EXHIBIT B

THE CITY OF PLEASANTON

Planning Commission
Staff Report

MAY 8, 2013 ~~April 24, 2013~~
Item 6.a.

SUBJECT:	**PUD-81-30-87D**
APPLICANT/ PROPERTY OWNER:	St. Anton Partners
PURPOSE:	Application for Planned Unit Development (PUD) development plan approval to construct 168 apartment units and related site improvements.
GENERAL PLAN:	Mixed Use/Business Park.
ZONING:	Planned Unit Development – High Density Residential (PUD-HDR)
LOCATION:	5729 West Las Positas Boulevard
EXHIBITS:	A. Conditions of Approval B. Proposed Development Plan and Related Material: 1. Plans, Project Narrative, Green Point Checklist, dated "Received April 9, 2013" 2. Tree Report, dated August 16, 2012 with addendum dated April 10, 2013. 3. Air Quality and Greenhouse Gas Review, dated January 21, 2013 4. Geotechnical Investigation, dated June 25, 2012 5. Phase I Environmental Site Assessment, dated June 19, 2012 6. Traffic Noise Analysis, dated January 22, 2013 7. Traffic Impact Analysis, dated January 7, 2013 8. Climate Action Plan Checklist, dated "Received April 9, 2013" C. Minutes of the November 14, 2012 Planning Commission Work Session Meeting D. May 2, 2013, Housing Commission Staff Report and Attachments E. Addendum to the Supplemental Environmental Impact Report F. Ordinance No. 2033, Rezoning the 5.6-Acre Portion of the Nearon Property G. Reciprocal Easement Agreement H. Hacienda Owners Association Approval Letter I. Location & Public Noticing Maps

I. BACKGROUND

The subject site currently contains a single building of approximately 3,640 square feet that was built in 1983 as an auto service center in conjunction with an 110,000 square-foot, two-story office building for Hewlett-Packard. The lot was subdivided in 2004, which resulted in the auto center, a small lawn area, and a portion of the existing parking lot being located on a separate (approximately 5.6 acre) parcel.

In January 2012, the City rezoned nine sites for high-density multifamily development in order to meet the City's share of the regional housing need (the rezoning approval is attached as Exhibit F). The subject site was one of the nine sites that were rezoned.

On September 4, 2012, the City Council adopted the Housing Site Development Standards and Design Guidelines (hereafter referred to as "Standards") to guide development on the nine sites.

The 5.6-acre site is identified as Site # 7 in the Standards. Site # 7 is required to provide a density of 30 units per acre (168 units) as a maximum and a minimum.

The proposed application is subject to review and approval by the City Council, following review and recommendation by the Housing Commission (regarding the affordable housing) and the Planning Commission. The Planning and Housing Commissions' recommendations on the proposed applications will be forwarded to the City Council for review and final decision.

November 14, 2012, Planning Commission Work Session

The project was brought before the Planning Commission as a work session on November 14, 2012, to receive early feedback from the Planning Commission and comments from any interested individuals regarding the proposed project. The Planning Commission provided the following comments on the work session discussion points (additional comments made by the Commission are located in the attached minutes):

A. *Would the Planning Commission support the requested exceptions if the project were to move forward?*

   All Commissioners indicated that they could support the requested exceptions, but they did request that the applicant review the project to see if there were any possible ways to get additional ground level entries incorporated into the design.

B. *Are the on-site circulation, parking layout, and positioning of the buildings acceptable?*

   The Commission believed that the on-site circulation, parking layout, and positioning of the buildings were acceptable, but encouraged the applicant to do whatever they can to dissuade the fears of the adjacent residents regarding the adequacy of parking.

C. *Are the proposed on-site recreation facilities and amenities acceptable?*

   The Commission stated support of the recreation facilities and amenities being offered by the project.

D. *Are the building designs, colors, materials, and heights acceptable?*

The Commission generally felt that the building designs, colors and materials, and heights were acceptable and projected the "Pleasanton Look." Two Commissioners expressed concerns about the wrought-iron bars on the windows and it was suggested that the number of bars on the window be reduced.

Work Session Public Comments

James Paxson, General Manager of the Hacienda Owners Association, spoke in favor of the project.

Diane Birchell, resident at the Verona Townhouses, stated that the principal concerns that affect the Verona residents directly are traffic and parking. She indicated that they have always had a parking problem, and this will become worse and would impact the residents because when people are looking for some place to park, they will go wherever they can find it. She indicated that, if it is possible, there should be a traffic light rather than a stop sign, at the very least, one that could be triggered only when traffic requires it, to prevent accidents.

In response to the Commissioners' request for input, Mike Tassano, the City Traffic Engineer, stated his review of the site indicated that sufficient gaps in traffic exist to allow for exiting with minimal delay and that installing a signal would increase the waiting time for residents exiting the development.

II. SITE DESCRIPTION

Subject Property and Surrounding Area

The approximately 5.6-acre site is located at 5729 West Las Positas Boulevard, within Hacienda Business Park. The site fronts on West Las Positas Boulevard and backs up to Tassajara Creek (northwest). The site was developed in 1983 for Hewlett-Packard and currently contains the existing auto service center, lawn area, and parking lot area. The site is generally flat. There is one bus stop with a shelter located along West Las Positas Boulevard partially along the project frontage. The 5.6-acre site is designated as Lot 23B (a portion thereof) in the Hacienda Design Guidelines.

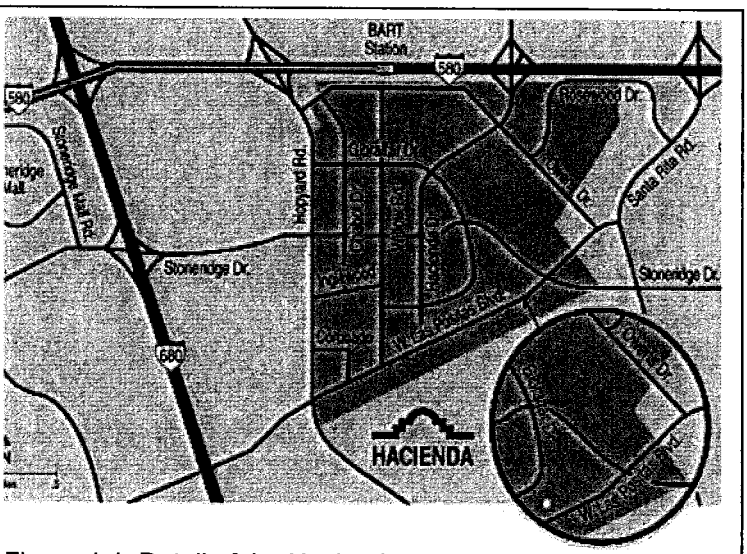

Figure 1.1: Detail of the Hacienda Business Park Boundary and Project Location
Source: Hacienda Business Park Owners Association

The site is approximately one mile from the East Dublin/Pleasanton BART station and the site is within ¼ mile of the Hacienda Plaza Shopping Center, two City parks, and two high density developments (Figure 1.2).

Adjacent properties include a two-story office building (Occupied by ValleyCare Health System since 2004) to the east, the Verona development (Townhomes) to the south across West Las Positas Boulevard, Tassajara Creek to the west and north and, beyond the creek, are office developments.

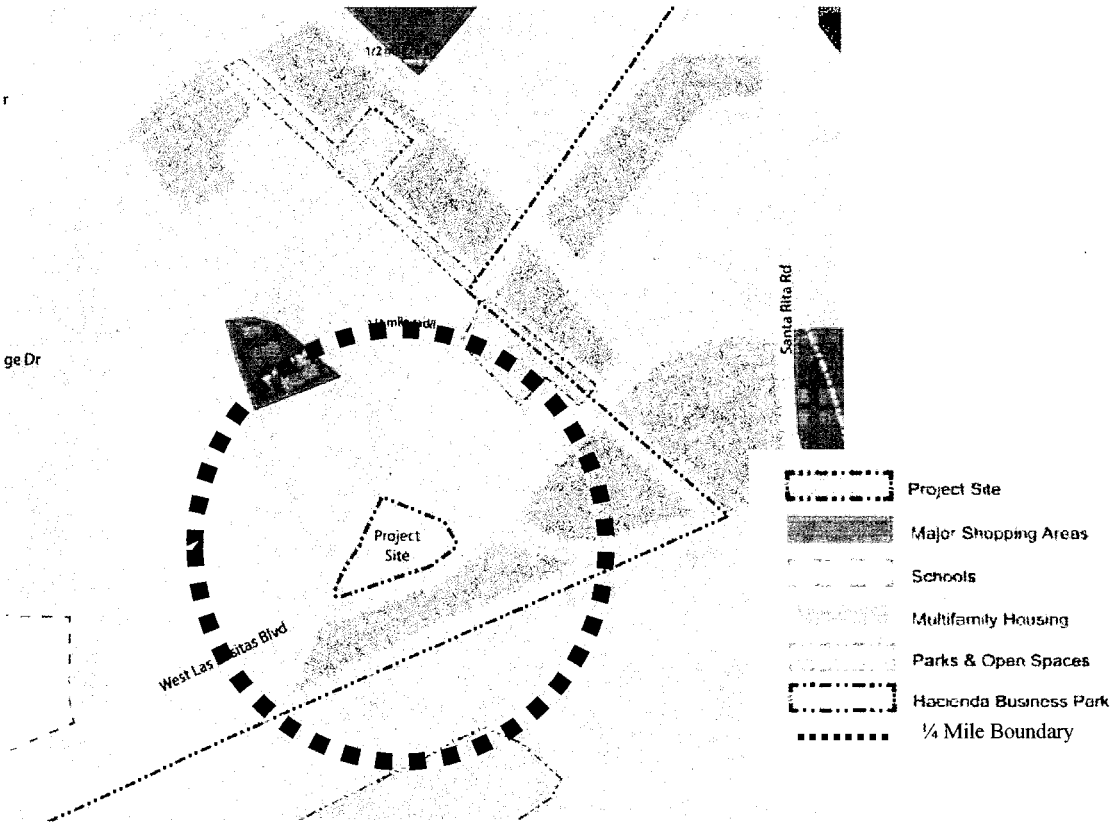

Figure 1.2: Uses within 1/4 mile of the Site

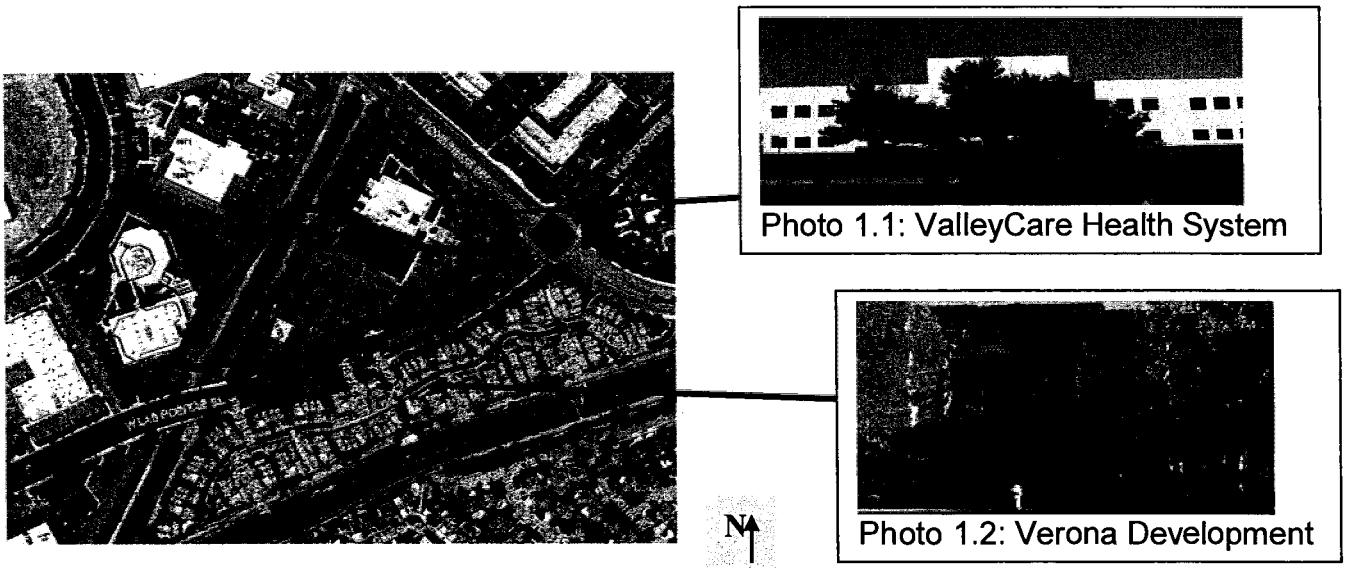

Photo 1.1: ValleyCare Health System

Photo 1.2: Verona Development

The site currently contains a single building of approximately 3,640 square feet that was built in 1983 as an auto service center in conjunction with the 110,000 square-foot, two-story office

that was originally built for Hewlett-Packard and is now occupied by ValleyCare Health System.

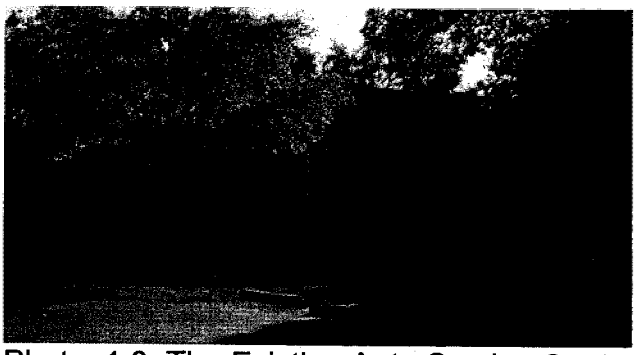

Photo: 1.3: The Existing Auto Service Center (not in operation).

The subject site is well planted with frontage trees and landscaping within the existing parking lot planting strips and pockets (Photo 1.4)

Photo 1.4- View of Site from West Las Positas Boulevard

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III. PROJECT DESCRIPTION

The applicant proposes to build an apartment complex on the approximately 5.6-acre site. The project features are summarized below:

- The project would provide 168 apartment units in total, one clubhouse building/ leasing office, on-site amenities, and surface parking.

- The housing will be distributed among three buildings. Two "U"-shaped buildings fronting West Las Positas Boulevard are three-stories (38-feet tall), 58,000 square feet each, and house 38 units individually. The third residential building is an "L"-shaped structure (located in the northern part of the site) and is four-stories (53 feet) tall, 115,000 square feet in size, contains 92 units, and overlooks Tassajara Creek.

Table 1: Project Unit & Square Footage

Building	Residential Units	Total Square Footage
Building A	38	62,352
Building B	92	119,491
Building C	38	62,352
Clubhouse/Office	0	4,650
Total	**168**	**248,845**

- The clubhouse/leasing office is approximately 4,650 square feet in area and is one-story in height with a breezeway entry feature (maximum of 24' tall). The clubhouse will offer a fitness center (including yoga and group exercise studio), clubroom with kitchen and seating for community gatherings, and multiple leasing offices. The central outdoor recreation area offers an 800-square-foot outdoor swimming pool, children's play area, grassy village green, barbeque picnic area, and water feature.

- The southwest corner of the property contains a 9,000-square-foot pocket park with a large open lawn, community vegetable garden, fenced pet area, earth sculpture and gathering areas with seating. The pocket park is also designed to provide a 3,600-square-foot stormwater basin.

- In total, the project proposes 26,600 square feet of group open space and the total on-site impervious surface area would be 190,492 square feet.

- The main access to the site would remain on West Las Positas Boulevard with additional emergency vehicle access being provided off of Stoneridge Drive through the adjacent ValleyCare site (as outlined in the Reciprocal Easement Agreement, Exhibit G). Eight paseos connect the residential buildings, and the site in general, to the existing public sidewalk along West Las Positas Boulevard. Direct pedestrian access is also provided to the planned Tassajara Creek trail (along the south side of the creek). Pedestrian-designated walkways allow for multiple paths of travel between the proposed buildings and the on-site amenities and the Tassajara Creek trail (off-site).

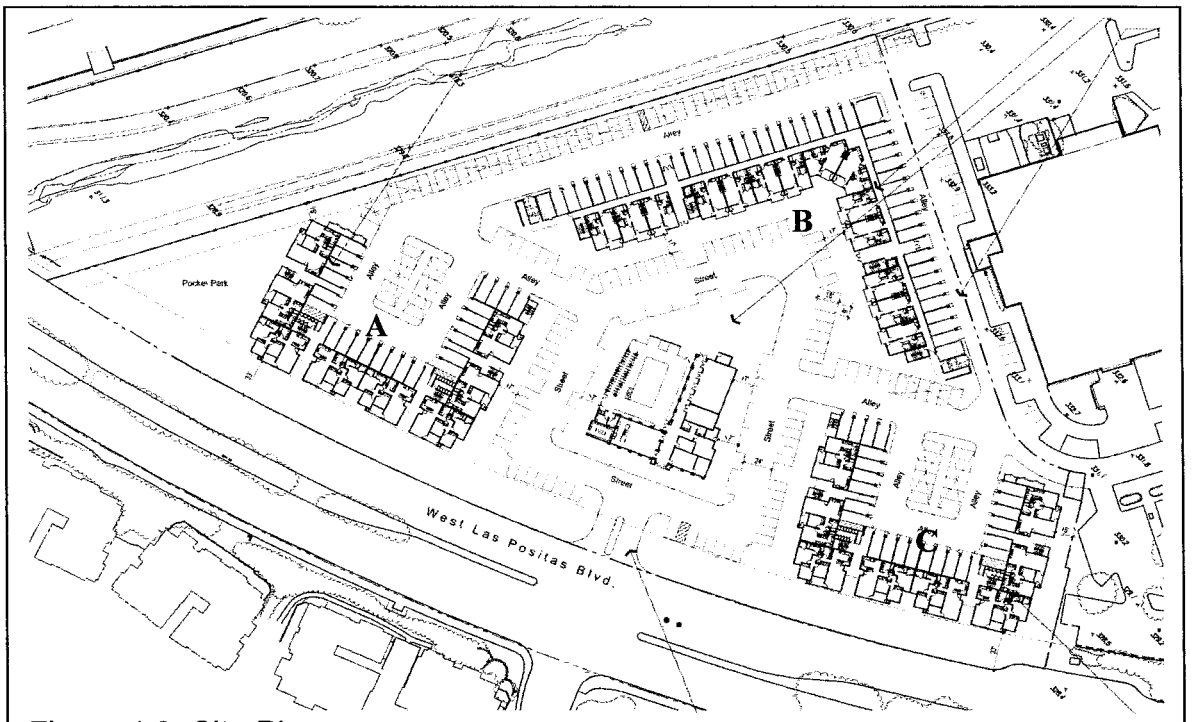
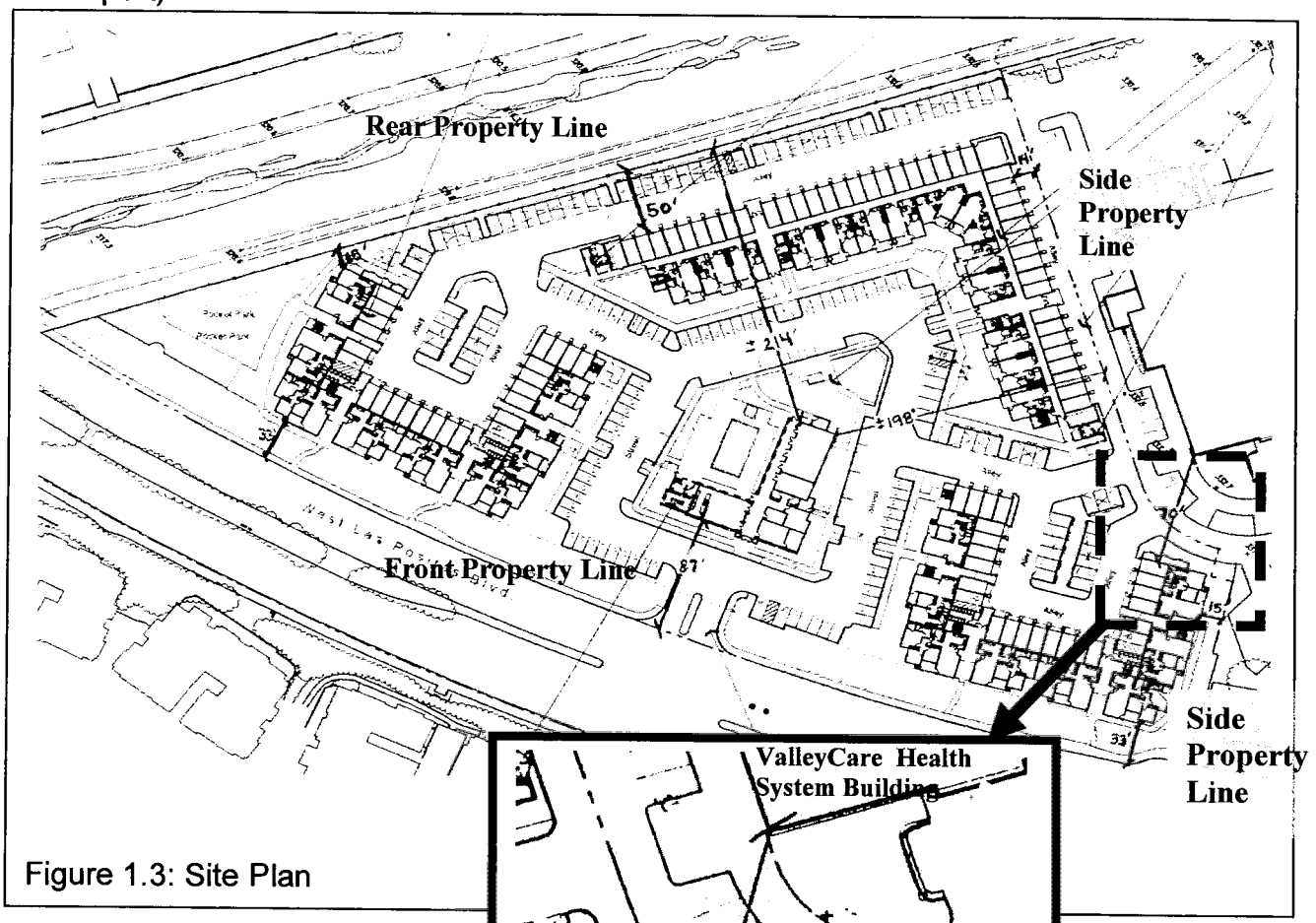


Figure 1.3: Site Plan

- The front two "U"-shaped buildings are set back a minimum of 33 feet from the front property line, the clubhouse is 87 feet from the front property line, and the "L"-shaped building is a minimum of 231 feet from the front property line. The side property line setbacks range from three feet to 19 feet (an exception request is discussed in the *Exceptions Requested by the Applicant Section* of this report). The rear property line setbacks range from 15 feet to more than 280 feet (an exception request is discussed in the *Exceptions Requested by the Applicant Section* of this report).



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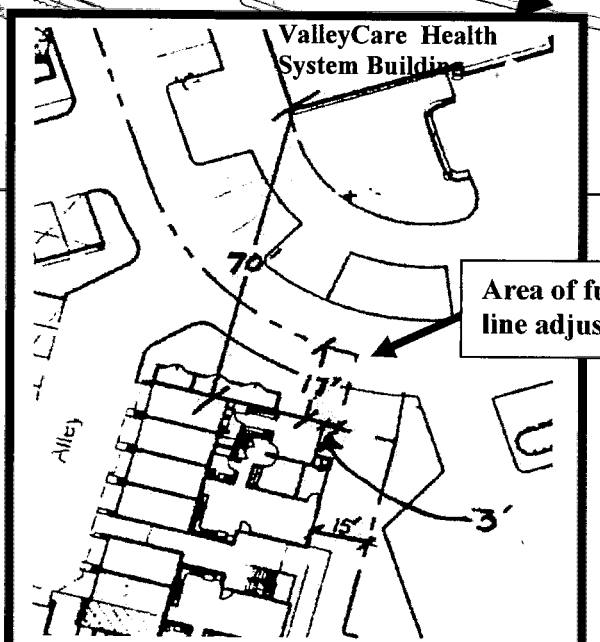

Figure 1.4: Setback Diagram

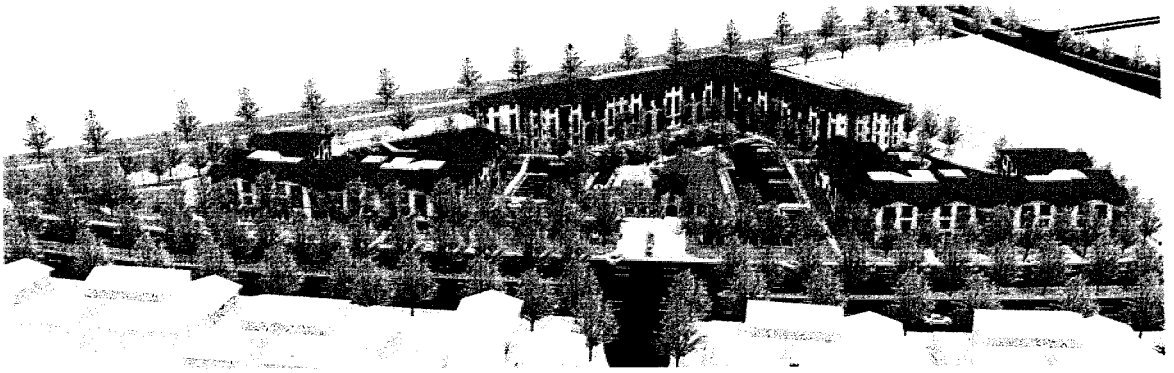

Figure 1.5: Illustration of the Project Site

- The applicant has worked with staff to develop options for incorporating affordable housing into this project. The applicant is proposing a residential development that accommodates mixed income groups appropriately distributed throughout the community. The Housing Commission is scheduled to consider the affordable housing options for this project on May 2, 2013, which is after the publication of this staff report. Staff will provide the Planning Commission with an update during the Planning Commission hearing for this project. Therefore, at this time, no agreement has been reached with regard to number of units, income levels, or placement within the development. The Housing Commission Staff report is attached for reference (Exhibit D).

- The Standards do not require private open space to be provided for each unit. All of the 168 units would have private open space area in the form of patios or balconies. The private open space areas range from 61 to 81 sq. ft. in area. The Standards do require 300 square feet of private group usable open space per dwelling unit (50,400 sq. ft. for this project). The proposed project offers 26,600 square feet of group open space and 10,074 sq. ft. of private patio open space. Per the Standards, the private open space is considered equivalent to two square feet of group open space and may be substituted as such. Using this substitution, the project would be able to offer 50,948 sq. ft. of total open space to satisfy the requirements of the Standards.

- A total of 286 parking spaces are proposed on-site. A combination of 90 garages and 79 carports, provide for 169 covered spaces. The remaining 122 are uncovered surface stalls and, of the total parking spaces, 73 are compact (about 25%). Spaces on the neighboring site (ValleyCare Health Systems) as part of the Reciprocal Easement agreement (Exhibit G) account for 22 of the 122 uncovered stalls. There will be 24 stalls designated for guest parking.

- Bicycle parking is accommodated within the 90 private garages and 45 separate bike storage rooms, for a total of 135 spaces being provided. The bike storage rooms will be located on the ground floor in either wing of the "L"-shaped building. There are also a total of 168 bulk storage spaces (40+ cubic feet). The two "U"-

shaped buildings contain 22 bulk storage spaces, and the remainder are located in storage closets on the private decks of the unit plans 1A, 1C, 2B, and 2C.

- There is one existing Livermore Amador Valley Transit Authority (LAVTA) bus stop partially on the project site, along West Las Positias Boulevard, on the south eastern tip of the parcel. The stop contains a shelter and is not proposed to be altered.

- The project is proposing to provide two gates that will provide direct connection to the future trail along Tassajara Creek. Although this section of the creek trail system is not currently connected to the other segments of the trail system, it is planned that this section of the trail (south side of the creek) will be linked with the other existing and planned creek trails at some point in the future.

- The proposed project models a Mission Hacienda architectural style. The materials that are proposed include stucco, limestone trim (simulated), stone veneer, wood-like trim for the windows, concrete roof S-tile, wrought iron work, and fabric awnings. The detailing of the rafter tails, the balconies, and accent trims create depth to the proposed buildings.

- Tree Removal: According to the Tree Report prepared by Hort Science (Exhibit B.2), the project site contains 137 trees, of which 55 are considered heritage trees as defined by the Pleasanton Municipal Code. Seventy-eight trees are proposed for removal, of which eight are heritage trees. The preliminary landscape plan provides general information on the plantings for the open space areas and the development as a whole. The landscaping plan includes the planting of additional trees to offset the removal of mature vegetation and heritage trees consistent with the Tree Preservation Ordinance.

Figure 1.6: West Las Positas Boulevard Streetscape

Figure 1.7: Building A

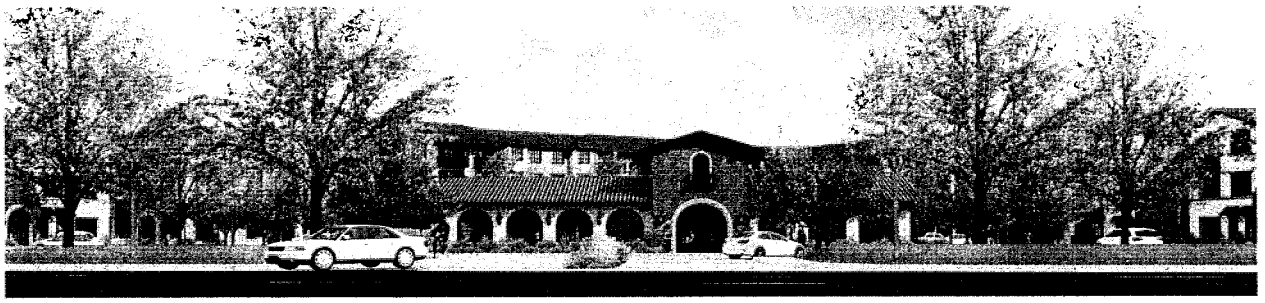

Figure 1.8: Project Entry and Community Building

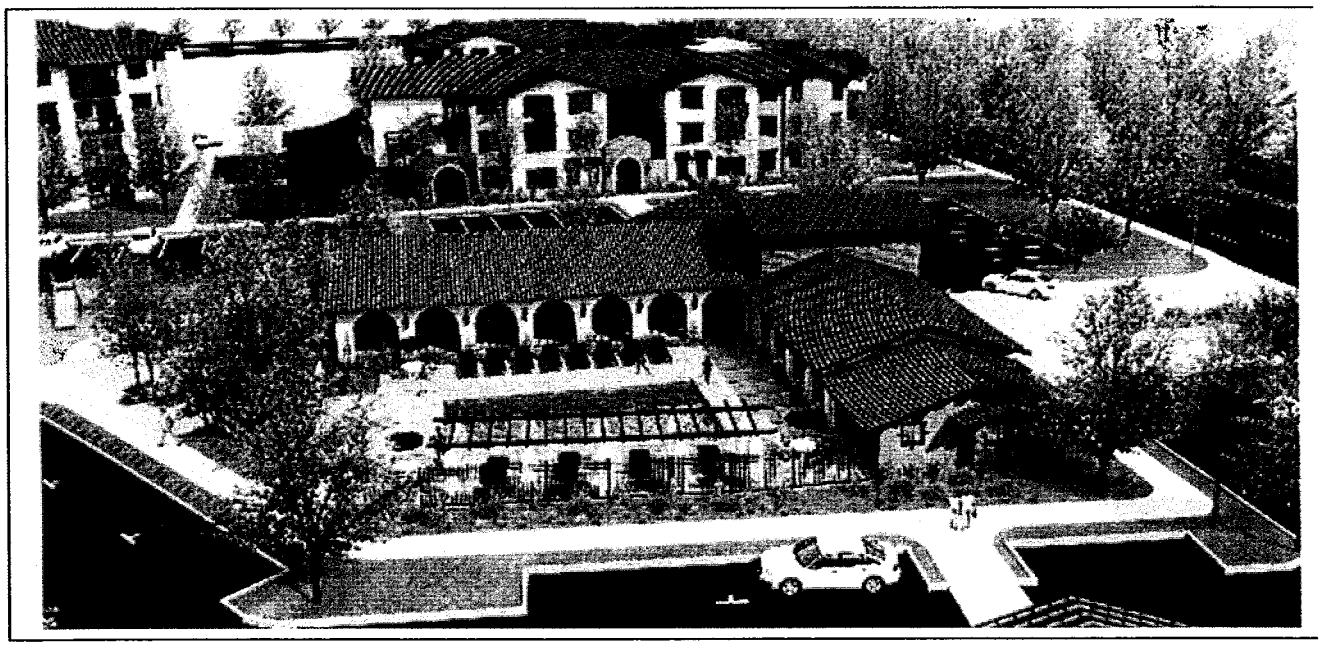

Figure 1.9: Community Building and Pool Area

IV. ANALYSIS

Land Use

Conformance with the General Plan

The subject parcel has a General Plan Land Use Designation of "Mixed Use/Business Park" which permits land uses such as office, retail, hotel and other commercial uses, community facilities, research and development, and residential. The residential use is consistent with this land use designation. The Mixed Use/Business Park land use designation requires residential projects to have densities of at least 20 dwelling units per acre with higher densities (30 units per acre or more) encouraged in locations proximate to BART stations and other areas near transit[1]. In addition, Program 11.1 of the Housing Element indicates that sites designated Mixed Use shall be developed at a minimum density of 30 units per acre. The proposed density of 30 dwelling units per acre is consistent with the General Plan (please see the

[1] The project is located 1 mile from the East Dublin/ Pleasanton BART station, adjacent to bus stops, and connecting to a trail system (to be expanded in the future).

"Housing Site Development Standards and Design Guidelines" section below for additional density discussion). Below are some of the General Plan Goals, Programs, and Policies that the project is consistent with or would promote:

Land Use Element

Sustainability

Program 2.1: Reduce the need for vehicular traffic by locating employment, residential, and service activities close together, and plan development so it is easily accessible by transit, bicycle, and on foot.

Program 2.2: Encourage the reuse of vacant and underutilized parcels and buildings within existing urban areas.

Program 2.3: Require transit-compatible development near BART stations, along transportation corridors, in business parks and the Downtown, and at other activity centers, where feasible.

Program 2.4: Require higher residential and commercial densities in the proximity of transportation corridors and hubs, where feasible.

Program 2.6: Require design features in new development and redevelopment areas to encourage transit, bicycle, and pedestrian access, such as connections between activity centers and residential areas, and road design that accommodates transit vehicles, where feasible

Program 2.8: Require land development that is compatible with alternative transportation modes and the use of trails, where feasible.

Overall Community Development

Policy 4: Allow development consistent with the General Plan Land Use Map.

Policy 9: Develop new housing in infill and peripheral areas which are adjacent to existing residential development, near transportation hubs or local-serving commercial areas.

Policy 10: Provide flexibility in residential development standards and housing type consistent with the desired community character.

Housing Element

Housing Variety, Type, and Density

Goal 1: Attain a variety of housing sizes, types, densities, designs, and prices which meet the existing and projected needs of all economic segments of the community.

Housing Location

Policy 35: Disperse high-density housing throughout the community, in areas near public transit, major thoroughfares, shopping, and employment centers.

Program 35.1: Provide and maintain existing sites zoned for multi-family housing, especially in locations near existing and planned transportation and other services, as needed to ensure that the City can meets its share of the regional housing need.

Zoning and Uses
The approximately 5.6-acre site was rezoned in January 2012 to allow a multi-family residential development. Therefore, no rezoning is needed to allow the proposed development.

Housing Site Development Standards and Design Guidelines

Density
The proposed density of 30 dwelling units per acre conforms to the 30 dwelling units per acre density stipulated by the Standards.

Exceptions Requested by Applicant
The project conforms to most of the Standards. The applicant is requesting four exceptions to the Standards. For the Commission's reference, the page and section number for each item below is noted in *italics*.

1. Street Entries—a minimum of 75% of Ground floor units (within 5 feet of grade) shall have entries onto street, internal street, paseo (walk), or open space (including corridor buildings). The proposed project has 30 ground-floor units, thus requiring 23 units to have access onto a street, internal street, paseo (walk), or open space (including corridor buildings). The applicant is requesting an exception to allow only 16 units to provide such entries. *P. 37, Architectural Features C1.1.*

2. Rear Yard Minimum—the required rear yard setback is 20 feet. The "U"-shaped building nearest the creek has a corner that is set back 15 feet from the rear property line. The applicant is requesting the exception for this setback based on the acute angle of this portion of the site. *P. 9, Rear Yard Minimum.*

3. Side Yard Minimum—the required side setback is 8 feet with a total of 20 feet for both sides. The "U"-shaped building nearest the Valley Care Health System building has a notched-out property line (see Figure 1.4 above). The applicant has indicated that they are pursuing a lot line adjustment in the future to resolve this situation, but at the current time the project would also need an exception to allow a 3-foot setback on this corner. It should be noted that the separation to the adjacent ValleyCare Health System building is more than 70 feet away from the proposed building within this subject area and that the area between the two buildings contains landscaping, drive aisles, and surface parking. *P. 9, Side Yard Minimum.*

4. Buildings above 35' in height—the building façade above 35 feet in height (Building B) should be stepped back 10 feet. *P. 53, Special Design Standards & Guidelines.*

Comments: Based on the unusual configuration of the lot, the required density for the site, and the quality of the design, staff can support the exceptions that are being requested. With regard to the requested exception for ground level street entries, the applicant analyzed the project design to determine if additional ground level entries could be added to lessen or avoid the requested exception for the Street Entries standard, as requested by the Commissioners at the work session. However, the applicant has indicated that they were not able to revise the design to obtain additional street entries, as a revised design would result in impacts to the flow of the architecture, building design, parking layout, and the overall site layout that could not be overcome.

Site Plan

The site contains a 15-foot wide levee and slope easement along the northwestern property line in connection with the creek. The easement is for drainage during a 100-year storm event, but has been intermittently abandoned by Zone 7 both upstream and downstream of this project site. If the applicant desired to have the easement abandoned, they would need to submit a request to Zone 7 to abandon the easement in this location. However, staff has noted in the field the existence of longitudinal cracking as if the area is sloughing into the channel. Therefore, a geotechnical report was required with the formal application to analyze this issue. The report explains the soil make-up/profile of the site as expansive silty clays and heavier clays with high plasticity. The report also specifies the foundation construction methods that should be employed for this site. Notably, staff is not supporting habitable structures within the drainage easement.

The project complies with the minimum building-to-building separation requirements and the minimum setbacks (except in those areas noted above). The parking has been positioned to minimize its visibility in as much as possible from West Las Positas Boulevard and the adjacent properties.

Floor Area Ratio
The Housing Site Development Standards and Design Guidelines indicate that there is no Floor Area Ratio (FAR) applicable for the residential developments.

Open Space/Amenities
The proposed project contains a variety of recreation areas and amenities. The clubhouse will offer a fitness center (including yoga and group exercise studio), clubroom with kitchen and seating for community gatherings, and multiple leasing offices. The central outdoor recreation area offers an 800-square-foot outdoor swimming pool, children's play area, grassy village green, barbeque picnic area, and water feature. The pocket park in the southwest corner of the property contains a large open lawn, community vegetable garden, fenced pet area, earth sculpture and gathering areas with seating. In total, the project proposes 26,600 square feet of group open space on-site. The project has also designed connections to the Tassajara Creek trail and will be installing access gates at West Las Positas Boulevard and Stoneridge Drive.

The Standards require a minimum of 300 sq. ft. of group open space per dwelling unit (168 units x 300 = 50,400 sq. ft.). Private open space is not required, but, if provided, it can be deducted from the group open space requirement at a 2:1 ratio (i.e., 1 sq. ft. of private open

space = 2 sq. ft. of group open space). The project would provide 26,600 sq. ft. of public open space and 4,200 sq. ft. of private open space and 10,074 sq. ft. of private patio open space which is equivalent to a total of 50,948 sq. ft. of group usable open space. Therefore, the project complies with the open space requirements.

Additionally, the residents would have access to even more open space than the above total with the use of the Tassajara Creek trail.

Overall, staff finds the project amenities and group and private open space to be acceptable.

Transportation

Traffic and Circulation

The project site is currently accessed via a full access driveway on West Las Positas Boulevard. The project site can also be accessed via a right-in/right-out driveway and a full access driveway from Stoneridge Drive serving the adjacent ValleyCare Health System parcel.

Local roadways that serve the project site include West Las Positas Boulevard, Stoneridge Drive, Hacienda Drive, and Santa Rita Road. The project site is located approximately one mile southeast of the East Dublin/Pleasanton Bay Area Rapid Transit (BART) station. The project site is served by the Livermore-Amador Valley Transit Authority (LAVTA) Wheels Bus Service (Wheels). There are currently existing bus pullouts with shelters located in the project vicinity, on the north side of West Las Positas Boulevard and on the east side of Stoneridge Drive. All streets in the project vicinity have sidewalks and crosswalks at signalized intersections. Stoneridge Drive has striped bike lanes and West Las Positas Boulevard is currently signed as a bike route along the project frontage. According to the City of Pleasanton Pedestrian and Bicycle Master Plan, the segment of West Las Positas Boulevard adjacent to the project site is planned to include future bike lanes.

The Pleasanton General Plan requires site-specific traffic studies for all major developments which have the potential to exceed Level of Service (LOS) D at major intersections and requires developers to implement the mitigation measures identified in these studies in order to maintain LOS D or better. Exceptions are made for the Downtown and "Gateway Intersections" where the LOS D or better standard may be exceeded. A traffic study was prepared by Hexagon Transportation Consultants, acting as the City's traffic consultant, to analyze the traffic and circulation for this project.

The Traffic Impact Analysis dated January 7, 2013 for the proposed project is attached to this report (Exhibit B.7). The traffic study analyzed the near-term and cumulative/long-term traffic scenarios with and without the project. The near-term scenario includes the existing traffic plus anticipated traffic from approved but not yet built projects. The cumulative/long-term (or build-out) scenario consists of development that has not received final plan approval from the City but has been identified to be completed in the long term with the buildout of the Pleasanton General Plan. Regional traffic growth is also considered in the cumulative/long-term scenario.

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour is typically between 7:00 and 9:00 a.m. and the PM peak hour is typically between 4:00 and 6:00 p.m. It is during these periods that the most congested traffic conditions occur on an average day. The AM and PM peak hour vehicular trips for the proposed projects were developed based on trip generation rates contained in the Institute of Transportation Engineers (ITE) publication Trip Generation, 9th Edition. This is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies at numerous locations in areas of various populations.

As shown in Table 2, the project is expected to generate 1,117 daily vehicle trips, with 86 trips occurring during the AM peak hour and 104 trips occurring during the PM peak hour.

Table 2: Project Trip Generation Estimates

Land Use	Size	Rate			Daily Trips	AM Peak Hour			PM Peak Hour		
		Daily	AM	PM		In	Out	Total	In	Out	Total
Apartments	168 units	6.65	0.51	0.62	1,117	17	69	86	68	36	104

Note: Rates based on ITE Trip Generation, 9th Edition, 2012: average rates for Apartments (ITE 220).
Source: Hexagon Transportation Consultants 2013.

The trip distribution pattern for the proposed project was estimated based on a select-zone analysis from the Pleasanton Travel Demand Forecast model. In addition to adding traffic to the roadway network, the project would result in some redistribution of existing traffic at the site's access driveways and the intersection of Stoneridge Drive and West Las Positas Boulevard. With construction of the proposed project, existing vehicles that access the ValleyCare Health System building via the West Las Positas driveway may find it quicker to access the medical center via the existing Stoneridge Drive driveway.

The Traffic Impact Analysis indicates that the intersection of Stoneridge Drive and Santa Rita Road would operate at an unacceptable LOS E during the AM peak hour, under both buildout "no project" and buildout "with project" conditions. All other study intersections would operate at acceptable levels of service under buildout conditions during both the AM and PM peak hours with or without the proposed project.

Intersection improvements for the Stoneridge Drive and Santa Rita Road intersection are included in the City's Traffic Impact Fee and Nexus Report (May 2010) and the Capital Improvement Program for Fiscal Year 2012-2013. The City awarded the construction contract for these improvements in March of 2013. It is anticipated that the improvements identified in the General Plan for this intersection will be completed by the fall of 2013. Planned improvements include converting the second eastbound right-turn lane to an eastbound through lane and converting the remaining eastbound right turn to a free right-turn lane. Improvements also include constructing a northbound right-turn lane, and converting a northbound through lane to a third northbound left-turn lane. As shown in the Traffic Impact Analysis, implementation of these improvements would improve the intersection operation from LOS E to an acceptable LOS D.

Because the improvements will be implemented well in advance of the buildout scenario, the potential impact at the intersection of Stoneridge Drive and Santa Rita Road would not occur.

Transportation and traffic were also analyzed in the Supplemental Environmental Impact Report (SEIR) for the Housing Element update and Climate Action Plan General Plan Amendment and Rezonings (see Environmental Assessment section below for additional discussion). The only traffic-related mitigation measure requires developers of the potential sites for rezoning to contribute fair-share funds through the payment of the City of Pleasanton and Tri-Valley Regional traffic impact fees to help fund future improvements to local and regional roadways. The project has been conditioned to pay the applicable City and Tri-Valley Regional traffic impact fees.

Staff does note that the applicant is working with ValleyCare Health System's representatives and the City to change the address of ValleyCare Health System's site to correspond with the adjustment in the access to that site from West Las Positas Boulevard to Stoneridge Drive.

Therefore, staff believes that proposed project is appropriately designed to facilitate proper circulation on-site and the traffic impacts are minimal.

Transit

The Livermore-Amador Valley Transit Authority (LAVTA) currently provides bus service (the Wheels Bus System) to the project area, including lines 9, 54, 604, and 610. There are currently existing bus pullouts with shelters located on the north side of West Las Positas Boulevard and on the east side of Stoneridge Drive. The project design has incorporated a network of pathways internal to the project that allows access to the sidewalk that leads to the bus stop. Routes 9 and 54 have bus stops along Stoneridge Drive and West Las Positas Boulevard near the project site. Route 604 is a school-focused route and provides service and bus stops along Stoneridge Drive near the project site. Route 610 is a school-focused route and provides service and bus stops along West Las Positas Boulevard near the project site.

According to the LAVTA Short Range Transit Plan (FY 2012 to 2021), most vehicles in the fleet have a seating capacity of 39 riders with an additional capacity of 21 standees. The bus routes that serve the project area average between 12.3 and 24.7 passengers per hour. According to the U.S. Census, transit trips comprise approximately 7 percent of the total commute mode share in the City of Pleasanton. For the proposed project, a 7-percent mode share would equate to approximately 6 or 7 new transit trips during both the AM and PM peak hours. This volume of riders would not exceed the carrying capacity of the existing bus service near the project site. Therefore, no improvements to the existing transit facilities would be necessary in conjunction with the proposed project. It should be noted that residents living within the Hacienda Business Park are eligible for free ECO Passes, which allows them free access to the Wheels Bus System. As such, staff believes that proposed project provides adequate access to public transit.

Bicycles:

The project would provide direct access to the proposed Tassajara Creek trail, which borders the project to the northwest and continues into the City of Dublin. Stoneridge Drive has striped bike lanes along the southbound travelled way north and south of West Las Positas Boulevard.

Along the project frontage, West Las Positas Boulevard is currently signed as a bike route. According to the City's Pedestrian and Bicycle Master Plan, the segment of West Las Positas Boulevard adjacent to the project site is planned to include future bike lanes.

The Standards for the proposed project require 0.8 bicycle spaces per apartment unit that is secured and weather protected (168 units x 0.8 = 135 spaces required). On-site, the project is proposing to provide a total of 135 bicycle parking spaces (90 spaces in the private parking garages, and 45 spaces in separate bike storage rooms).

The Standards also require a minimum of two public bike racks per 50 dwelling units which must be located within 100 ft. of main entries (7 racks required). The project is conditioned to provide a minimum of seven bike racks as required by the Standards.

Therefore, staff believes that proposed project is appropriately designed and promotes the City's Pedestrian and Bicycle Master Plan.

Trail Connection

Two pedestrian/bicycle connections would be provided to a future trail along Tassajara Creek. The Tassajara Creek trail is planned as a Class 1 trail (10-ft. wide paved with a 4-ft. wide compacted soil/decomposed granite side path) that would extend from the Arroyo Mocho trail at the south end up to Rosewood Dr./I-580 to the north. Along the Anton Hacienda Apartment site, the trail would be located on top of the existing Zone 7 gravel access road on the south east side of the creek. There is currently no funding for the Tassajara Creek trail. In the meantime, staff asked Zone 7, the owner of Tassajara Creek, if it would allow public access on the existing gravel access road along this site, similar to what was done with the Archstone Apartments site and at other creek/arroyo locations in the City. Zone 7 indicated this would be acceptable subject to the terms of the existing license agreement between the City and Zone 7. To allow public access, the existing fences at both ends of the trail on Stoneridge Drive and West Las Positas Boulevard would need to be modified by installing pedestrian/bicycle openings. The applicant indicated that it is willing to install the fence modifications and a condition of approval addresses this item.

Therefore, staff believes that proposed project provides adequate improvements to facilitate access to the public trail system.

Parking

The Standards established minimum parking requirements for the Transit Orientated Development sites, but defers to the Pleasanton Municipal Code for off-street parking requirements for all other sites. The Code requirements and the proposed parking are indicated in the on the following page.

Table 3: Project Parking Space Data

Parking Standard	Required	Proposed
PMC Parking Standards: **Apartment Units** a. For apartments with two bedrooms or less, a minimum of two spaces shall be required for each of the first four units; one and one-half spaces for each additional unit. b. For apartments with three or more bedrooms a minimum of two spaces per unit shall be required. Parking requirements for units having less than three bedrooms shall be computed separately from the requirements for units having three bedrooms or more and then added together.	**2 and fewer bedrooms:** 152 units = 230 spaces required **3 or more bedrooms:** 16 units – 32 spaces required **Total required: 262 spaces**	262 spaces
At least one space per dwelling unit of the off-street parking required shall be located in a garage or carport.	169 spaces required	*169*
Visitor Parking Visitor parking, in a ratio of one parking space for each seven (1:7) units, shall be provided.	24 spaces required	24
Total	**286**	**286**

A total of 286 parking spaces are proposed on-site. A combination of 90 garages and 79 carports, provide for 169 covered spaces. The remaining 122 are uncovered surface stalls. Spaces on the neighboring site (ValleyCare Health System) as part of the Reciprocal Easement agreement (Exhibit G) account for 22 of the 122 uncovered stalls. The use of the 22 parking spaces by the residents will peak in the evenings and on the weekends when the residents are home (and the office use is closed), and the peak use of the parking spaces by the neighboring office use will be during normal weekday business hours (when residents are typically at work). There will also be 24 stalls designated for guest parking. The proposed project is parked at 1.70 spaces per unit.

The proposed design provides a parking capacity that meets the standards.

The Standards established requirements for parking location and treatment. One of the requirements (A7.1) specifies that if the parking cannot be located behind buildings or below grade, that it should be screened by low walls and landscaping. The proposed project has parking that is located between the Community Center and the street frontage. The area between the parking and the street frontage has a slightly raised grade, in conjunction with heavy tree plantings (and existing trees) and screening shrubs to screen the views of the parking area.

The proposed design provides a parking screening that meets the standards.

Noise

Noise Exposure

External noise sources that could affect the site include traffic noise from Interstate 580 to the north, adjacent City streets, and adjacent land uses. For multi-family housing projects, the

City's General Plan requires that outdoor recreation areas not exceed 65 dB Ldn and that indoor noise levels not exceed 45 dB Ldn. Staff notes that the outdoor noise standard applies to the common outdoor recreation areas such as pools, spas, play areas, seating areas, etc., but not to the private balconies, patios, or porches. A noise study (Exhibit B.6) was prepared to ensure that the project will meet General Plan noise standards. The noise study indicates that the exterior noise levels for the project would comply with the General Plan standard and that the interior noise levels would comply with the General Plan standard with recommended noise mitigation measures.

As recommended by the Noise Study, the project would employ upgraded Sound Transmission Class (STC) rated 30 windows to achieve the required 26 dB noise reduction at the second-story facades located adjacent to or second-story windows that view West Las Positas Boulevard. Furthermore, all units on all floors would include air conditioning to allow occupants to close doors and windows as desired for additional acoustical isolation. Implementation of the upgraded STC rated 30 windows for the second and third stories of each building which have facades located adjacent to West Las Positas Boulevard, and incorporation of air conditioning for all units would ensure that interior noise levels would not exceed the 45 dB Ldn standard. The project design and associated traffic noise analysis fulfills the requirements of the Supplemental EIR (SEIR).

The acoustical analysis concluded that the proposed outdoor activity areas (swimming pool area, children's play area, and lawn area) of the development would be exposed to future traffic noise levels between 59 and 64 dB Ldn, below the 65 dB Ldn threshold identified in the SEIR. The submittal of the acoustical analysis fulfills the requirements of the SEIR.

Noise Impacts on Adjacent Properties

The development on the property will generate added urban noise, such as traffic, children playing, etc. However, given the existing noise levels produced by nearby street traffic and the existing commercial and office uses in the area, noise levels will not change substantially from that currently experienced in the area.

Traffic

Mitigation measures of the SEIR (MM4J-5a and 4.J-9) required that the future projects analyze whether they would add off-site traffic noise in excess of 55 dBA as described in the SEIR and, if they did, the applicant would need to contribute its fair share to mitigate the noise impact. To determine the project's potential contribution to offsite traffic noise impacts, a Traffic Noise Analysis was prepared by Bollard Acoustical Consultants, Inc. dated January 22, 2013 (Exhibit B.6). As indicated in the Traffic Noise Analysis, the existing traffic noise level on West Las Positas Boulevard, east of Hacienda Drive (directly in front of the project site) is 63 dB Ldn. The noise analysis concludes that the project-related traffic noise increase on this segment of roadway would be 0 dB Ldn. With no noise increase on the roadway in front of the project site, the noise levels related to the project are at least 10 dB below the existing traffic noise levels, i.e., 53dB Ldn or less. Because the project would not add traffic noise in excess of 55 dBA, an offsite noise study is not required[2]. As such, the proposed project would not substantially contribute to off-site traffic noise impacts in the existing plus project scenario.

[2] according to Mitigation Measures 4.J-5a and 4.J-9 of the SEIR

Construction
Short-term construction noise would also be generated during construction. The SEIR included construction related mitigation measures (e.g., limiting construction hours, compliance with the City's Noise Ordinance, locating stationary construction equipment as far from occupied buildings as possible, etc.). Conditions of approval have been included to address these mitigation measures.

Grading and Drainage
The majority of the lot is relatively level with a perimeter landscaped berm along the south east side of the project (along West Las Positas Boulevard). The applicant is proposing to generally maintain the existing grades on the property. The haul route will be subject to the approval of the City Engineer. Parking lot and roof drainage would drain into a landscaped drainage basin that would filter contaminants before entering the arroyos and, ultimately, the bay. As conditioned, staff finds the proposed grading and drainage plan to be acceptable and in compliance with applicable stormwater runoff requirements.

Architecture and Design
Given that the project is located within Hacienda Business Park and adjacent to an existing high density development, as well as on a major thoroughfare, staff feels that the buildings will need to be designed with a high quality visual image. Staff believes that the proposed buildings are generally well designed. The following items have been covered in the recommended conditions of approval:

- The use of high quality stucco treatment, such as the Santa Barbara style texture.
- The above-ground balconies need to contain detailed/framed-out arches.

At the Planning Commission work session, the consensus of the Commissioners was that the project was designed in the "Pleasanton Look" with a request by two Commissioners to consider revising/reducing the wroght-iron bars on the windows. The applicant has indicated that they would like to keep the windows as proposed. The applicant and staff have reviewed this request and believe that the bars add visual interest and variation that is difficult to achieve with the use of a neutral color palette and simple massing that is characteristic of the Mission style architecture. Therefore, the window bars are still incorporated in the proposed design.

Staff believes that the proposed buildings are well designed and articulated. The building designs are "four-sided" with no side minimized with respect to articulation or detailing. Portions of the building walls would pop-in or -out to provide variation in the wall plane and break up the building mass. The rooflines of the buildings are broken up to reduce the building mass and add interest. Building walls vary in materials and colors to provide variety and interest. The fabric awnings and wrought iron detailing enrich the quality of the architecture.

Staff finds the proposed colors, the window design and treatment, the building materials, and the overall massing and treatment of all the proposed buildings to be acceptable. The plans do not include the carport designs; therefore, the project has been conditioned to require the proposed carport design to be submitted for review and approval by the Director of Community Development.

Signage
No signage information has been provided for the apartment identification. A condition has been included that requires the applicant to submit a comprehensive sign program for the project prior to installation of any signs.

Universal Design
Universal Design is a design principle that addresses the needs of people with reduced mobility, agility, and/or strength such as the elderly and persons with disabilities. It is usually applied to residential development types not normally covered by the ADA requirements of the California Building Code (CBC) such as single-family homes.

Although the City does not have an ordinance mandating Universal Design, the Housing Element contains a program (Program 41.8), which states:

> *Require some units to include Universal Design and visitability features for all new residential projects receiving governmental assistance, including tax credits, land grants, fee waivers, or other financial assistance. Consider requiring some units to include Universal Design and visitability features in all other new residential projects to improve the safety and utility of housing for all people, including home accessibility for people aging in place and for people with disabilities.*

Recently approved apartment projects (California Center, BRE Properties, and Windstar's PUD extension) were conditioned to provide Universal Design features for all of the required adaptable dwelling units. Staff has included the same condition for this project.

Green Building
As required by the City's Green Building Ordinance, the proposed project is required to qualify for at least 50 points on Alameda County Waste Management Authority's "Multifamily Green Building Rating System." The applicant has proposed to incorporate green building measures into the project to allow it to qualify for 143 points. Some of the proposed green building measures include: installing water-efficient fixtures; exceeding Title 24 state energy conservation requirements by 18%; use of recycled content material in construction, high efficiency toilets, installing Energy Star™ dishwashers; and utilizing zero or low volatile organic compound (VOC) caulks, adhesives, and sealants. Please see the attached Green Building checklist for the complete list of the proposed Green Building items.

The applicant has proposed to exceed the 50-point minimum. Staff appreciates that the applicant has included a considerable number of green building measures in the project.

Climate Action Plan
On February 7, 2012, the City of Pleasanton adopted a Climate Action Plan (CAP). The CAP was reviewed by the Bay Area Quality Management District and was deemed a "Qualified Greenhouse Gas Reduction Strategy" in accordance with the District's CEQA guidelines. Implementation of the CAP will occur over several years and will consist of amendments to regulations and policies related to Land Use and Transportation, Energy, Solid Waste, and Water and Wastewater, which will result in reductions in greenhouse gas emissions in compliance with the targets set by AB 32 California's Global Warming Solutions Act. In

advance of full implementation of the City's CAP, staff had requested that the applicant prepare a checklist indicating specific items it would implement to support the CAP (Exhibit B).

As a high-density residential project located near commuter bus lines and within a major business park, the project is generally consistent with Goal 1 of the CAP: to reduce vehicle miles traveled (VMT) through mixed-use, infill, and higher density development. In addition, several Strategies and Supporting Actions related to parking, transit use, water conservation, and energy conservation from the CAP are implemented in the proposed project or recommended conditions of approval.

School Impacts
A condition of approval requires the project developer to work with the Pleasanton Unified School District and the City's Director of Community Development to develop a program, in addition to the school impact fees required by State law and local ordinance, to offset this project's long-term effect on school facility needs in Pleasanton. This program will be designed to fund school facilities necessary to offset this project's reasonably related effect on the long-term need for expanded school facilities to serve new development in Pleasanton. Construction will not be allowed to start until the terms of this program and/or funds have been approved by the City.

Landscaping
Preliminary landscape plans have been provided for the site, including enlargements of the parking planters, open space/recreation areas, and clubhouse/leasing office building. Although the landscape plans are conceptual, staff believes that the species, quantities, and sizes of the proposed landscaping for the site is consistent with the Standards and Hacienda Guidelines and is generally appropriate. A condition of approval requires that detailed landscape and irrigation plans be provided at the building permit stage subject to the review and approval by the Director of Community Development.

Tree Removal
A tree report has been prepared that specifies the species, size, health, and value of the existing trees on the site that exceed six-inches in diameter. According to the Tree Report prepared by Hort Science (Exhibit B.2), the project site contains 137 trees, of which 55 are considered "heritage-sized" trees (i.e., a tree which measures 35 feet or greater in height or which measures 55 inches or greater in circumference) under Chapter 17.16 of the Pleasanton Municipal Code. A total of 78 trees are proposed for removal (eight are heritage trees). The remaining 59 trees (36 are heritage trees) would be preserved (total appraised value for the tress to remain is $139,850.00). The preliminary landscape plan provides general information on the plantings for the open space areas and the development in general. The landscaping plan includes the planting of additional trees to offset the removal of mature vegetation and heritage trees.

The majority of the trees to be removed are ornamental species that were planted in 1983 with the development of the service building and parking lot area. Tree species to be removed include Silk tree, Italian alder, Chinese hackberry, Red river gum, Red ironbark, Raywood ash, Evergreen ash, Callery pear, Cost live oak, Valley oak, and Canary Island pine.

Program 2.1 of the General Plan Conservation and Open Space Element indicates that where preservation of heritage trees is not feasible, the City will require tree replacement or a contribution to the Urban Forestry Fund. The value of the eight heritage trees to be removed is $13,150.00. The applicant would install a total of 155, 24-inch-box-sized trees with the proposed project. The installed value of the replacement trees (including labor to install, soil preparation, and tree stakes) is approximately $98,425.00. Staff finds the tree replacement to be acceptable mitigation.

Affordable Housing and Housing Commission Recommendation
The Housing Commission, at its May 2, 2013 meeting, will review Affordable Housing options to define an Affordable Housing Agreement (AHA) for the project. Please see the attached Housing Commission staff report for additional details and discussion on the proposed options (Exhibit D).

Staff is recommending Option 1 as it meets the Inclusionary Zoning Ordinance's (IZO) goal of 15% rent restricted units with variable area median income (AMI) levels (ranging from 50% AMI to 100% AMI). This option generally mirrors the affordability plan that was recently approved by the City Council for the California Center project. However, approximately half of the rent restricted units would be at the Modrate income level which is inconsistent with the IZO, which requires that they be very-low or low income level.

In accordance with the City's IZO, a developer's affordable housing proposal and related Affordable Housing Agreement is to be reviewed by the Housing Commission which shall make a recommendation to the City Council. As such, the Planning Commission does not have a defined role in the process and the proposed level of affordability is provided for informational purposes only. Since this Planning Commission staff report was written prior to the Housing Commission meeting, staff will indicate the outcome of the Housing Commission meeting at the Planning Commission hearing.

Growth Management
The City's Growth Management Ordinance (GMO) regulates the number of residential building permits that can be issued each year in order to assure a predictable growth rate while providing housing to meet the needs of all economic segments of the community, regional housing needs, and employment growth. On November 20, 2012, the City Council adopted revisions to the City's Growth Management Ordinance in order to ensure the City could meet its current and future Regional Housing Needs Allocations (RHNA) by the Association of Bay Area Governments (ABAG). One of these revisions eliminated the annual 350 building permit limit which could be issued for residential units. For the current RHNA cycle (the fifth cycle, ending June 30, 2014), the GMO states that the annual unit allocation shall be equal to the number of units required to meet the City's RHNA for the fifth cycle.

The applicant is requesting that building permits for all 168 units be issued in 2013, thus the applicant's units would be used to meet the RHNA for the current cycle. The applicant will need to apply for and receive Growth Management approval by the City Council.

Developable Square Footage in Hacienda
Hacienda Business Park received its original Planned Unit Development rezoning and development plan approvals in 1982. Several modifications to the PUD have been approved in the last 31 years that have modified the types of uses allowed in Hacienda as well as the developable square footage. Brief descriptions of the updates related to the developable square footage are listed below.

Ordinance 1325 (Adopted August 4, 1987) - Approved the Phase 1 and Phase 2 development plans into a single combined project consisting of 833 acres. The total allowed square footage was not to exceed 11,755,000 square feet (excluding transit/public service center facilities and child day-care facilities).

Ordinance 1456 (Adopted April 3, 1990) - Rezoned 12.4 acres to High Density Residential (HDR). The 11,755,000 square foot cap was not modified.

Ordinance 1533 (Adopted January 7, 1992) – Rezoned 79 acres to HDR and reduced the maximum square footage allowed in Hacienda by 1,400,000 square feet (from 11,755,000 to 10,389,000 square feet) and prohibited the transfer of the office, commercial, and industrial building area from these 79 acres to other areas of the business park.

Ordinance 1596 (Adopted June 15, 1993) – Redesignated 30 vacant parcels (approximately 280 acres) to a Mixed Office/Industrial Planning District (MOIPD) or a Mixed Commercial/Office/Industrial Planning District (MCOIPD) to allow more flexibility in uses, building height, FAR, parking, landscaping, etc. The total developable square footage in Hacienda was reduced to 9,889,000 square feet excluding residential areas, child day-care facilities, transit/public service center facilities, and BART stations and related facilities. In addition, a separate 4,623,000 square foot cap was established for the 30 parcels redesignated to MOIPD and MCOIPD excluding BART stations and related facilities.

Ordinance 1637 (Adopted Sept. 6, 1994) – Added another Hacienda parcel to the 30 lots subject to the separate 4,623,000 square foot cap and increased this cap to 4,631,059 square feet. The total Hacienda building area cap of 9,889,000 square feet did not change.

As a result of Ordinance 1596, tracking of the 9,889,000 developable square feet in Hacienda needs to be done in two separate groups of properties: 1) the non-MOIPD and non-MCOIPD properties (commonly called pre-1993 properties) and; 2) the MOIPD and MCOIPD properties (commonly called post-1993 properties). The Nearon property is a pre-1993 property. The breakdown of the square footage allocated to each group is shown in the table below:

Table 4: Square Footage Groups

	Total Square Feet Allowed
Pre-1993	5,257,941
Post-1993	4,631,059
Total	9,889,000

Additionally, it is important to mention that the assumed development[3] of the subject site was 55,910 square feet of office. The proposed project eliminates the assumed office development and replaces it with 168 multi-family housing units, which has the office equivalent of 69,933 square feet. The subject site, by office equivalent, is only adding 14,000 square feet of area toward the cap. While Hacienda is nearing the cap, the addition of the 14,000 square feet of office equivalent is relatively minor (approximately 20 PM peak trips).

Roughly 552,000 square feet remains unassigned in Hacienda Business Park broken down for the two groups of properties as follows:

Table 5: Unassigned Square Footage By Groups

	Total Sq Ft Allowed	Total Built or Approved Sq Ft	Total Remaining Sq Ft
Pre-1993	5,257,941	4,864,392	393,549
Post-1993	4,631,059	4,472,4831	158,576
Total	9,889,000	9,336,875	552,125

The 552,000 square feet of unassigned capacity may change based on a few unresolved items: whether all residential uses are exempt from the cap and how and where to allocate excess capacity. There is language in Ordinance 1596 that indicates that all residential areas should be excluded from the calculation of the 9,889,000 square feet. However, it is unclear if the language relates to the existing and proposed residential projects in 1993 or if it also includes any future residential development in Hacienda. The issue of how to best treat the residential development against the cap needs to be resolved. Determinations are also needed on how and where the remaining square footage should be assigned (e.g., Should it remain first-come first-served with respect to its allocation? Should square footage in the pre-1993 area stay in the pre-1993 properties or could it move to post-1993 properties as long as the overall 9,889,000 square foot cap is maintained?). Staff is planning to bring these questions to Council this year to obtain direction.

At this time, staff believes it is acceptable to approve this project without these determinations made given that the City needed to allow residential on this site in order to meet its RHNA and, even if the City Council decides to count this project's 168 residential units towards the cap, it would still fit under the pre-1993 cap as shown in the table on the following page.

Table 6: Square Footage Calculations Including Current Projects

Total Remaining Square Feet for Pre-1993 Properties	393,549 sq. ft.
Recently Approved California Center Project: Project Total	134,433 sq. ft.
Proposed Anton Hacienda Apartment Project:	69,933 sq. ft. [4]
Pre-1993 Cap Remaining	189,183 sq. ft.

[3] Per the City's Traffic Model, which is updated every 3 to 4 years.

[4] Converted into office-equivalent square footage as follows: 168 units x 0.62 pm peak trips/unit = 104.2 pm peak trips. 104.2 pm peak trips x 1,000 sq. ft. of office/1.49 pm peak trips = 69,933 office sq. ft.

Hacienda Owners Association
Hacienda Owners Association has authority to review and approve the proposed development before action is taken by the City. The approval letter from Hacienda Owner Association's General Manager, James Paxson, are attached as Exhibit H.

V. PUD CONSIDERATIONS

The Zoning Ordinance of the Municipal Code sets forth purposes of the Planned Unit Development District and "considerations" to be addressed in reviewing a PUD development plan.

1. Whether the plan is in the best interests of the public health, safety, and general welfare:
The proposed project, as conditioned, meets all applicable City standards concerning public health, safety, and welfare. The subject development would include the installation of all required on-site utilities with connections to municipal systems in order to serve the new development. The project will not generate volumes of traffic that cannot be accommodated by existing or already planned improvements for City streets and intersections in the area. The structures would be designed to meet the requirements of the Uniform Building Code, Fire Code, and other applicable City codes. The proposed development is compatible with the adjacent uses and would be consistent with the existing scale and character of the area. The project also would provide affordable rental housing and help the City to meet its requirements for provision of lower income housing.

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

2. Whether the plan is consistent with the City's General Plan and any applicable specific plan:
The site's General Plan Land Use Designation of "Mixed Use/Business Park" allows the office uses as well as retail and residential uses. The proposed density of 30 dwelling residential units per acre is consistent with the General Plan. The proposed project would further several General Plan Programs and Policies encouraging new housing to be developed in infill and peripheral areas which are adjacent to existing residential development, near transportation hubs, or local-serving commercial areas and for the City to attain a variety of housing sizes, types, densities, designs, and prices which meet the existing and projected needs of all economic segments of the community.

Staff concludes that the proposed development plan is consistent with the City's General Plan, and staff believes that this finding can be made.

3. Whether the plan is compatible with previously developed properties in the vicinity and the natural, topographic features of the site:
The project site is surrounded by a variety of uses: multi-story office buildings, medical offices, and other high density housing. The proposed residential use would be compatible with the surrounding uses. The building heights would be compatible with the multi-story office buildings adjacent to this site and the separation and landscape

screening mitigates the height difference from the proposed project and the residential development that is located across the street.

The buildings have been attractively designed and would be compatible with the design of the surrounding structures. The buildings contain many architectural elements/treatments to help break up the building mass and height. New landscaping would be installed to soften the buildings and help screen the parking areas from off-site views. The majority of the site is relatively level. The existing topography of the site would generally be maintained. Grading conducted on the site will be subject to engineering and building standards prior to any development.

Therefore, staff believes that this finding can be made.

4. Whether grading takes into account environmental characteristics and is designed in keeping with the best engineering practices to avoid erosion, slides, or flooding to have as minimal an effect upon the environment as possible.
As described above, the site is relatively level with minimum changes in grades proposed. Erosion control and dust suppression measures will be documented in the improvement plans and will be administered by the City's Building and Public Works Divisions. City building code requirements would ensure that building foundations, on-site driveways, and parking areas are constructed on properly prepared surfaces. The proposed development would provide adequate drainage to prevent flooding. Parking lot and roof drainage would drain into the drainage basin area that would filter contaminants before entering the arroyos and, ultimately, the bay. The site is not located within an Alquist-Priolo Earthquake Fault Zone.

As indicated by Federal Emergency Management Agency (FEMA) map[5], the project site is not located within a 100-year flood zone, but Tassajara Creek, which borders the site to the west, is located within a 100-year flood zone. However, the waters are contained in the creek's channel and would not be expected to affect the project site.

Therefore, staff believes that this finding can be made.

5. Whether streets and buildings have been designed and located to complement the natural terrain and landscape:
The project site is in a developed area of the City and would not involve the extension of any new public streets. The relatively flat, urban infill site has no constraints to either roads or buildings. Development of the site complements the natural terrain by making only minor changes as necessary to the site's existing relatively flat topography. The proposed buildings will be compatible in size and scale with surrounding structures.

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

[5] Flood Insurance Rate Map 06001C0317G

6. Whether adequate public safety measures have been incorporated into the design of the plan:
The public improvements associated with this project would be consistent with City design standards. The driveway entrances are located and configured to provide adequate line-of-sight viewing distance and to facilitate efficient ingress/egress to and from the project site. All on-site drive aisles would meet City standards for emergency vehicle access and turn-around. Adequate access would be provided to all structures for police, fire, and other emergency vehicles. Buildings would be required to meet the requirements of the Uniform Building Code, Fire Code, other applicable City codes, and State of California energy and accessibility requirements. The buildings would be equipped with automatic fire suppression systems (sprinklers).

Therefore, staff believes that this finding can be made.

7. Whether the plan conforms to the purposes of the PUD District:
The proposed PUD development plan conforms to the purposes of the PUD district. One of these purposes is to ensure that the desires of the developer and the community are understood and approved prior to commencement of construction. Staff believes that the proposed project implements the purposes of the PUD ordinance in this case by providing a high-density residential project that is well-designed and well-integrated with the existing office development on the subject property, that fulfills the desires of the applicant, and that meets the City's General Plan goals and policies. Moreover, input from the adjacent property owners has been sought and obtained through a Planning Commission work session; further opportunity for public comment will occur at the Planning Commission, Housing Commission, and City Council hearings.

Staff believes that through the PUD process the proposed project has provided the developer and the City with a development plan that optimizes the use of this infill site in a sensitive manner.

Therefore, staff believes that this finding can be made.

VI. PUBLIC COMMENT

Public notices were sent to property owners within a 1,000-foot radius of the project site. At the time this report was written, staff had not received any comments from the surrounding property owners. Staff will forward to the Commission any public comments as they are received.

VII. ENVIRONMENTAL ASSESSMENT

On January 4, 2012, the City Council certified a Supplemental Environmental Impact Report (SEIR) and adopted the CEQA Findings and a Statement of Overriding Considerations for the Housing Element update and Climate Action Plan General Plan Amendment and Rezonings. This SEIR was a supplement to the EIR prepared for the Pleasanton 2005-2025 General Plan which was certified in July 2009. The subject property was one of 21 potential housing sites

analyzed in the SEIR. A total of 168 multi-family housing units was analyzed in the SEIR for this site.

Under CEQA, once an EIR has been prepared for a project, the lead agency (in this case, the City) may not require a subsequent or supplemental EIR unless:

- Substantial changes are proposed in the project that will require major revisions of the EIR;
- Substantial changes have occurred in the circumstances under which the project is being undertaken that will require major revisions in the EIR; or
- New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

The CEQA Guidelines further clarify the circumstances under which a supplemental or subsequent EIR may be required. Guidelines Section 15162 provides as follows:

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The California Environmental Quality Act states that a lead agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the above-listed conditions in Section 15162 calling for the preparation of a subsequent EIR have

occurred. Staff believed that none of the conditions described in Section 15162 occurred. Therefore, an addendum to the SEIR was prepared for this project.

The analysis in the attached Addendum to the SEIR (Exhibit E) determined that the proposed project will not trigger any new or more severe significant environmental impacts as compared to those analyzed in the context of the SEIR and confirmed that none of the conditions described in Section 15162 occurred. Therefore, the previously prepared SEIR and Addendum to the SEIR, taken together, are determined to be adequate to serve as the environmental documentation for this project and satisfy all the requirements of CEQA.

The SEIR included some mitigation measures that needed to be addressed prior to issuance of a building permit for a project (e.g., pre-construction bat survey, air quality construction plan, etc). These mitigation measures have been addressed in the draft conditions of approval for this project.

The SEIR included a Statement of Overriding Considerations for two significant and unavoidable impacts:

Impact 4.D-1: Development facilitated by the General Plan Amendment and rezoning has the potential to adversely change the significance of historic resources.

The Irby-Kaplan-Zia and Pleasanton Mobilehome Park properties on Stanley Boulevard contain older structures that may be historic. Mitigation measures in the SEIR required that historic evaluations be conducted for the structures before they could be demolished. If deemed to be historic through these evaluations, the demolition of these structures to make way for new housing would be a significant and unavoidable impact. Staff notes that the Irby-Kaplan-Zia and Pleasanton Mobilehome Park properties were ultimately not included in the nine sites that were selected for multifamily housing.

Impact 4.N-7: Development facilitated by the General Plan Amendment and rezonings could potentially add traffic to the regional roadway network to the point at which they would operate unacceptably under cumulative plus project conditions.

Traffic generated by development facilitated under the proposed Housing Element on the potential sites for rezoning would not worsen any segment projected to operate acceptably to unacceptable conditions; however, it would increase the volume to capacity ratio (V/C) by more than 0.03 on two roadway segments projected to operate at LOS F: Sunol Boulevard (First Street) between Vineyard Avenue and Stanley Boulevard under Year 2015 and 2035 conditions; and Hopyard Road between Owens Drive and I-580 under 2035 conditions. Based on the significance criteria, this is considered a significant impact. Existing development surrounding these roadways would need to be removed in order to widen them, rendering such widening infeasible. However, there are improvements that could be made to nearby parallel corridors which could create more attractive alternative routes and lessen the traffic volumes on Sunol Boulevard and Hopyard Road. A mitigation measure of the SEIR requires developers of the potential sites for rezoning to contribute fair-share funds through the payment of the City of Pleasanton and Tri-Valley Regional traffic impact fees to help fund future improvements to local and regional roadways. However, because the City cannot be

assured that the collected regional funds would be spent to specifically improve the nearby parallel corridors as the regional funds are used by the regional agency, the traffic impact remained significant and unavoidable. Staff notes that the traffic impacts of the nine sites ultimately selected would be considerably less than the traffic impacts analyzed in the SEIR.

VIII. CONCLUSION

Staff believes that the proposed site plan and positioning of the buildings are appropriate for the subject property. The applicant has included an adequate amount of usable open space and landscaped areas within the project given the site constraints. Staff finds the building design to be attractive and that the architectural style, finish colors, and materials will complement the surrounding development. The project also would provide affordable rental housing which would help the City meet its housing goals.

IX. STAFF RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

1. Find that the conditions described in CEQA Guidelines Section 15162 have not occurred as described in the Addendum to the SEIR and find that the previously prepared SEIR, including the adopted CEQA Findings and Statement of Overriding Considerations, and the Addendum to the SEIR are adequate to serve as the environmental documentation for this project and satisfy all the requirements of CEQA;
2. Find that the proposed PUD development plan is consistent with the General Plan;
3. Make the PUD findings for the proposed development plan as listed in the staff report;
4. Find that the exceptions to the Housing Site Development Standards and Design Guidelines as listed in the staff report are appropriate; and
5. Adopt a resolution recommending approval of Case PUD-81-30-87D, PUD development plan, subject to the conditions of approval listed in Exhibit A, and forward the application to the City Council for public hearing and review.

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