITED USES

- Cigarette stores
- Adult bookstores

LIVE/WORK SPACE ALLOWED USES

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

LIVE/WORK SPACE CONDITIONAL USES

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

PART 3

DEVELOPMENT STANDARDS AND DESIGN GUILDELINES

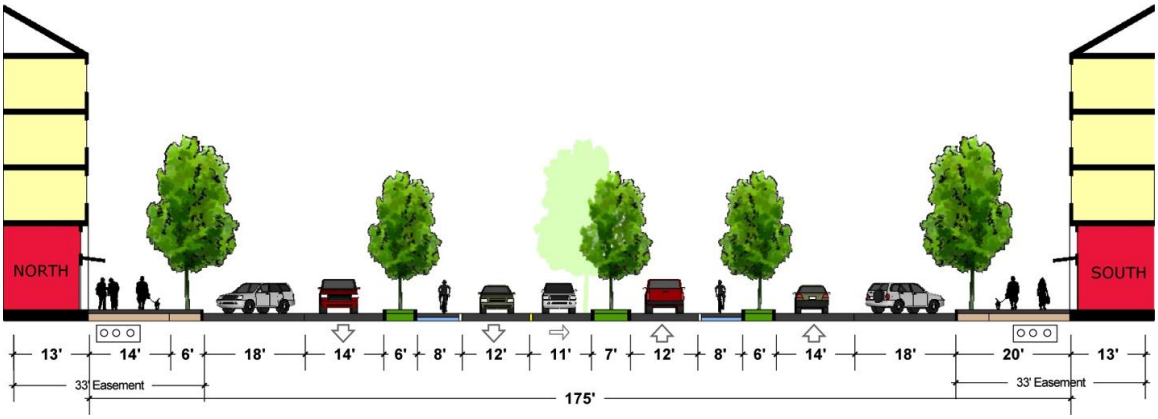
A. PUBLIC STREET GUIDELINES

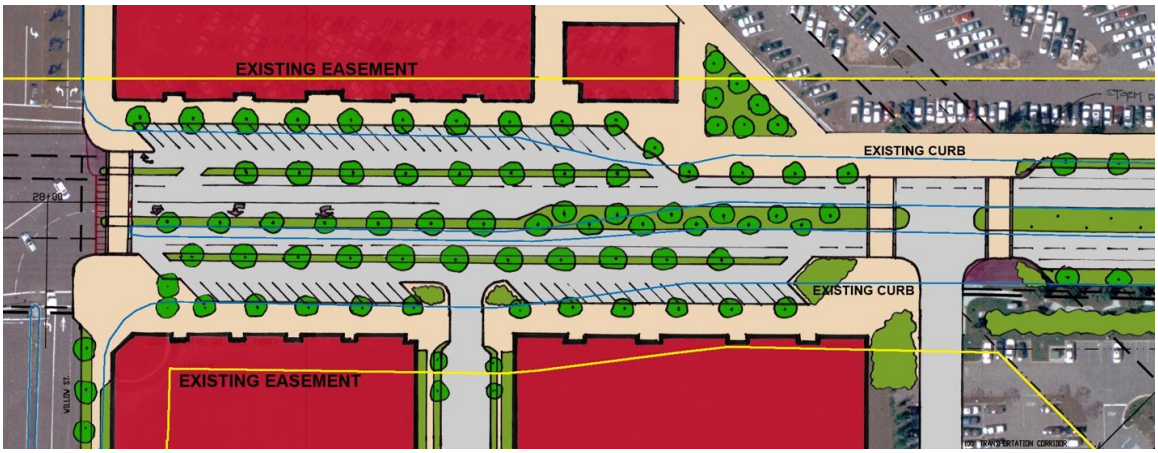
A.a. Street trees shall be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet.

A.b. Pedestrian-scaled lighting. 12-14 feet in height, shall be provided on all public streets.

The following options for Owens Drive represent initial schematic designs and will need to be refined and studied further. The appropriate configuration for Owens Drive improvements will be determined by the City when a development plan for Site 1 is submitted.

A1a. Owens Drive – Multi-way Boulevard (Center Median)





A1b. Owens Drive – Keep Center Median

The following Owens Drive section keeps the existing center median in its current location and provides diagonal parking on both sides of the street. The section also shows a multi-way boulevard on the north(west bound) side of the street.

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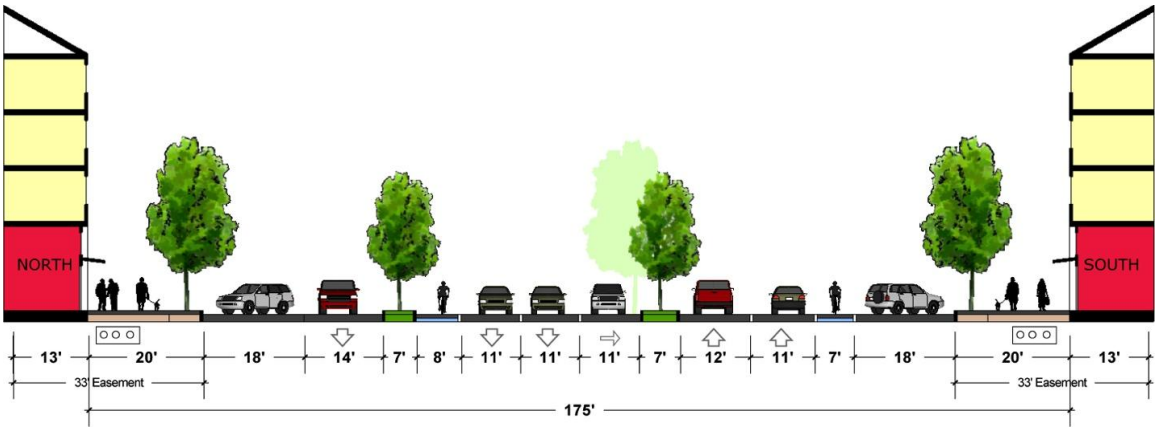
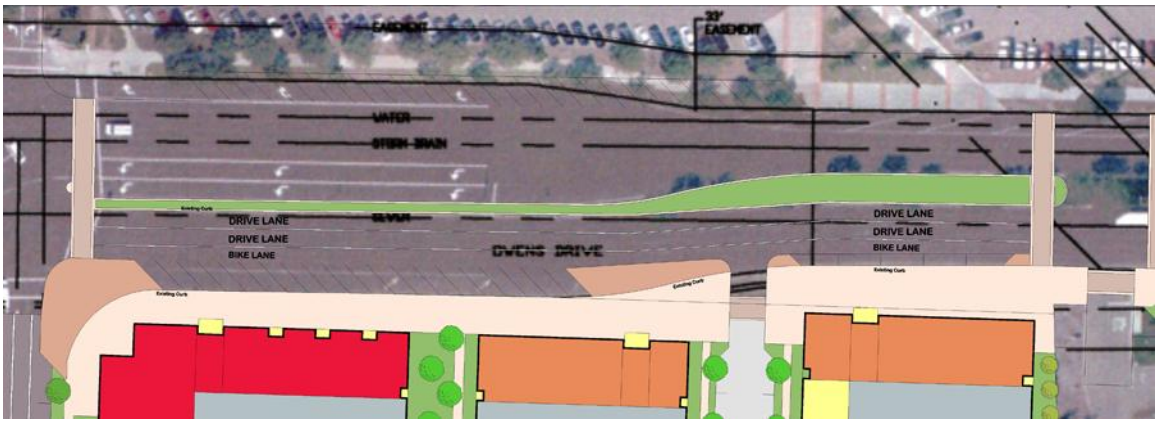


The following plan diagram shows minimal change to the configuration of Owens Drive. The plan includes diagonal parking west of the internal street and parallel parking to the east. The plan does not show the second median illustrated in the section above but does include newly striped diagonal parking on the north side of the street. The plan below could be built out as the section above, west of the internal street when the north side (BART site) is developed.



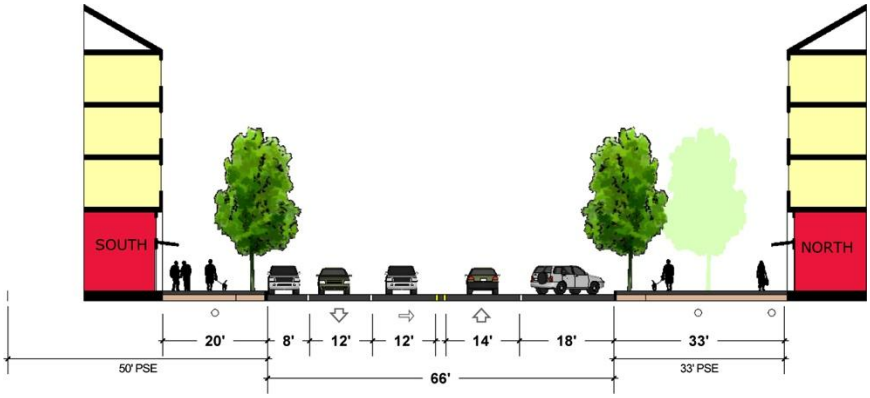
A1c. Owens Drive – Multi-way Boulevard Keeping Existing Curb

The configuration of Owens Drive illustrated below generally keeps the existing curb line, relocates the existing median, includes bulbouts and provides protection for cars backing out from parking spaces and bicyclists.

A2. Gibraltar Drive

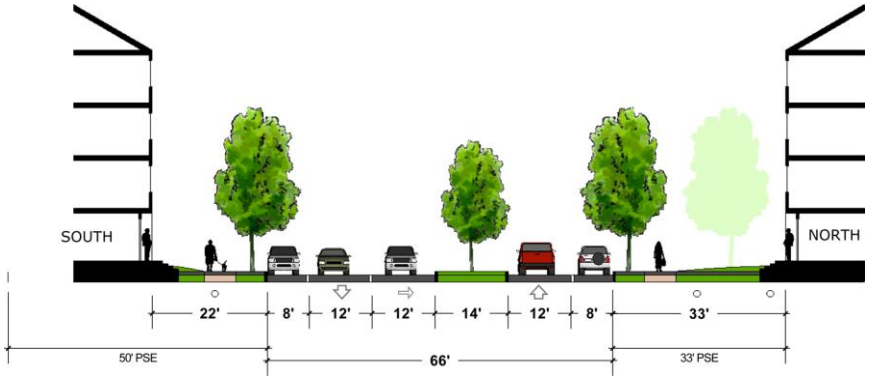
At Mixed-Use or Commercial Uses:

20-foot setback allowed on North side if utilities permit.

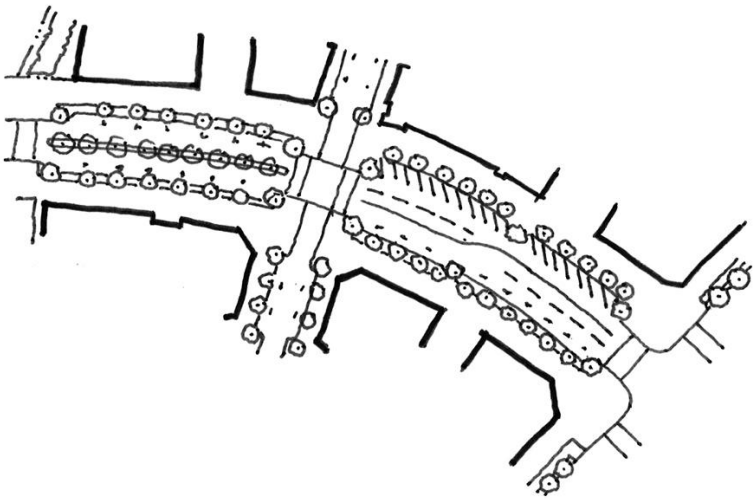


At Residential Uses:

22-foot setback allowed on North side if utilities permit.

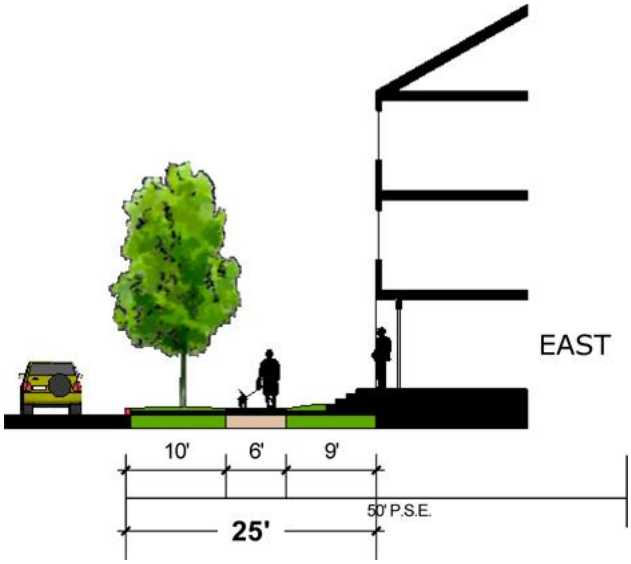


Gibraltar Drive Plan:

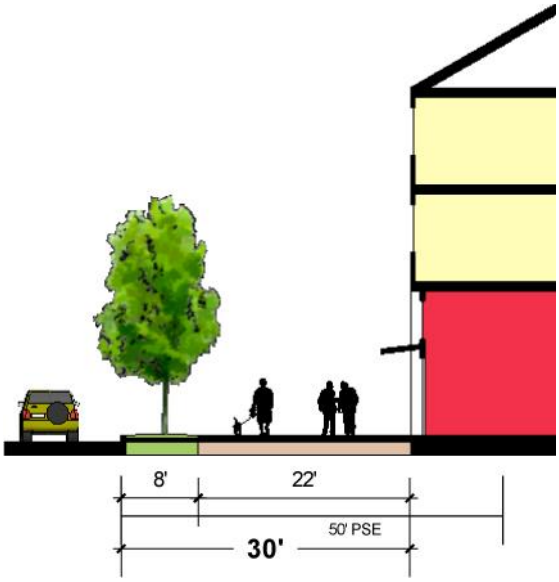


A3. Hacienda Drive (West Side)

Setback on west side:



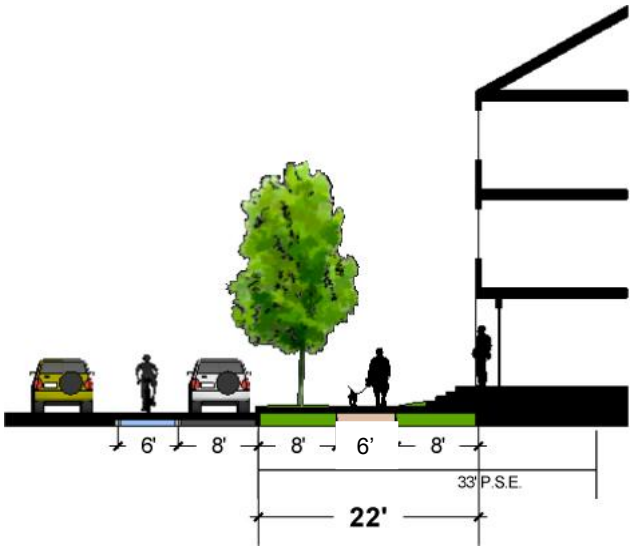
Residential Condition
Drive Lane - Curb – 10' Planting Strip – 6' Sidewalk – 9' Setback (5' encroachment ok)



Mixed-Use Condition *(First 50 feet-100 feet adjacent to Gibraltar)*
Drive Lane - Curb – 6-8' Planting Strip – 6-12' Sidewalk – Zero Setback

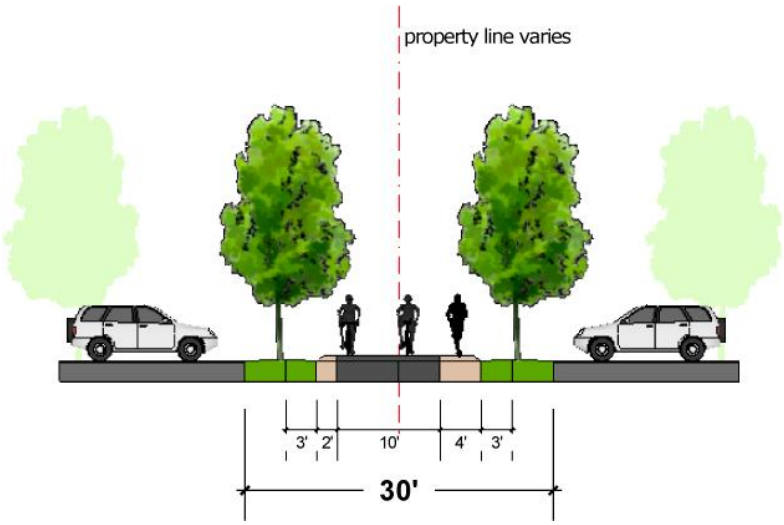
A4. Willow Rd. (East Side)

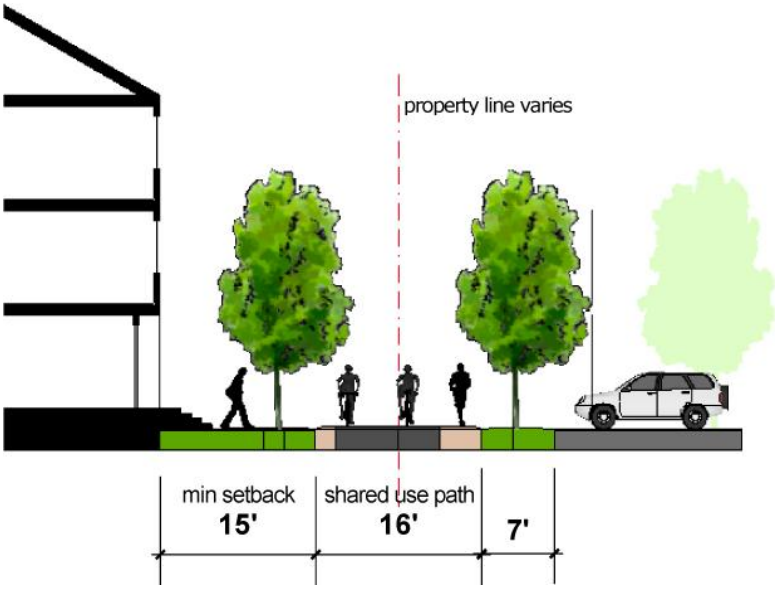
Setback on east side:



A5. Pedestrian/Bike Paths (Iron Horse Trail Connection)

The standards below are minimums for a shared-use path based on a typical class I bike path in the Pleasanton Bike Master Plan. The location of the property line can vary. All path designs, crossings and connections should be coordinated with East Bay Regional Park District's Iron Horse Regional Trail Planning and those of adjacent properties.





30-40-foot path ROW - (7-foot planting area, 2-foot decomposed granite, 10 AC or decomposed granite with adhesive, 4-foot decomposed granite, 7-foot planting area)

Note - Path ROW should span property boundaries wherever feasible.

B. SITE DESIGN AND PLANNING

B1. Site Circulation

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

Design Guidelines

B1.a. There should be a distinct hierarchy of circulation including public streets, internal "streets" or drives, pedestrian walks/paseos and alleys / parking areas. These should be arranged so that visitors and residents use the primary circulation of public streets, internal streets and drives and pedestrian walks / paseos for their primary circulation and addressing of the units and building orientation. Alleys and parking areas should not be used for primary circulation to the building/units entries, and buildings should not orient to alleys or parking areas.

Glossary:

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

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

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

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

B2. Building Orientation

Design Guidelines

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

B2.a. Buildings should face public and internal streets and paths whenever possible to provide an attractive environment for both residents and visitors, and provide clearly identifiable addresses for units. Building fronts should face other building fronts or open spaces whenever possible, rather than sides of buildings or perimeter walls

B2.b. On retail and live/work frontages, a minimum 75% of building façade should be fronted with active retail or live/work uses.

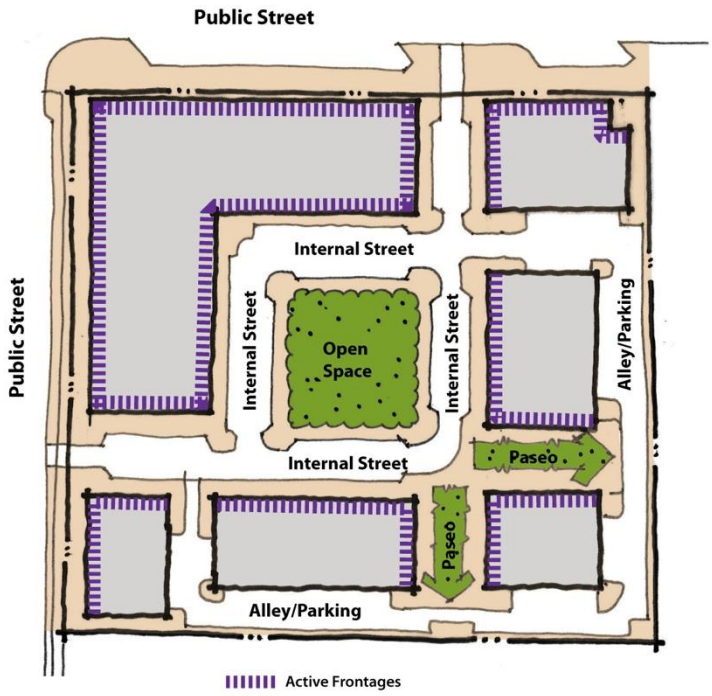
B2.c. On residential frontages including public streets, internal streets, pedestrian walks/paseos, and open spaces, a minimum 75% of building façade should be fronted with livable residential space. It is particularly important for building corners to be activated with livable residential uses (minimum residential depth of 12 feet)

B2.d. On alley and surface parking frontages, active uses are discouraged but active uses are to be located at corners with public streets, internal streets, pedestrian walks/paseos and common open spaces.

Site Circulation and Building Orientation Diagrams

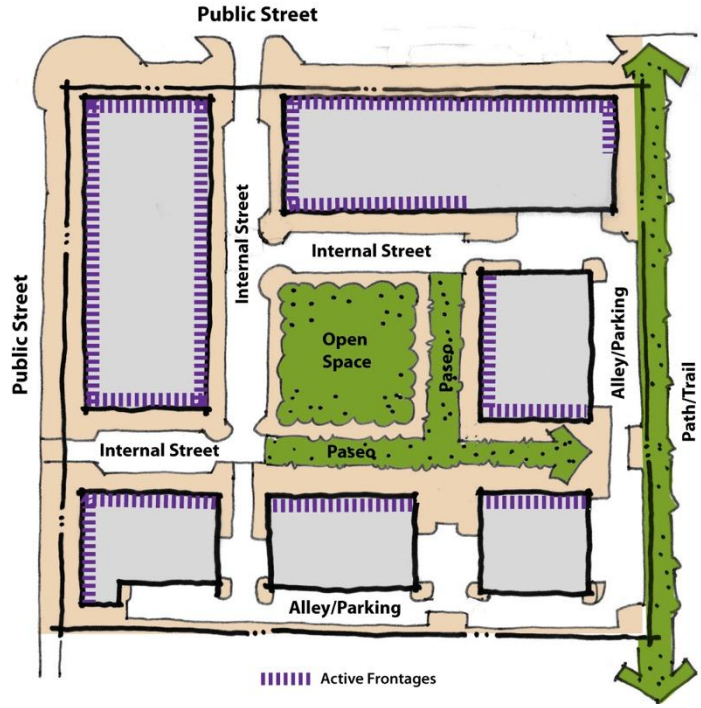
The following diagrams illustrate a variety of possible site circulation hierarchies and associated building orientations. It is anticipated that there are a wide variety of solutions including but not limited to the following.

Diagram A



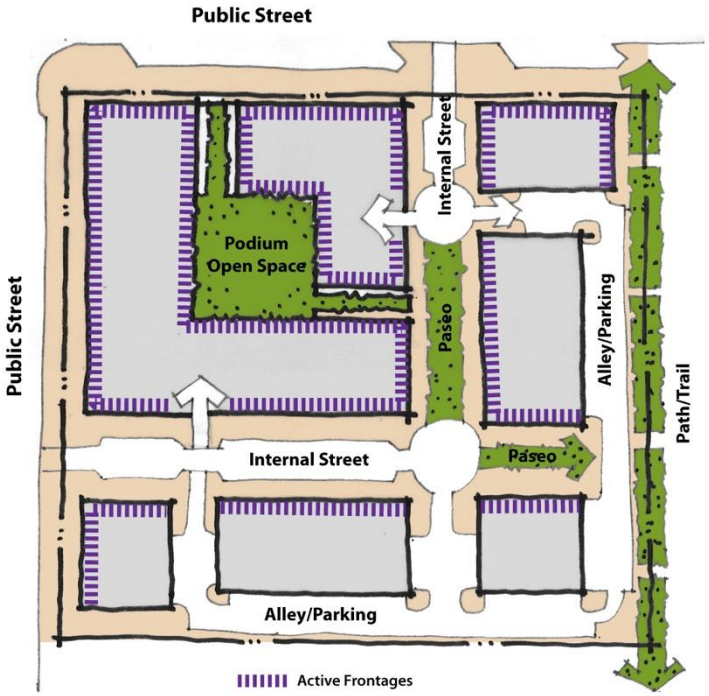
- Through internal streets around a central common open space surround by active residential facades.
- Perimeter alley access for garages and surface parking.

Diagram B



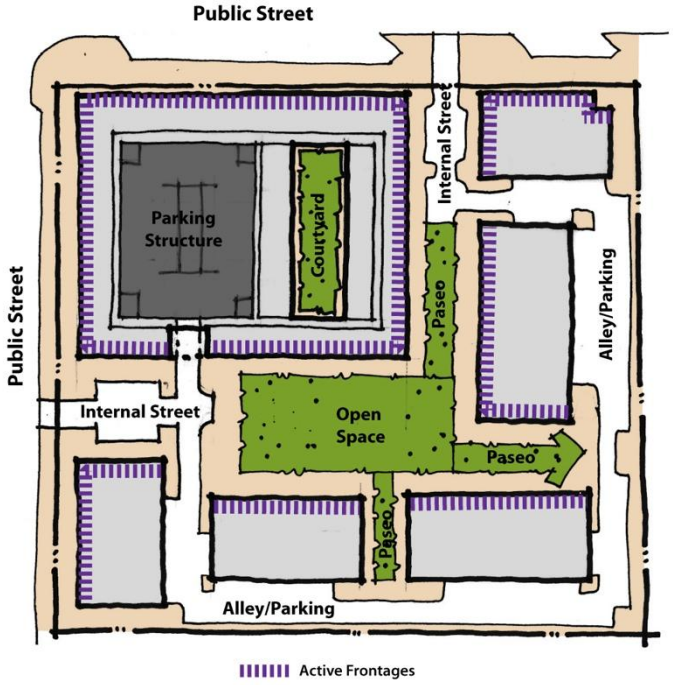
- Through internal streets around a central common open space and internal pedestrian walks.
- Perimeter alley access for garages and surface parking.
- Paseos/Pedestrian walks should connect to proposed bike/pedestrian trail.

Diagram C



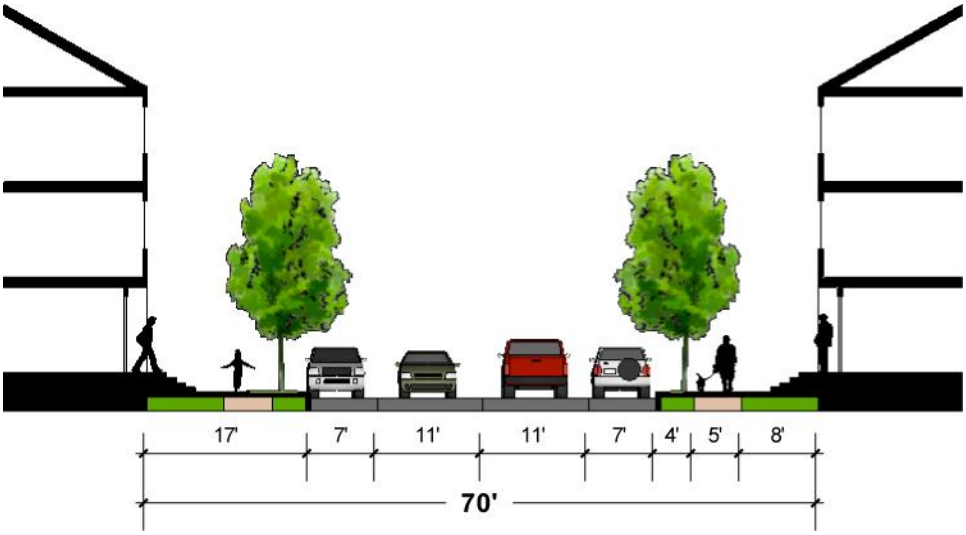
- Internal streets connected by pedestrian walks/paseos.
- Podium parking with open space above and alley accessed garages and surface parking.
- Paseos/Pedestrian walks should connect to proposed bike/pedestrian trail.

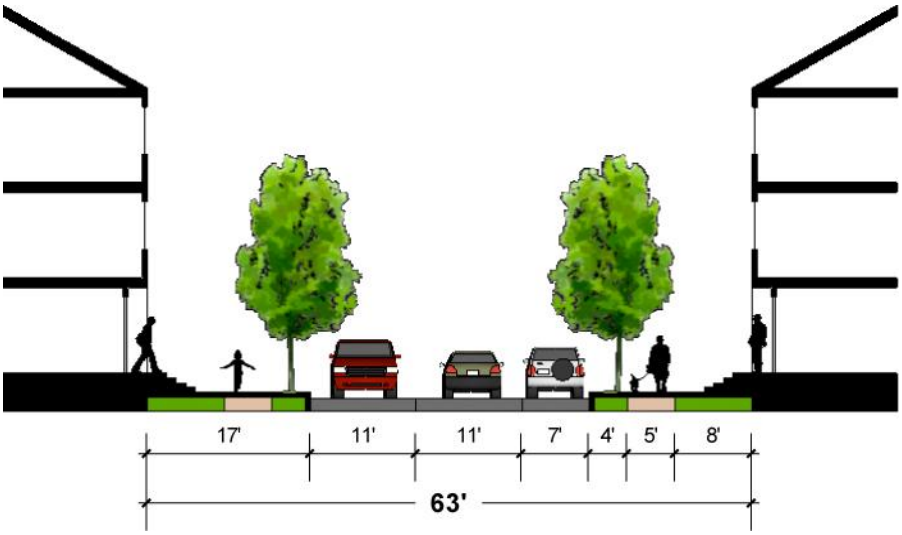
Diagram D



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

B4. Internal Streets and Drives





Development Standards:

B4.1. Internal streets shall have at minimum 4 feet plantings strip and 5 feet sidewalk on each side of the street.

B4.2. Front setbacks shall be a minimum 8 feet from the back of sidewalk providing enough room for planting and privacy while still allowing a strong relationship between the units and the street.

B4.3. Parallel parking is required on at least one side of internal streets. Parallel parking is encouraged on both sides of internal streets.

Design Guidelines

B4.a. Internal streets should conform to the high quality standards and be designed to resemble public streets, with sidewalks, parking and street trees.

B4.b. Internal streets should include sidewalks, street trees, pedestrian scaled lighting, landscaping and provide a setting for social interaction and neighborhood activities.

B4.c. Internal streets should provide through or loop circulation wherever possible rather than dead end cul-de-sacs.

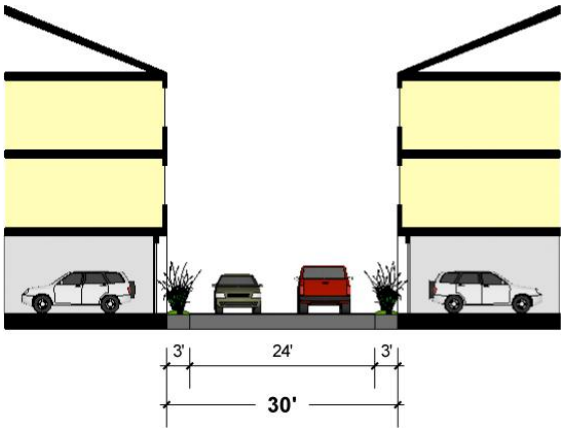
B4.d. Internal streets should connect to landmarks or amenity features such as open spaces, parks or community buildings.

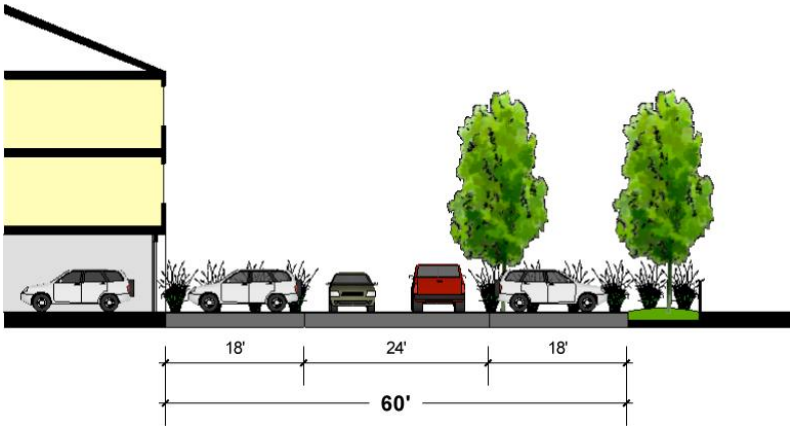
B4.e. Street trees, separated sidewalks, benches, street lamps and special paving at intersections are desired elements to promote residential scaled, aesthetic streetscapes and reinforce pedestrian activity.

B4.f. Street trees should be planted at least every 25-35 feet on average depending on tree species, not to exceed 40 feet.

B4.g. High branching trees should be planted to form a canopy and provide shade along streets and drives.

B5. Alleys





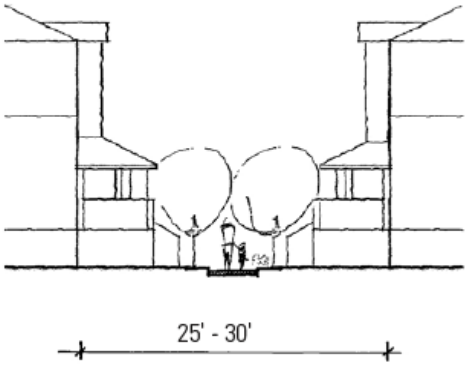
Design Guidelines:

B5.a. Alleys should have at minimum 3-foot plantings strip adjacent to building garages

B5.b. Garages should be recesses at least 2 feet from building façade.

B5.c. Tandem parking spaces, in garage or surface, are allowed as long as they are associated with the same unit.

B6. Paseos (Pedestrian Walks)



Development Standards:

B6.1. 30-foot minimum building-to-building dimension for residential buildings. Stoops and porches are allowed to encroach up to 5 feet.

B6.2. 40-foot minimum building-to-building dimension for mixed-use/commercial buildings. Outdoor seating areas are allowed to encroach up to 12 feet.

Design Guidelines

B6.a. Paseo connections should be made wherever auto connections are infeasible due to project or site constraints.

B6.b. Paseos should supplement the role of streets and drives in the circulation network.

B6.c. Paseos should provide easy and direct access to building entries, common open space amenities and visitor parking areas.

B6.d. Paseos should visually extend the street into an area for safe pedestrian use, with consistent street furnishings.

B6.e. Paseos should be embellished with special paving and pedestrian-scaled lighting.

B6.f. Buildings lining paseos should provide windows along the building face to encourage comfortable and safe pedestrian use.

B6.g. Buildings lining paseos should be designed so that sunlight can reach the paseos during midday.

B6.h. Paseos should be named as streets are, with buildings lining the paseos taking their respective addresses from the paseo.

B7. Parking Location and Treatment

Development Standards:

B7.1. Parking shall be located behind buildings, below grade or, where those options are not feasible, screened by low walls and landscaping.

B7.2. When fronting on public streets, internal streets, public walks/paseos or common open spaces, structured parking shall be wrapped or fronted with habitable uses.

B7.3. Parking that is semi-depressed shall be screened with architectural elements that enhance the streetscape such as stoops, balcony overhangs, or decorative screening.

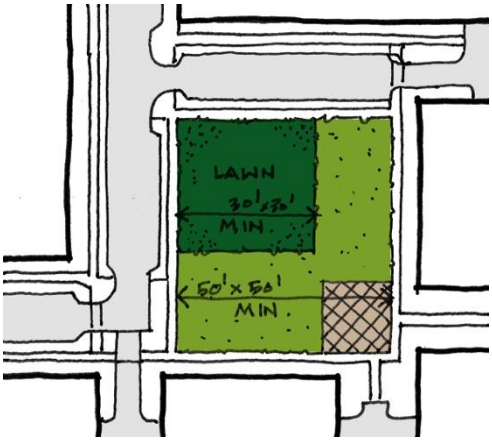
Design Guidelines

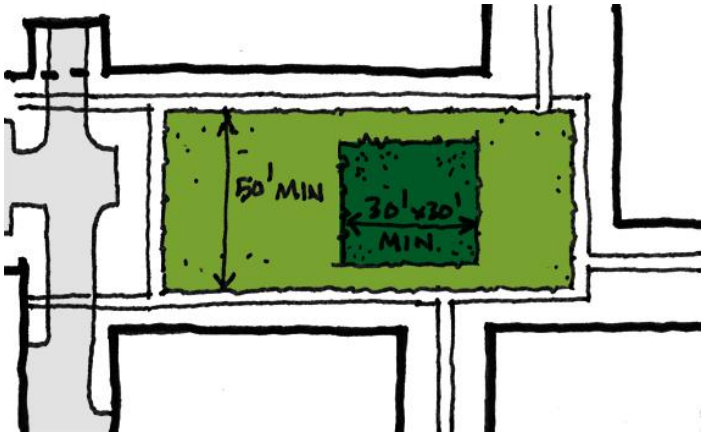
B7.a. For buildings with parking accessed from the front, minimize the amount of frontage used for parking access. No more than 25% of the site frontage facing a street, internal street, or pedestrian walk/paseo should be devoted to garage opening, carports, or open/surface parking.

B7.b. When surface parking lots are located adjacent to the street, they should be screened from the street and sidewalk by a low wall, landscape edge or combination.

B8. Open Space

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





Development Standards:

B8.1. On each property, common usable open spaces shall include at least <u>one open lawn space</u> measuring a minimum of 30 feet in each dimension.

B8.2. <u>One open space</u> per each of the three parcels must have a minimum dimension of 50 feet in each direction.

B8.3. The area of public plazas and/or parks can be counted toward the project's group usable open space requirement.

B8.4. The City shall provide incentives for the location of a public park on either Parcels 1, 2 or 3.

Design Guidelines

B8.a. Design of private open space should emphasize usability, with convenient access from the interior of units so that open space can be used as part of everyday living.

B8.b. Buildings and/or streets should define the edges of and face onto common open space.

B8.c. Common amenity areas should be appropriate to the size of the development. For larger developments, recreational facilities such as a swimming pool or tennis courts, along with picnic areas should be provided.

B8.d. Play lots should be located in safe, convenient and highly visible locations to ensure informal surveillance by residents.

B9. Landscape

Design Guidelines

B9.a. Drought tolerant, Bay Friendly landscaping and water-conserving irrigation methods are encouraged.

B9.b. Landscape plans shall incorporate seasonal variety and color to the extent possible. Tall deciduous trees should be utilized where summer shade is needed and winter solar access desired.

B9.c. Grass lawn areas outside of common open spaces should be kept to a minimum.

B10. Site Lighting

Design Guidelines

B10.a. Adequate lighting should be provided along sidewalks, streets, driveways, paseos and parking areas for the safety and security of residents and visitors.

B10.b. Pedestrian scaled, post top mounted lights are recommended along public streets, interior streets, paseos, walks and common open spaces.

B10.c. Lighting should not produce glare or be of an intensity inappropriate for a residential environment.

B11. Livability Standard

B11.a. Residential development shall satisfy the standards in this document relating to:

- The provision of pedestrian and bicycle connections to BART, the Iron Horse Trail, and between the sites (C2: TOD Framework Diagram and A5. Pedestrian/Bike Paths – Iron Horse Trail Connection)
- Group Usable Open Space (B. Non-Core PUD Regulations)
- Landscaped Paseos (B.6)
- Open Space, Landscaping and Lighting (B8, B9, and B10)

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

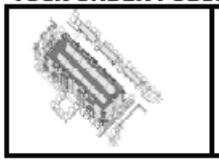
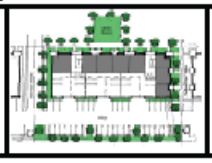
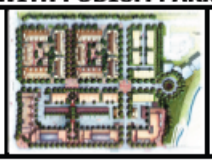
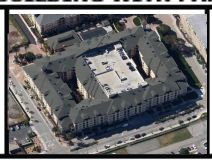
C. BUILDING TYPES

Introduction

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

Residential Building Matrix

(all buildings types can accommodate mixed-uses)

TYPE			DENSITY / PARCEL SIZE	PRKG. RATIO (TYPE)	STORIES	COMMENTS
ATTACHED ROW HOUSES/TUCK UNDER			14-25 du/ac. 3-3.5 acres (for 75 units)	1.5-2 sp/u. (tuckunder prkg.)	3 st.	Least Cost per unit as parking cost is low However greater use of land for afford. Hsg. means less mkt. rate hsg.
GARDEN STYLE APARTMENTS WITH SURFACE PARKING			20-25 du/ac. 3-3.5 acres (for 75 units)	1.67-1.8 sp/u. (surface prkg.)	3 st.	Least Cost per unit as parking cost is low However greater use of land for afford. Hsg. means less mkt. rate hsg.
TUCK UNDER PODIUM			25-40 du/ac. 1 acre min 2+ acres typ	1.5-1.8 sp/u. (surface prkg.)	3-4 st.	Least Cost per unit as parking cost is low Orientation simlar to rowhouses and townhouses
TOWNHOUSE/FLATS WITH PODIUM PARKING			40-60 du/ac. 1.25-1.75 acres (for 75 units)	1-1.5sp/u. podium struct. st. - visitor	4-5 st.	Most typcial high density type Best with low parking ratio (1:1)
RESIDENTIAL WRAP BUILDING WITH PARKING STRUCTURE			40-70 du/ac. 2-3 acres 100-150 units minimum	1-1.67sp/u. multi-lvl. structure st. - visitor	3-4 st. 5 st. poss.	Most cost effective, but generally requires larger project to justify parking structure; 1 larger site.
RESIDENTIAL BUILDINGS WITH OFF SITE PARKING DISTRICT			50-80 du/ac. 2-3.5 acres for 100-150u	1-2 sp/u. off site multi-lvl. Struct. st. - visitor	3-4 st. 5 st. poss.	Satelite Parking Structure Limited site prkg. Allows for greater density Cost effective struct. Prkg. due to size effic. Of scale

C1. Attached Rowhouse/Townhouses (14-25 du/ac)

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

Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
14-25 du/ac 3-3.5 acres (for 75 units)	1.5-2 sp/u. (tuckunder parking)	3 story	Least cost per parking space Most land area per unit

Features:

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

C2. Garden Style with Surface parking (20-25 du/ac)

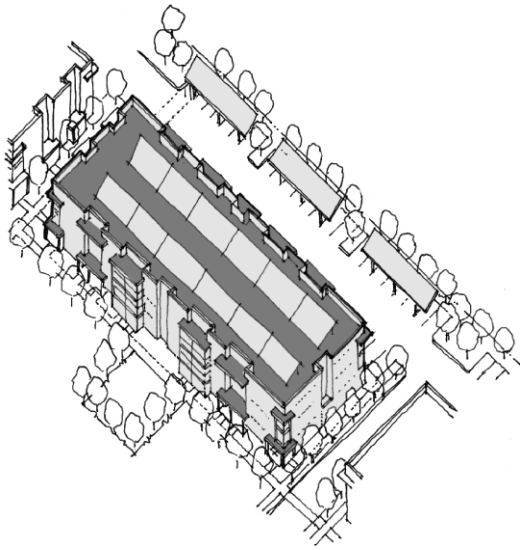
Garden Style apartments are stacked flat units arranged on a single level and surrounded by units either above or below each unit.

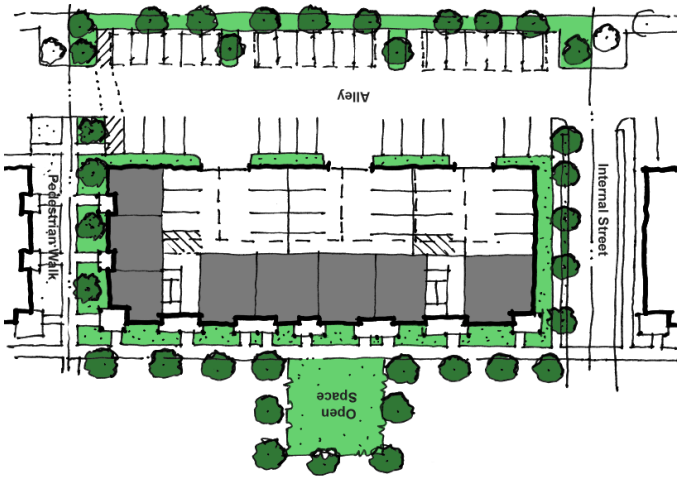
Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
20-25 du/ac 3-3.5 acres (for 75 units)	1.67-1.8 sp/u. (surface parking)	3 story	Least cost per parking space Most land area per unit

Features:

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

C3. Tuck Under Podium (25-40 du/ac)





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

Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
25-40 du/ac typically 1 acre minimum with 2+ acres typical	1.5-1.8 sp/u. (surface parking)	3-4 story	Orientation similar to rowhouses and townhomes

Features:

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

C4. Townhouses/Flats with Podium Parking (40-60 du/ac)

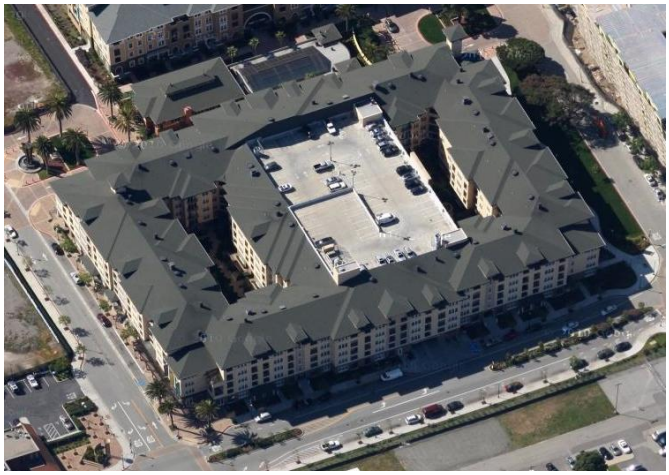
Townhouses or stacked flats are units built over a submerged or partially-submerged parking garage or "podium," rather than with individual garages.

Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
40-50 du/ac 1.25-1.75 acres (for 75 units)	1-1.5 sp/u. (structured podium parking)	4-5 story	Most typical high density type Best with low parking ratio

Features:

- Typically 3-4 stories or more in height above a parking podium (garage)
- May or may not have additional surface parking
- Often appear more urban in appearance with raised stoops above a partially submerged parking podium
- Typical built density: 30-50 units per acre
- The design focus is as an entire building, not individual units
- Common open space is typically provided
- Parking podium can be at grade with residential/retail wrap

- **C5. Residential Wrap Building with Parking Structure (40-70 du/ac)**



Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
40-70 du/ac 2-3 acres (100-150 unit minimum)	1-1.67 sp/u. (multi-level parking structure)	3-4 story	Most cost effective Requires larger project/site

Features:

- Typically 3-4 stories or more in height
- Stacked flats wrapped around parking structure or free standing around ground level courtyard
- Typically built density: 40-60 plus units per acre
- The design focus is as an entire building or group of buildings
- Urban in appearance due to height, mass, and scale
- Common open space is typically provided
- Greener, heavily landscape, courtyards at grade

C6. Residential Buildings with Off-Site Parking District (50-80 du/ac)

Density/Parcel Size	Parking Ratio (Type)	Stories	Comments
50-80 du/ac 2-3.5 acres (100-150 unit minimum)	1-2 sp/u. (multi-level offsite parking structure)	3-4 story, 5 possible	Walk to offsite parking, limited onsite parking Allows greater densities without added height

Features:

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

C7. Mixed-Use Buildings

Vertical Mixed Use (Retail/Office)

High Density Mixed Use

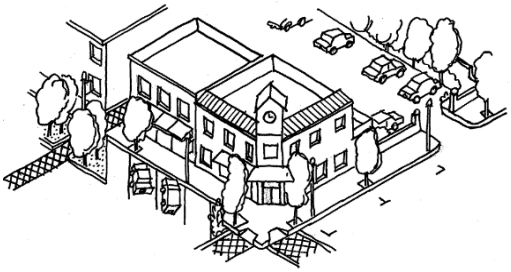
Mixed Use

Mixed Use

Features:

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

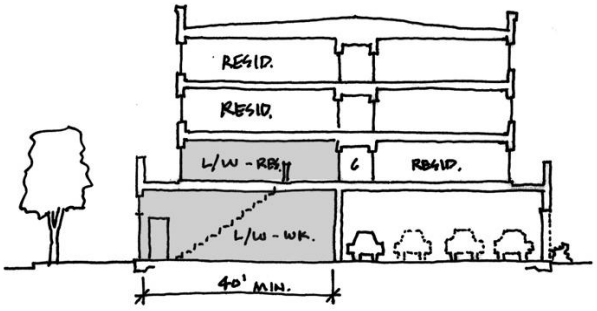
C8. Retail Buildings (Stand Alone)



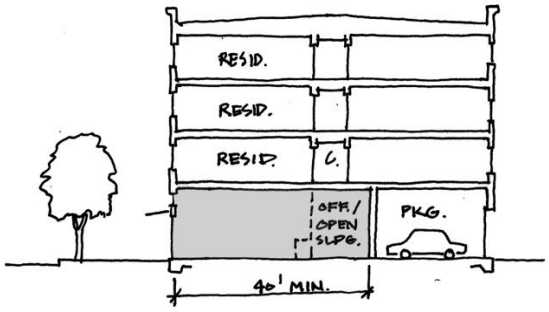
Features:

- Surface parking located behind/adjacent to retail building
- Entries and storefronts facing onto street or plazas
- Typically 20-30 feet in height with high ceilings

C9. Live/Work



Live/Work space connected to residence above

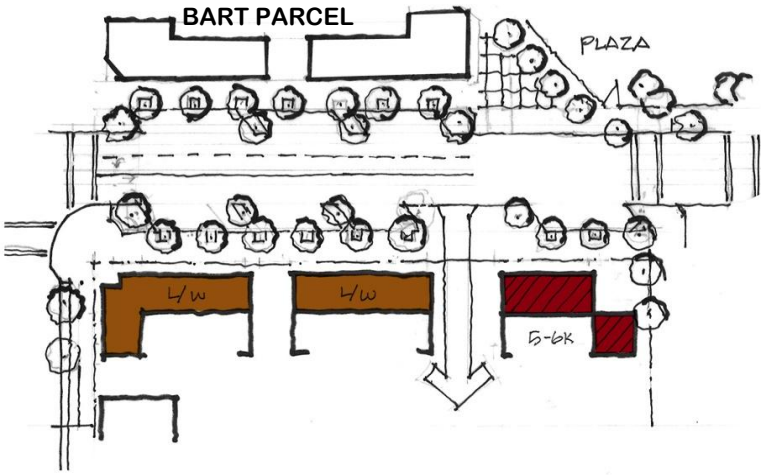
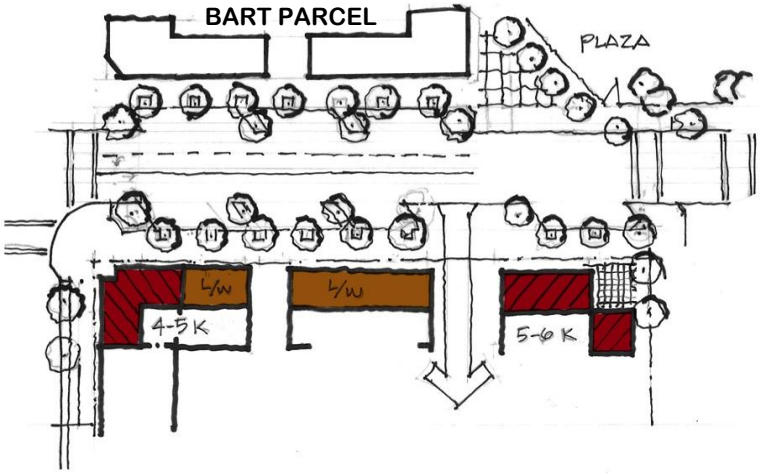
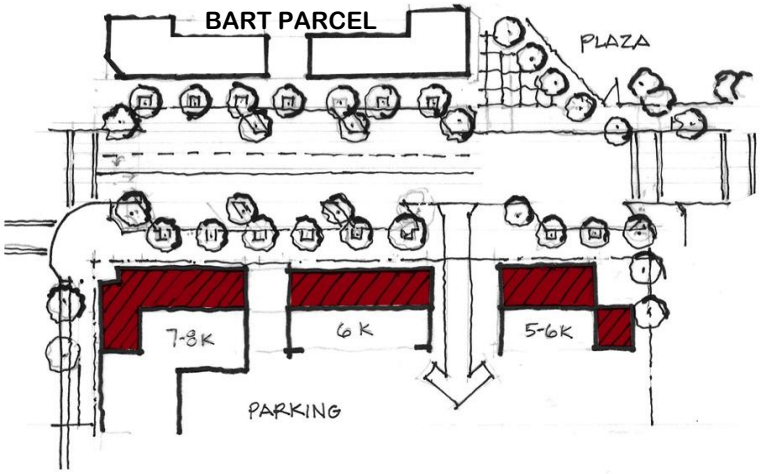


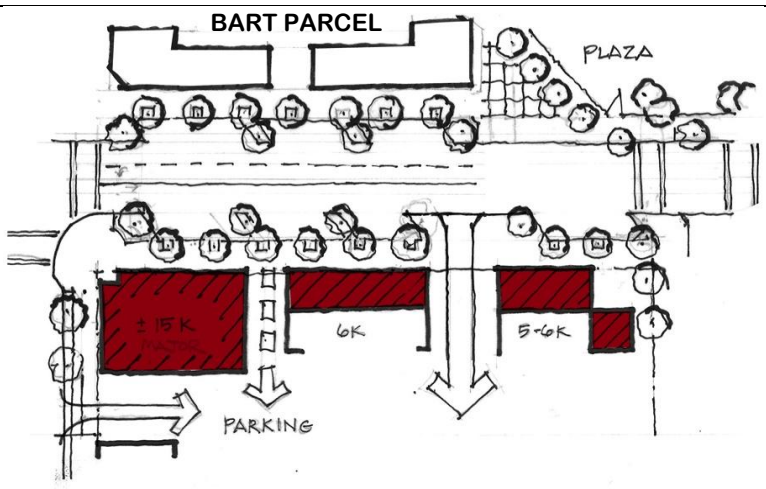
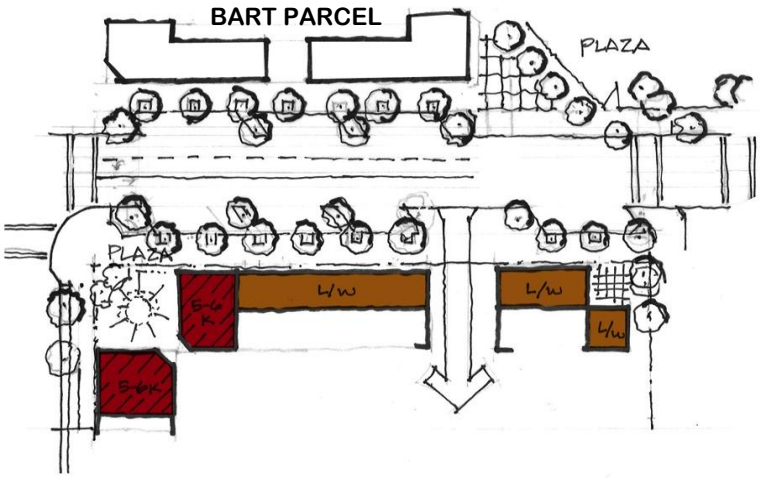
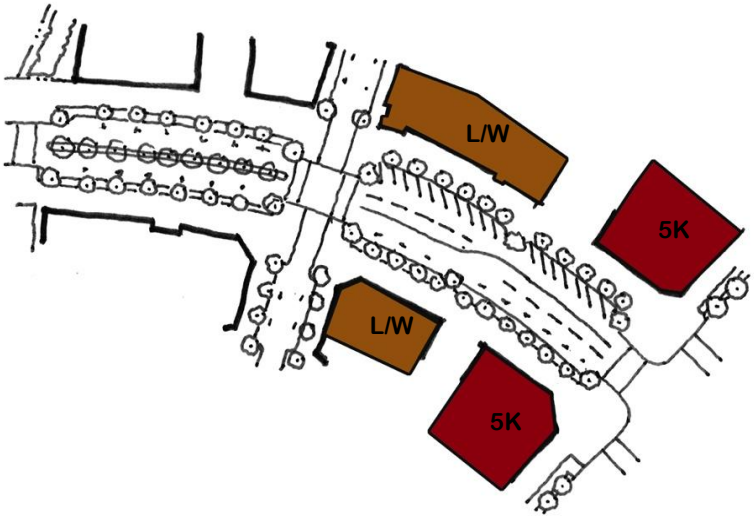
Live/Work space with studio residence

Features:

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

C10. Example Retail Configurations (Listed stats do not include BART parcel)

5,000-6,000 square feet at one corner with Live/Work along the rest of frontage	
10,000 square feet at both corners with Live/Work between	
18,000-20,000 square feet along Owens Drive	

25,000-30,000 square feet with Major Tenant (Grocery, Pharmacy)	
10,000-12,000 square feet 60 feet deep at Willow Road with Live/Work along the rest of frontage	
GIBRALTAR RETAIL 5,000-10,000 square feet at corner with Hacienda Drive	

D. ARCHITECTURAL FEATURES

D1. Residential Entries

Development Standards:

D1.1. All ground floor units (within 5 feet of grade) shall have entries onto street, internal street, paseo(walk), or open space. (including corridor buildings)

Design Guidelines

D1.a. Entries should be the predominant feature of front facades, and should have a scale that is in proportion to the size of the building and number of units being accessed. Larger buildings should have a prominent, centralized building entrance.

D1.b. Building fronts should include porches, unit entries, and architectural detailing.

D1.c. Building entries should be the prominent feature of the front facade and identify access to individual units.

D1.d. Building entries that face a public street, drive or common space should be the first choice for entry location.

D1.e. Porches and balconies that face streets should be semi-transparent and be incorporated into the materials and design of the building.

D1.f. Porches may encroach 5 feet into the front yard setback.

D1.g. Front yard patios can be used and be part of entry path or a separate space. Patios should have a low fence, screen, or hedge no higher than 3 ft to transition between public and private areas.

D2. Window Treatments

Design Guidelines

D2.a. Windows are a very important element of building form and should be well organized on a building facade to create a rhythm or pattern.

D2.b. Windows should emphasize vertical massing of buildings.

D2.c. Windows should have a hierarchy of sizes emphasizing the function of the living spaces and views while allowing for privacy of neighboring properties.

D2.d. Windows should be well detailed and consistent with the architectural design of the building.

D2.e. Windows should be "punched" in from the exterior building wall or should be defined by well-designed trims. Trim material should contrast with wall materials.

D2.f. Windows should overlook streets and open spaces to provide "eyes on the street" and ensure clear views for safety.

D3. Roofs and Parapets

Design Guidelines

D3.a. Use eave and parapet details to provide a strong skyline or silhouette and at visual interest to the roof line.

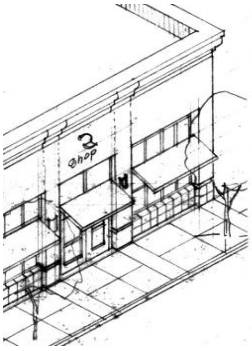
D3.b. Emphasize vertical proportions of individual units rather than horizontal building massing.

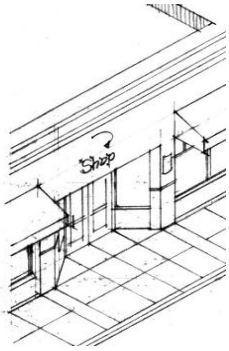
D3.c. Rooflines should correspond to variations in building massing and articulation with bays, gables, dormers and strong eave elements.

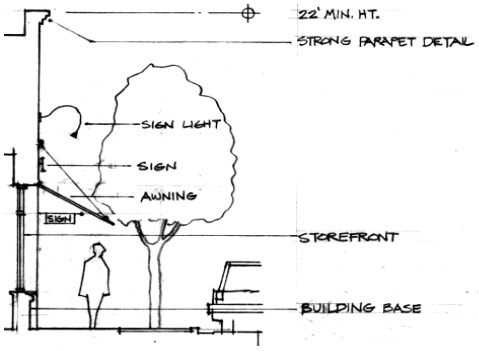
D3.d. Roof elements should be varied to minimize the appearance of mass and bulk.

D3.e. Gable roofs or bays with parapets are encouraged to emphasize vertical proportion and break up the massing of large hipped roofs.

D4. Retail and Live/Work Storefronts







Development Standards:

D4.1. Retail and service uses shall have a minimum interior 15 feet clear floor to ceiling height.

D4.2. Live/work uses shall have a minimum 12 feet clear floor to ceiling height for two story units and 15 feet clear floor to ceiling for one story units to allow for mezzanine.

D4.3. Storefronts shall have a minimum depth of 40 feet, and 60 feet at corners.

Design Guidelines

D4.a. Large display windows (large panes or divided lites) are strongly encouraged.

D4.b. Clear glass should be used. Colored or reflective glass is not appropriate.

D4.c. A well designed and/or decorative material base is desired at display windows.

D4.d. Entries and window displays should have consistent materials and detailing.

D4.e. Entries should be located at corners or intersection whenever possible.

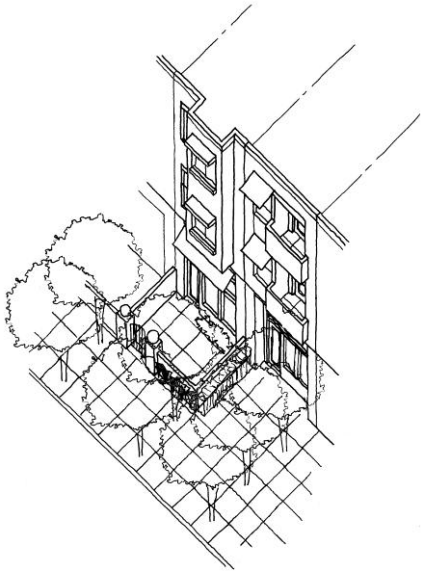
D4.f. Recesses are encouraged to identify entries and provide weather protection.

D4.h. Awnings, canopies, trellises and/or other shade devices over storefront windows and entries are strongly encouraged to provide signage, shade, and pedestrian cover.

D4.i. Individual awnings that articulate the building façade rhythm are desired in lieu of long continuous horizontal awnings.

D4.j. Live/work units when used as Live/Live should maintain a commercial storefront character.

D4.k. Live/work units when used as Live/Live may be landscaped up to 8 feet from building storefront. Landscaping may include low fencing (3-3.5 feet) to create an outdoor patio.



D5. Gateway Corners

Design Guidelines

D6.a. Buildings located on the corner of two public streets, end of a major pedestrian or shared path, and/or end of an important vista should have unique architectural element.

D6.b. A unique architectural element can be a change in height, a definition of a public plaza, and or a change in architectural style.

D6. Building Signage

Design Guidelines

D6.a. Site signage should feature individually formed lettering and should have an artistic design element as well as addressing way finding.

D6.b. Backlit box signs are not permitted, except when required by the Fire Department.

D6.c. Site signs should have design features consistent with the buildings in the development, and should be integrated into the site development and landscaping.

D6.d. Attractive signage directories are encouraged to help provide way finding within the development.

D7. Bike Parking

Development Standards:

D7.1. Weather protected and secure bike parking spaces shall be provided for a minimum of 30% of the maximum occupants per dwelling unit. Bike parking can be grouped into one structures or located in private garages.

D8. Utility and Trash Enclosures

Design Guidelines

D8.a. Opaque screen trash and recycling enclosures or individual containers for each unit shall be provided.

D8.b. Enclosures should be located to minimize any conflict with individual units, common open space areas, or neighboring properties.

D8.c. Trash enclosures are required to be of durable materials such as concrete or concrete block and finished to integrate with the building design.

D8.d. Trash enclosures shall be sized and designed to accommodate the City's source separated recycling program.

D8.e. Buildings should be organized so the impact of servicing functions and utilities on streets and along pedestrian paths is minimal.

D8.f. Utilities should be incorporated into the design of the building and integrated into landscaped areas to minimize noise and visual impact. Options may include insets into building facades or integration into low wall standards.

D9. Residential Storage

Development Guidelines:

D9.1. Residential Storage: Each unit should have at least 40 cubic feet of enclosed storage area. Storage space should be outside of unit but does not need to be adjacent to unit.

D10. Compatibility with Surrounding Development

Development Guidelines:

D10.1. While the densities restrictions and requirements on the three parcels are consistent it is generally desired that the design provides features which are generally compatible with residential neighborhoods across the major arterial or street. Features which assist in creating compatibility may include:

- additional landscaping including large trees within the setbacks
- architectural treatments such as change in material at the upper floors, bays which extend a story lower to visually lower the facade, or building step backs at the top floor are all potential treatments which may be considered
- The corners of Gibraltar and Hacienda Drive should maintain the "gateway" treatments within the design guidelines

PART 4
PROCESS

A. PLANNED UNIT DEVELOPMENT (PUD)

Applications for development of each of the three sites will be processed through the City's established Planned Unit Development review process. Criteria for review of these projects shall include the Core Development Standards, Non-core Development Standards, and Design Guidelines as included in these Transit Oriented Development Standards and Guidelines and as required by the City's Settlement Agreement, relative to Urban Habitat v. City of Pleasanton.

The City will conduct environmental analysis of each project in accordance with CEQA and CEQA Guidelines.

PART 5
APPENDIX

Usable Open Space Code:

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

18.84.170 Usable open space.

A. Each dwelling unit in the RM and C-C districts shall have group or private usable open space as prescribed in the zoning schedule codified in table 18.84.010 of this chapter, provided that in the RM district each dwelling unit shall have private usable open space of at least the minimum area specified by subsection C of this section. Group and private usable open space may be combined to meet the requirements. Each square foot of private usable open space shall be considered equivalent to two square feet of group usable open space and may be so substituted. All required usable open space shall be planted area, or shall have a dust-free surface, or shall be water surface, provided that not less than 10 percent of the required group usable open space at ground level shall be landscaped with trees and other plant materials suitable for ornamentation. No required usable open space shall be located in a parking area, driveway, service area, or required front yard, or shall have a slope greater than 10 percent.

B. Group usable open space shall have a minimum area of 300 square feet and a rectangle inscribed within it shall have no dimension less than 15 feet. Required usable open space may be located on the roof of an attached garage or carport, but not more than 20 percent of the required space shall be located on the roof of a building containing habitable rooms.

C. Private usable open space located at ground level shall have a minimum area of 150 square feet and a rectangle inscribed within it shall have no dimension less than 10 feet. The minimum area of aboveground-level space shall be 50 square feet and a rectangle inscribed within it shall have no dimension less than five feet. Private usable open space shall be adjacent to, and not more than four feet above or below the floor level of the dwelling unit served. Not more than 50 percent of ground-level space may be covered by an overhang, balcony, or patio roof. Aboveground-level space shall have at least one exterior side open above railing height.

D. Private, ground-level, usable open space on the street side of a structure shall be screened from the street.

E. Usable open space shall be permanently maintained by the owner in orderly condition. (Prior code § 2-5.45)