

HACIENDA BUSINESS PARK



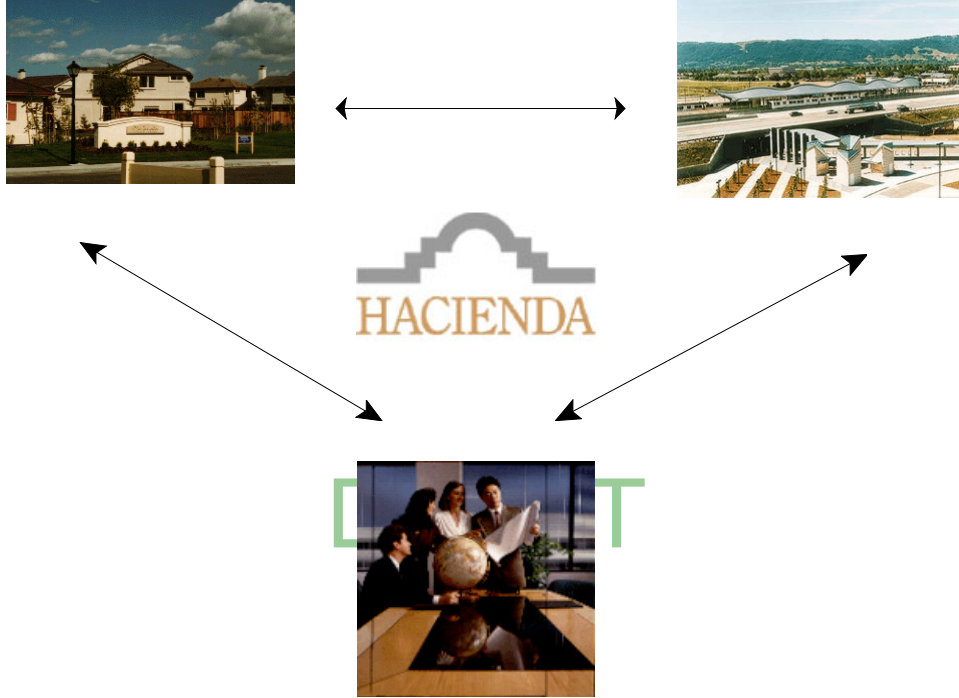
Land Use Modification Proposal

June, 2004

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HACIENDA BUSINESS PARK

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This report has been prepared as a collaborative effort of the East Bay Community Foundation and Hacienda Business Park. Background data and supplemental information were obtained from a variety of sources. A complete bibliography is found at the conclusion of the report.

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A Vision for Hacienda

When one considers communities across the Bay Area with a high quality of life, the City of Pleasanton most certainly comes to mind. Through intelligent foresight, sound planning, and a strong commitment to community, Pleasanton has developed an enviable reputation as one of the most desirable locations to live and work in Northern California. In large part, the City of Pleasanton has accomplished this stature by choosing not to function in a reactionary mode but rather by creating and implementing a clear vision of how the city will mature and grow into the future. This vision has provided and continues to provide Pleasanton with a framework through which key challenges and solutions can be addressed and vetted by the community while keeping the city on a strategic track towards a sustainable future.

Through this process, Pleasanton has produced an enviable quality of life and developed the first class amenities and resources that make the community enriching for all residents: outstanding schools, expansive parks, vibrant businesses, social and cultural activities, and a host of other goods and services. Embracing a strong community vision has allowed Pleasanton to face and overcome a number of challenges in the past and will provide a signpost towards addressing future challenges such as retaining economic vitality, maintaining quality educational institutions, providing an adequate supply of housing of different types and levels of affordability, improving mobility and meeting the social needs and expectations of current and future residents.

Hacienda Business Park has been an integral part of Pleasanton's evolving vision. Originally conceived as a mixture of warehouse and light industrial buildings, a new vision for North Pleasanton conceived in the late 1970's called 'Hacienda Business Park' produced a home to world-class businesses and an economic engine that today generates nearly 20% of the city's General Fund revenues. Visions evolve and Hacienda has now grown beyond its original conception. Through a rigorous process of planning in response to changes in the economic and social needs of the community, Hacienda today is a diverse mixture of uses including: office, light industrial, retail, residential and public and institutional.

Hacienda is now ready for its next stage of evolution. While it is true that Hacienda has become diverse, up until this point this diversity has primarily been created through changes that have occurred on a lot by lot basis. The steps proposed in this plan would bring a more intensive integration of uses so that the park can capitalize on its proximity to the BART station and on the strengths brought about by diversity and integration. The City of Pleasanton has the opportunity to guide Hacienda into this next exciting phase by supporting zoning changes in the business park that will allow for a full compliment of jobs, housing and retail linked by a comprehensive transportation system. These changes will create a synergy of land uses within Hacienda resulting in a more vibrant and energized place for residents, workers and visitors to enjoy.

Imagine a Hacienda where businesses, homes, retail stores and restaurants are connected by attractive pedestrian pathways with comfortable and inviting public meeting spaces. Visualize an active neighborhood where residents, friends, workers and visitors, young and old alike, can shop for local produce and crafts at a farmer's market on a weekday afternoon. Picture people relaxing in an open plaza or enjoying a leisurely walk in a comfortable and attractive setting while taking care of errands on their lunch break. A shuttle service provides a frequent and convenient way to travel throughout the park linking people with their destination: local residents with BART, BART patrons with their place of work, or children going to and from school. By seamlessly and attractively bringing these different land uses together, Hacienda will transition into a unique and active network of neighborhoods that provides a new level of choice and freedom for those attracted to the inherent advantages of living in this environment.

Making A Good Plan Better

Hacienda Business Park does not operate in isolation. It is located in the heart of a region faced with a number of interrelated challenges including an acute affordable housing shortage, traffic congestion and air pollution. While the City of Pleasanton cannot be expected to address these challenges alone, opportunities for realizing new development concepts in Hacienda Business Park allow the city to offer tangible, local solutions that will inform and lead a larger, regional problem-solving effort. On an even broader scale, the City of Pleasanton can be a national leader by providing a replicable model of how suburban communities across the country can adapt over time to meet the changing social and economic needs of their current and future residents while both maintaining the character of their community and the community's economic viability. An integrated transit-oriented development (TOD) in Hacienda allows the city to structure its future growth so that it creates a new and exciting place in Pleasanton while at the same time offering innovative solutions to the challenges highlighted above.

It is important to note that, in considering land use changes for the future, Hacienda is fundamentally beginning with all of the promise of a comprehensive mixed use development. All of the components of mixed use are currently present and some good work has been done to make these components work together as something more than merely a mixture of adjacent uses. Moreover, all of the major infrastructure for new development is already in place in ample capacity. This means that the focus of future planning can be on better combining uses within an existing framework rather than having to plan for both a project and connecting a new underlying support structure with the existing city system. The plans that are being presented for consideration will foster the type of integration that supports a place that is truly special. This "placemaking" can only occur when certain provisions have been made: a true integration of uses; a balance of economy, environment, and social equity; and viable site opportunities to realize plans.

A Jobs/Housing/Transportation Balance

The intelligent mix of development in Hacienda and its proximity to BART offers the City of Pleasanton an abundance of opportunities: the chance to maintain the vibrancy of a key business sector, the opportunity to meet housing needs, the creation of new civic amenities, the prospect of proactively managing and mitigating traffic, and the ability to enhance access to parks and open space through the creation of a more compact, pedestrian-scaled environment. Also important to note is the potential for improving the pedestrian relationship between the intensification of land uses on the Pleasanton side of the BART station with the future Dublin Transit Center development across the way. Both of these developments, through their use of good design and functionality, will capitalize on the regional amenity of the BART station to create a hub of activity where different land uses work in concert with one another.

The opportunity that the Hacienda site presented in the late 1970's was related primarily to its location in relation to regional highways and the roads serving them. Today, roadways are congested with commuters who have been unable to find a home near their work, while businesses worry about the long term viability of their enterprise when confronted with the difficult prospect of attracting and retaining good employees. The long term viability of Hacienda in the context of the City of Pleasanton as well as the larger region in which it is located requires a fresh look at the traditional suburban business park model. There is a clear trend in the real estate industry that indicates that a growing number of people want to live, work and interact in lively neighborhood centers; places that serve a multitude of functions and which allow people to move around comfortably on foot. Research shows that this type of place being proposed in Hacienda requires a minimum level of density to support the kind of shopping opportunities, restaurants and other neighborhood-serving amenities that will make an exciting place to reside. The fact that a number of transit services in addition to BART overlie the areas makes this an extremely viable location for the creation of a truly vibrant transit-oriented development.

What clearly arises out of these considerations is a need to move toward a better balance of jobs, transportation and housing. Many have worked towards articulating this need which has been given a voice

in a number of forums. The Tri-Valley Business Council produced its 'Vision 2010' which seeks to preserve as much as 70% of the Tri-Valley in open space and to accommodate housing need within defined urban growth boundaries with strong ties to transit. The Bay Area Alliance for Sustainable Communities has generated its 'Compact for a Sustainable Bay Area' which outlines similar principles of integrating land use and transportation. The Association for Bay Area Governments has also performed a considerable amount of work in identifying the value of promoting planning efforts that create strong relationships between employment centers, housing and the transportation network. To this can be added work by the Urban Land Institute, Economic Development Alliance for Business, Greenbelt Alliance and others who have well documented the need to embrace land use practices that integrate jobs, housing and transportation. Hacienda Business Park is an ideal, and in many ways unique, location to create synergy among these three components.

The Three E's

The vision proposed for Hacienda is grounded in the Three E's of smart growth: a balance of Environmental health, Economic vitality and social Equity. We believe that a community's environment, economy, and social equity must be balanced in order for the region to truly thrive. Experience has indicated that if any of those elements is imperiled, the entire community is threatened in the long run.

Since the term smart growth has been co-opted by many people to serve many different goals, for the purpose of this discussion we have chosen to provide ten "Smart Growth Principles" as defined by *The Smart Growth Network*, a partnership of non-profits and government organizations formed by the U.S. Environmental Protection Agency in 1996. We believe the following 10 principles provide a good baseline understanding of the proposed approach to development in Hacienda:

- Mix land uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, farmland, natural beauty and critical environmental areas.
- Strengthen and direct development toward existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair and cost-effective.
- Encourage community and stakeholder collaboration in development decisions.

While utilizing smart growth principles in this way will foster more healthy and vibrant communities, it must be recognized that smart growth is not an end in and of itself. Smart growth principles are guiding principles that must be adapted to specific development opportunities as they present themselves. Looking through a smart growth lens, we can begin to develop more specific details for development in Hacienda within the context of the City of Pleasanton and the issues and concerns of the Pleasanton community. We can also recognize, looking over the 10 principles, that Hacienda is an extremely viable location to incorporate these concepts and reach a sustainable balance of the Three E's.

Opportunity Profiles

Even at its current stage of maturation, Hacienda is well positioned to address the need for balance noted above and to realize Three E's within future projects. In looking at the park as such an opportunity, three profiles emerge as viable candidates to create new development programs that meet this overall. First, while all sites in the park currently contain specific plans for development, owners of undeveloped parcels have expressed a willingness to explore new proposals for their sites. Second, many sites within the park have developed at very low densities and have significant opportunities to intensify through infill projects and still retain modest densities overall. Third, some projects, particularly older tilt concrete construction projects that are better than two thirds of the way through their useful life, are ready to be considered for redevelopment.

An outline of the land available under these three opportunity profiles is as follows:

Opportunity Profile	Acres
Undeveloped Land	35.770
Infill Sites	23.569
Redevelopment Opportunities	57.512



Within each of these categories there are varying degrees of likelihood that all of the elements are in place to allow projects to readily occur of the type discussed in this report. A review of some of these factors from the perspective of the land owners and their interest in actively advancing projects is discussed in the section titled Focus Areas below. Briefly, with regard to the various land status categories referenced:

- Undeveloped Land: all of the land identified could be easily advanced to a project stage
- Infill Sites: roughly 60% percent of the land could be easily advanced to a project stage with the balance needing greater interest and involvement from existing landowners
- Redevelopment Opportunities: roughly 40% of the land could be advanced to a project stage with some work with the balance requiring greater interest and involvement from existing landowners

These are, of course, relativistic measures. The degree of success in any of these areas will depend in large part on the degree of interest displayed by the community and Hacienda's owners in advancing projects. Suffice it to say that considerable interest has been displayed by a number of parties involved in these discussions. With the proper guidance in the form of modifications to Hacienda's development structure, the city could soon realize the vision outlined in this report.

Hacienda Concept Study

There have been many discussions concerning various changes to land use within Hacienda which have been taking place in different venues for a number of years. Demand for office space and a desire to explore constructive reuse and intensification within Hacienda during the height of the last economic cycle in the late 1990's led to a number of ideas for the park. A redevelopment project contemplated in 2000 generated a large community discussion about potential housing opportunities on this site. Hacienda also played a participatory role in the formation of Pleasanton's current Housing Element and a number of Hacienda sites were identified as opportunities to explore housing and mixed use development.

These various explorations of opportunities in Hacienda came to the attention of the East Bay Community Foundation's Livable Communities Initiative (LCI). LCI was created by the East Bay Community Foundation as a means of furthering smart growth principles and practices and has actively sought to play a convening and facilitation role in locales that have strong likelihood of implementing smart growth projects to foster more livable communities. Hacienda was identified as such a site and LCI provided the financial and staff resources to help foster a discussion that identified consensus points along which smart growth development could proceed in the park.

To that end, in the spring of 2003, the *Hacienda Business Park Concept Study* was undertaken at the behest of LCI to explore conceptual ideas for Hacienda's future. The study was completed by a team of consultants including urban designers, economists, transportation and sustainable design experts. The consultant team provided a number of alternative Hacienda development scenarios, recognizing that there is more than one way to begin the process of directing the next generation of Hacienda's growth toward the objectives of mixed-use, and pedestrian and transit orientation.

The outcomes of the Concept Study were presented at a workshop on April 8, 2003. The workshop functioned as an opportunity for Hacienda and LCI to "listen and learn", and provided an opportunity for the consultants to present some initial concepts as to how Hacienda might be further developed and provoke discussion among workshop participants. Public comments during this meeting were particularly supportive of the idea that a good starting point for integrating transit-oriented development in the park would be a manageable project near the BART station.

A primary achievement of the Concept Study was to help identify the concepts that could make a good plan better. By examining existing conditions in the park that serve as both opportunities and constraints for creating transit-oriented design and then providing ideas to build upon the identified strengths and address shortcomings, Hacienda could better serve residents, businesses, property owners and the City of Pleasanton.

As the Concept Study noted, Hacienda in its current configuration has at least three significant advantages that will aid additional future smart growth and development:

- Proximity to BART and excellent transit connections
- A wide range of employment opportunities
- A substantial number of dwelling units already in place.

The Concept Study also noted design characteristics found in Hacienda which could be modified or improved to create additional steps toward a smart growth design:

- Roads could be brought to a smaller scale with better transit and pedestrian orientation
- Land devoted to undifferentiated surface parking lots holds potential for constructive reuse
- Challenging pedestrian connections between places could be better linked
- Improved integration among land types will improve their utility
- Stronger connections between home and work can be made to improve quality of life

The expert consultants involved with the study, all of who are recognized as national leaders in the field of new urbanism, transit-oriented development and placemaking, pulled from their extensive experience in other Bay Area communities and around the country to provide suggested methods for capitalizing on the strengths of Hacienda to help transition the business park into an environment that would prove to be environmentally, socially and economically beneficial to the City of Pleasanton. An initial suggestion was to learn from downtown Pleasanton and the qualities that make that place a comfortable and attractive location where people want to congregate. As the study noted, downtown Pleasanton in fact retains many of the best qualities that American towns have historically possessed: a range of services and places to eat and shop within easy reach of home and offices; buildings lined up compactly along the streets; streets that are not very wide with rows of trees along most of them; and, even on a hot summer day, streets that are pleasant to walk along. While the consultant team was in no way suggesting that Hacienda replace or compete with downtown Pleasanton, they did want to illustrate that the character and quality of the downtown as an attractive, pedestrian-oriented destination for many people is due primarily to the underlying design and zoning elements that make that environment possible. Therefore, transitioning areas of Hacienda to become more integrated and walkable environments requires the same types of zoning and design elements that make the downtown so viable. The proximity of Hacienda to an efficient public transportation system adds an important land use layer that will allow the business park to develop its own community character that serves the distinct needs of the local residents, the business community, employees and others.

As the consultant team noted, mixed-use communities are steadily rising in value over time both in terms of monetary value and in the more qualitative category of being considered desirable places to live by a growing population of people. The combination of market trends and changing demographics make a compelling case that mixed-use development that is transit accessible and in proximity to an educated labor force and an existing business infrastructure is an extremely valuable asset for communities. Property owners can increase the long term value of their property. Employers can enhance work force attraction and retention. Workers can have access to greater amenities, including the option to live, work and play in close proximity to one another. Current home owners can continue to capture enhanced residential property values and the City of Pleasanton can experience the fiscal benefits of greater values which will be distributed towards the amenities and social services that allow Pleasanton to have such a high quality of life.

Ultimately, the Concept Study provided a foundation of ideas and strategies from which we can build from when developing a detailed plan for integrated mixed use in Hacienda. The Workshop allowed us to hear directly from Pleasanton stakeholders what concerns exist in relation to the potential impacts of new development in Hacienda. The major issues that surfaced at the workshop are: Mobility, School Capacity, Recreation and Public Spaces, Housing, Environment and Sustainability, Safety and Business Viability. The goal of the remainder of this report is to begin focusing specifically on the challenges, solutions and opportunities in regards to each of these issue areas in the context of the different locations where development could occur in Hacienda.

Direction from the City Council

On May 20, 2003 the Pleasanton City Council directed the Pleasanton Planning Staff to continue to work with Hacienda and the Livable Communities Initiative in exploring development options in Hacienda Business Park as an integrated part of the General Plan update process. Noting that the Concept Study had been helpful, the Council directed further exploration of the ideas presented in the Concept Study as general proposals to be evaluated through the process of review of the General Plan Elements; most notably the Land Use Element and the Circulation Element.

By encouraging further exploration of mixed use development in Hacienda through the General Plan process, the Council demonstrated their confidence that the Concept Study ideas were worth examining at a more detailed level. To that end, Hacienda and LCI are working closely with city staff and other relevant agency staff to begin to develop solutions and strategies that address the key areas of concern for the community. In addition, the Council felt that the General Plan update process, through community meetings and hearing directly from meeting participants, an exchange of ideas would concern that would let everyone develop a clear understanding of concerns and approaches for resolution of those concerns.

Hacienda and the Livable Communities Initiative were encouraged by the Council's enthusiasm for further exploration of development opportunities in the park, particularly the intensification of uses in the vicinity of the BART station, the introduction of more housing, greater integration among land uses and improved pedestrian orientation. The goal of this report is to outline development opportunities that will build upon the existing strengths of Hacienda and create an implementation plan for the park that remains sensitive to the communities' sense of clear and viable strategies for the accommodation of future growth in Pleasanton.

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Focus Areas

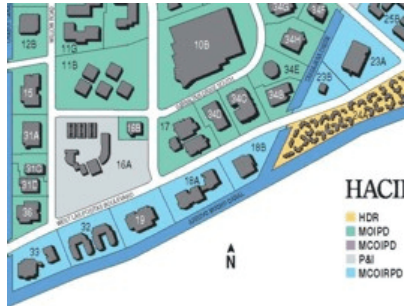
The next level of detail in refining the Concept Study to a point that could allow for the development of actual site plans was to focus on particular opportunity areas in Hacienda. The area that clearly generated the greatest amount of interest from the Concept Study was the region starting at the BART station and extending to a portion of the parcel just south of Gibraltar Drive. Interest was also expressed in the sites identified in the Housing Element; particularly those along West Las Positas Boulevard. In addition, sites along Owens Drive were also noted for their potential and desirability as opportunities for innovative reuse.

BART Corridor

The BART Corridor Focus Area is defined as Sites 56B (east BART parking lot), 7D (Shaklee campus) and 6 (Roche Molecular Systems campus). This area consists primarily of undeveloped land with one infill site (east BART parking lot). The Hacienda Concepts Study targeted this area as one of the best locations with the potential for a higher density comprehensive use mix including: office, retail and housing. A high level of interest exists among the owners in this Focus Area to modify approved plans for these parcels into a mixed use program. Some effort has already been made by all of the owners in this area to pursue new proposals through partnerships with outside developers. On one site, an owner has already obtained approval from Hacienda to allow residential use as a permitted use on the site and has commenced the process of seeking approval for a specific project. The opportunity also exists to work with this area more comprehensively in order to respond to the growing alignment of interests among various owners. Given the interest in this area and the mixed use concepts that have been discussed, an independent financial feasibility analysis has been undertaken to look specifically at the mix of uses that would be needed to realize a successful project.



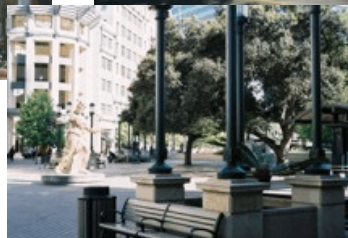
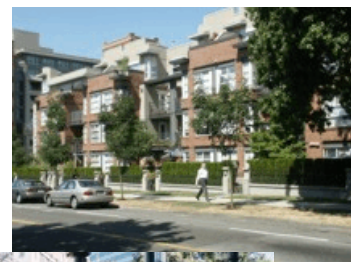
exists among the owners in this Focus Area to modify approved plans for these parcels into primarily residential programs. Some effort has already been made by some of the owners in this area to pursue new proposals through partnerships with outside developers. At one site, an owner has already obtained approval from Hacienda to allow residential use as a permitted use on the site and has commenced the process of seeking approval for a specific project. Some opportunity also exists to work with this area comprehensively given the common ownership of some parcels and the interest expressed in looking at new projects.



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Owens Drive

The Owens Drive Focus Area is defined as Sites 58C (Metro 580 [Kohls, Sports Chalet, Borders, and others]), 59 (CarrAmerica Corporate Center [Ross, Safeway, AT&T, and others]) and Site 27B (Stoneridge Business Center [Crossmark, Logicon, Ingenico, and others]). This area consists primarily of infill sites with one redevelopment opportunity (Site 25B). This was another area targeted during the Housing Element update process as being a potential location for additional housing and which also has longer term potential to be a very good location for a higher density comprehensive use mix of office, retail and housing; in much the same way this mix is contemplated for the BART corridor. A relatively low level of interest exists among the current owners in this Focus Area to modify approved plans for these parcels into a new program in the near term but all have expressed interest in examining other options over time.



Challenges, Solutions and Opportunities

Through the Concepts Study and subsequent public meetings the community has voiced consistent concern over a number of items. The main areas of concern can be summarized as follows: Mobility, School Capacity, Recreation and Public Space, Housing, Environment and Sustainability, Safety and Business Viability. While in some ways these issues are not new to projects developing in the community or elsewhere in the Bay Area, the importance of the items expressed could not have been more clear. Furthermore, these issues were applicable to all of the Focus Areas identified above although the solutions and opportunities surrounding these issues vary somewhat from Focus Area to Focus Area.

Mobility

- Challenges
 - Resolve issues concerning congestion and increases in traffic
 - Make sure that current problem areas are not exacerbated
- Solutions
 - Develop projects that have reduced traffic impacts by design
 - Implementation of projects identified through studies (both street and transit)
 - Consider programmatic remedies that return considerable road capacity to local use
 - Fees contributed under the transportation improvement fee (\$/sf)
- Opportunities
 - Increase opportunities for transit connectivity
 - Use the city's traffic model to examine impacts of alternatives

School Capacity

- Challenges
 - Consider adequacy of existing facilities to meet capacity needs
 - Reduce likelihood of future changes to school boundaries
 - Make sure that quality of education is not diminished
- Solutions
 - Determine facilities needs through school district assessment
 - Develop preferred strategy with school district for facilities
 - Fees contributed through the school impact fees (\$2.45/sf - MF and \$6.96/sf - SF)
- Opportunities
 - Create opportunities for joint use facilities
 - Meet educational needs with innovative project designs
 - Develop stronger partnerships with local business

Recreation and Public Space

- Challenges
 - Address recreation and public space needs of any new residential development
 - Provide local facilities that are useful and functional that truly engage the community
- Solutions
 - Create design standards that incorporate public spaces into projects
 - Develop design standards for greater pedestrian access
 - Fees contributed through in-lieu park dedication fee (\$/unit or sf)
- Opportunities
 - Improve underutilized land to create unique points of engagement
 - Utilize surrounding arroyos for passive recreation and bike/pedestrian trails

Housing

- Challenges
 - Provide opportunities to meet affordable and market rate housing objectives
 - Consider a variety of community needs for housing
 - Integrate neighborhoods with existing and proposed amenities
- Solutions
 - Utilize principles that make projects affordable by design
 - Encourage production of affordable units using inclusionary zoning rather than fees (\$/sf)
 - Develop flexible program to meet affordability goals
- Opportunities
 - Help meet housing needs established in the Housing Element
 - Develop relationships with business to address workforce needs
 - Form partnerships with other entities to address special needs housing

Environment and Sustainability

- Challenges
 - Reduce impacts on environment
 - Meet a balance of needs for both existing population and future populations
- Solutions
 - Constructively reuse existing property to enhance sustainability
 - Improve integration of uses within the development
 - Provide environmental enhancement through design
- Opportunities
 - Incorporate Pleasanton green measures into future projects
 - Make better use of infrastructure that was originally designed for nearly 13 M sf of office
 - Create high levels of efficiency in the use of land and resources
 - Develop high quality live/work options

Safety

- Challenges
 - Meet safety needs for existing and future residents
 - Retain sensitivity concerning safety to all segments of the community
 - Avoid problems created with poor caliber proposals
- Solutions
 - Utilize planning and design characteristics to promote safety
 - Design projects for neighborhood creation and pedestrian orientation
 - Insure development of onsite amenities needed to create quality
 - Develop relationships between neighborhoods through design
 - Create pedestrian friendly environments
- Opportunities
 - Improve safety through greater neighborhood collaboration
 - Forge connectivity between neighborhoods

Business Viability

- Challenges
 - Retain attractive business atmosphere within Hacienda
 - Prevent dilution of business opportunity
 - Preserve tax base (sales tax, property tax, transient occupancy tax)
- Solutions
 - Maintain concentrations of pure business uses in core areas
 - Allow for mixed and integrated uses in subareas
 - Design project orientations in consideration of use separation and reciprocation
 - Retain currently planned business base
- Opportunities
 - Allow tax base to increase through intensification (all three tax bases will increase)
 - Help businesses to house workers locally
 - Reduce cost to maintain infrastructure for new residents (already paid for by Hacienda)

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Studies

To fully explore the challenges and solutions outlined above, the Hacienda Owners Association and the East Bay Community Foundation's Livable Communities Initiative have undertaken a number of studies. Some of these have been performed by independent consultants and some by agencies with responsibilities or jurisdiction over the particular item to be researched. These reports are being developed to provide critical information relating to land use evaluations concerning Hacienda and will be used to help form proposals for consideration during the General Plan update.

While the final list of supplemental reports may change over time as modifications are made to the overall scope of evaluation or new needs for information are identified, an initial outline of reports is presented here for consideration. Currently, the following reports are expected to be completed as part of this process:

- Hacienda Concept Study
- Overview of Traffic Impacts from Transit Oriented Development
- Sustainability Considerations regarding Transit Oriented Development in Hacienda
- Financially Feasible Mixed Use Projects in Hacienda
- Commute Patterns and Mode Split Evaluation of Hacienda Commuters
- Commute Alternative Traffic Mitigation
- School Impact Assessment
- Safety Status Report
- Traffic Impact Analysis

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Hacienda Concept Study

- Consultant: Dan Solomon, Nelson/Nygaard, Strategic Economics
- Date: April 8, 2003
- Purpose: Present ideas for consideration on how Hacienda can better utilize land to create synergies between existing and proposed land uses. Examine ways in which intensification of development can meet a variety of needs examining issues of feasibility and impacts. (The study is posted at www.hacienda.org/pdf/HaciendaBusinessParkConceptStudy.pdf and www.hacienda.org/pdf/HaciendaBusinessParkConceptStudyAppendix.pdf)
- Use: Generate discussion about various concepts to gauge community interest, receptivity and concerns. Develop consensus around the concepts to form a basis on which projects might be advanced
- City Staff Participation: Act as resource in developing materials. Provide guidance in determining scope of discussion. Help determine key participants in the workshop.

Overview of Traffic Impacts from Transit Oriented Development

- Consultant: Fehr & Peers
- Date: January 22, 2004
- Purpose: Provide an overview of current literature concerning research into traffic impacts of transit oriented development. Suggest studies and findings that might be applicable to Hacienda land use proposals.
- Use: Intended for use in traffic modeling of proposals and projects that are determined by city staff to be comparable to those analyzed within the studies.
- City Staff Participation: Prepared for staff's reference.

Sustainability Considerations regarding Transit Oriented Development in Hacienda

- Consultant: Redefining Progress
- Date: June 1, 2004
- Purpose: Provide background information on sustainability considerations for evaluating development proposals. Create a means for applying measurable criteria related to sustainability to development in Hacienda.
- Use: Apply evaluation criteria to development proposals considered for Hacienda.
- City Staff Participation: Prepared for staff's reference.

Financially Feasible Mixed Use Projects in Hacienda

- Consultant: Strategic Economics
- Date: July 1, 2004
- Purpose: Define general parameters for mixed uses to outline a financially feasible project. Consider such factors as retail/housing/office mix and quantities, and preliminary site development and design parameters.
- Use: Create guidelines that will start to define the thresholds of various types of development that will result in a quality mixed use development.
- City Staff Participation: Provide direction for study areas and key study components. Developed as a resource to help staff make determinations about project viability.

Commute Patterns and Mode Split Evaluation of Hacienda Commuters

- Consultant: Unknown
- Date: To be determined (*Hacienda is currently coordinating a grant application to MTC to develop funding for this study*)
- Purpose: Develop a baseline profile of commuting behavior including a reliable examination of mode split. Create a basis for predicting likely mode split with a greater incorporation of mixed use development.
- Use: Provide data for city traffic modeling. Establish direction in determining those measures and programs that will have the greatest impact on reducing traffic impacts.
- City Staff Participation: Provide scope of review needed.

Commute Alternative Traffic Mitigation

- Consultant: Unknown
- Date: To be determined (*Hacienda is currently coordinating a grant application to MTC to develop funding for this study*)
- Purpose: Perform an analysis using the City of Pleasanton's traffic model of those transit-based mitigation measures that will have the greatest impact on both reducing single occupant vehicle use and increasing the effectiveness of mixed use development within the park.
- Use: Help determine the size and scope of a program that can be used to offset traffic impacts. Determine those measures needed to create synergy between land uses.
- City Staff Participation: Provide scope of review needed.

School Impact Assessment

- Consultant: Pleasanton Unified School District
- Date: To be determined
- Purpose: Use the school districts student generation and demographic model to assess school impacts from proposed projects.
- Use: Establish funding and facilities needs for the district resulting from land use proposals being considered.
- City Staff Participation: Prepared for staff's reference.

Safety Status Report

- Consultant: Pleasanton Police Department
- Date: To be determined
- Purpose: Provide baseline data concerning public safety issues surrounding various land use proposals. Outline best practices developed by the public safety sector.
- Use: Take historical information and best practices as input into planning guidelines for developing land use plans. Incorporate safety principles into proposals.
- City Staff Participation: Provide historical data and assessment.

Traffic Impact Analysis

- Consultant: Dowling Associates
- Date: To be determined
- Purpose: Determine traffic impacts from development proposals.
- Use: Provide direction into creating projects which both minimize impacts and which have viable, identifiable mitigations.
- City Staff Participation: To be conducted by staff as part of the Circulation Element evaluation.

DRAFT

Hacienda Development Structure

Hacienda has a complicated development structure that is formed from a variety of sources. This structure not only determines how the park looks and operates but how it will grow and change. Hacienda's development structure is chiefly formed through four documents: the Planned Unit Development ordinance(s); Hacienda's Covenants, Conditions and Restrictions; the Design Guidelines; and Hacienda Development Agreement(s). These structural components need to be understood in order to best determine how to apply change to create the outcome being sought. Each of these documents will require some modification as part of the process of implementing this plan.

Planned Unit Development

Hacienda Business Park was approved under the City of Pleasanton's Planned Unit Development process. Under this process a series of ordinances were passed which detail, from the city's perspective, the course of development within Hacienda. The ordinances further delineate Conditions of Approval which outline specific one-time and ongoing requirements that must be fulfilled by the project.

The Planned Unit Development process has had a significant bearing on the shape of Hacienda over time. Because of the flexibility inherent within Planned Unit Developments, changes can occur to address needs; as can be seen throughout Hacienda's history. While literally hundreds of changes to the PUD have occurred over the years as projects are added and conditions modified, there are six key ordinances which have played primary roles in defining Hacienda's underlying structure:

- Ordinance 1040
- Ordinance 1109
- Ordinance 1246
- Ordinance 1325
- Ordinance 1533
- Ordinance 1596

Ordinance 1040 This ordinance was passed on June 22, 1982 and established the guidelines for the first Planned Unit Development for Hacienda. The ordinance approved the first phase of Hacienda and covered 573 acres of property. The plan broke down the acreage into use districts including: office (garden, general and midrise), industrial warehousing, research and development/light manufacturing and a combination of retail/commercial/financial. A list of 109 conditions accompanied the ordinance and outlined a variety of improvement triggers and conditions that had to be met in order for development to proceed. The conditions capped development at approximately 8.2 million square feet. More importantly, the conditions outlined specific traffic mitigation requirements that accompanied the project and established Level of Service standards that would need to be met on a site specific basis in order for any single development to move forward. The ordinance also outlined general permitted uses by district. In addition, a number of general design criteria were also elaborated in the Conditions of Approval and a relationship established with park documents such as Hacienda's Covenants, Conditions and Restrictions, and Design Guidelines.

Ordinance 1109 This ordinance was passed on November 22, 1983 in response to a challenge in Alameda County Superior Court that the original plan was not consistent with the General Plan Growth Management Element. An amendment to the Growth Management Element was prepared and the project was submitted for reapproval under Ordinance 1109. The project size and allocation of uses by use district was identical to the previous ordinance. A list of 110 conditions accompanied the ordinance outlining virtually the same requirements as were established in the previous ordinance. The ordinance also outlined a list of satisfied or partially satisfied conditions and the progress made towards meeting specific requirements.

Ordinance 1246 This ordinance was passed on March 18, 1986 and permitted a second phase to Hacienda's plan in the form of 260 additional acres. As with the original ordinances, the plan addition broke down the new acreage into use districts using the classification scheme that had already been developed. A list of 32 conditions accompanied the ordinance; some coming as new conditions and some as restatements of previous conditions that were now being applied to the new area. The conditions capped development in the new area at around 4.4 million square feet for a total cap on Hacienda development of approximately 12.6 million square feet. This ordinance also began a pattern of more directly referencing a series of tables that outlined zoning and permitted uses housed within Hacienda's Covenants, Conditions and Restrictions. As will be noted below, while this created an important link to material established as part of the agreement among the owners, it also eventually became a problematic arrangement as the various documents were not always modified at the same time and were subject to two different systems of review and approval. Moreover, the permitted uses now outlined in both Hacienda's Covenants, Conditions and Restriction and the Planned Unit Development ordinances were still subject to city zoning code. While these use lists were originally derived from city code, they were also subject to a different modification system and did not always keep pace with changes within the city code itself. This has meant that use verification needs a review against Hacienda's Covenants, Conditions and Restrictions, the use tables within the Planned Unit Development ordinances and city code before a determination of compliance can be achieved. Further discussion on this point follows along with a description of both remedies taken and remedies proposed to transition this system to one that is more workable and practical.

Ordinance 1325 This ordinance was passed on August 4, 1987 and provided a restatement of the entire Hacienda plan. The previous ordinances were repealed and Ordinance 1325 was established in their place. A list of 29 conditions accompanied the ordinance which combined and applied relevant conditions from previous ordinances across the entire project and recognized that many of the original conditions of development had been satisfied. One significant change occurred in the overall entitlement which was lowered from the previous roughly 12.6 million square feet to 11.755 million square feet. Again, reference is made to the development tables within Hacienda's Covenants, Conditions and Restrictions as a means of establishing a source for site specific zoning, site specific development requirements and permitted uses.

Ordinance 1533 This ordinance was passed on January 7, 1992 and ushered in a new addition to the Hacienda plan in the form of a substantial rezoning of the park for residential development. This ordinance was not the first time such rezoning had been approved but did represent a major change in land uses affecting nearly 80 acres. While conditions were imposed on the area being rezoned, most dealt with issues pertaining to the future residential projects on the site and only one had a substantial bearing on the remainder of Hacienda; namely the overall entitlement availability which was reduced to 10.389 million square feet. One other significant condition that was made a part of the ordinance was in the establishment of density floors for residential development. These floors were established not just as an average but on a per project basis and provided a means of characterizing the development proposed for the rezoned area. Such floors are an important component of design development at the zoning level and will have a very specific utility for future projects.

Ordinance 1596 This ordinance was passed on June 15, 1993 and established several important new mechanisms for both defining what development could occur in the park and the amount of development that could occur. A list of 11 conditions were made a part of the ordinance established to implement these new mechanisms. The ordinance again reduced the amount of total allowable development within Hacienda to a new limit of 9.889 million square feet. Furthermore, it divided this entitlement into two separate groups: one for properties that were already developed and one for all of the then undeveloped land. Approximately 5.2 million square feet of the total 9.889 million square feet was allocated to the developed properties and the remaining 4.6 million to the undeveloped properties. Aside from the fact that the pools were given to developed versus undeveloped land, several other important features distinguished the two groups. The first group consisting of developed properties was, in essence, left to the conditions of the previous ordinances. The undeveloped land in the second group, however, was provided with a number of new characteristics. First, the lots were given flexible zoning meaning that a greater variety of uses were available to each site. Second, the sites were given flexible design and development parameters that were established by the density of project proposed. This system varied significantly from the previous one which allocated to individual lots specific densities and specific uses. Third, and perhaps most importantly, the ordinance established a traffic

based interpretation of the overall entitlement meaning that development was tied specifically to the type of traffic it generated. This was done by first equating the amount of entitlement to a certain amount of office based traffic trips. Actual draw-down of the total entitlement was then measured by the corresponding ratio of traffic trip impacts from the proposed development type to that of office. As an example, retail projects drew down the total entitlement at an accelerated rate because their trip rate was higher than that of office. The Red Robin restaurant, although only 7,256 square feet in size, actually reduced the total available entitlement by 88,709 square feet because of the relative impact of the presumed traffic from this type of development. Conversely, projects such as warehouses and data centers drew down less than an equivalent sized office because the ratio of the respective trip rates was less than one. This system was allowed to come about after an extensive traffic analysis and a determination that a certain portion of the road network should be dedicated to this phase of Hacienda's development. Most importantly, it has established a new context for looking at traffic generation and development that has a great opportunity for helping to tie growth, in a reasonable manner, to a specific program of mitigations. More will be said on how this might apply to future projects later. Another note concerning a distinguishing characteristic of this ordinance was that the conditions no longer referenced the tables that had heretofore been incorporated in Hacienda's Covenants, Conditions and Restrictions but went to the extent of providing them directly within the body of the ordinance. As noted below, in 1998 Hacienda's Covenants, Conditions and Restrictions ceased to itemize highly specific zoning and uses on a lot by lot basis and moved to not only reference the more mixed use classifications established for all of the undeveloped lots under Ordinance 1596 but to apply them to all of the lots as well. However, while the park internally recognizes this flexibility for all sites, the Planned Unit Development ordinances do not and still show the older zoning and use allocations for all sites that had developed prior to 1993. Bringing these two systems into alignment and applying them universally to all sites within Hacienda is discussed further on in the report.

Covenants, Conditions & Restrictions **DRAFT**

Hacienda Business Park started out as a co-development of two entities: The Prudential Insurance Company of America and Callahan-Pentz, Inc. Over time, the land that was assembled as Hacienda in the late 1970's was subsequently sold to various parties. Today, Hacienda's ownership is a mosaic of different entities including: small private investors, larger institutional real estate investors, real estate investment trusts and users who own their own projects. In all, over sixty different investors own nearly one hundred parcels of land within the development. Regardless of the size or function of the participant, all owners have been drawn to Hacienda because of the quality of the investment. Each believed that in purchasing property they had given themselves the opportunity to bring in a solid return. For the most part, the park believes that each owner has been able to satisfy their objectives in investing in the development and interest remains extremely high in ownership opportunities as they arise.

At the onset of Hacienda's creation, both the City of Pleasanton and the two development teams recognized the desirability of maintaining long term cohesion in the project; particularly knowing that Hacienda would, one day, be composed of a large number of different owners. To create this cohesion, an association of owners, the Hacienda Business Park Owners Association, was formed and given the charge of managing the project on behalf of the investors collectively. This organization's primary function is to serve investors by executing the tasks outlined for them within the Covenants, Conditions and Restrictions for Hacienda and for generally seeking to further the welfare and interests of the park's investors. The organization also plays a centralizing role and manages the broad obligations, such as those enumerated in the various project documents, for one-time, short-term and long-term requirements of the park. The Association is overseen by a five member board of directors elected by the membership.

As noted above, Covenants, Conditions and Restrictions (CC&R's) have been recorded on all of the properties within Hacienda. While these Covenants, Conditions and Restrictions for Hacienda have been amended several times (CC&R's I, CC&R's 2 with Amendments 1 through 6, and CC&R's 3 with Amendments 1 through 3), they have retained their basic form and detail procedures and processes covering a variety of areas:

- participation and decision making within the development
- duties and powers of the association of owners
- project approval requirements
- restrictions on operation and use
- maintenance obligations
- defaults and cures

Fundamentally, the Covenants, Conditions and Restrictions represents the agreement Hacienda's investors have among themselves as to how Hacienda Business Park will operate. At the onset of the development, and for most of Hacienda's history, oversight and decision making concerning the CC&R's was done exclusively by the original co-developers. In May, 2000 Hacienda's remaining principle developer passed authority of the Covenants, Conditions and Restrictions over to the owners at large who have managed it to this day.

With regard to the consideration for future development, it is important to understand that the Covenants, Conditions and Restrictions establish what is, in essence, a parallel form of zoning and development approval to that created by the City of Pleasanton. Among other things, the CC&R's describe a process that outlines the means by which development may be approved and also the types of development that may occur on a lot by lot basis. Originally, this use approval coincided very closely with the permitted uses established under the Planned Unit Development ordinances for Hacienda. Over time, these have differentiated themselves somewhat in at least two important ways.

The first differentiation arises out changes the owners have implemented to align permitted uses and conditional uses, other than residential uses, with city codes. This effort has created two categories of approved uses within the CC&R's for non-residential sites: a mixture of office and industrial, and a mixture of office, industrial and retail. This change, made in April, 1998, departs somewhat from the zoning scheme found in the Planned Unit Development ordinances for Hacienda in that only lots developed after 1993 carry this type of mixed use designation. Under the Planned Unit Development ordinances all lots developed prior to 1993 carry much more specific types of zoning designations. The change to a more flexible form of permitted uses within the CC&R's was adopted to address a problem frequently encountered when examining use issues within the development. Changes to the very specific list of permitted uses outlined in the CC&R's did not always track with changes to the permitted uses and conditional uses outlined in the city zoning code and vice versa. The result was often a convoluted exercise in interpreting what uses were permitted on various sites on a case by case basis. The intent of the change to broaden uses across sites was to take the first step in deferring to city code in all cases of examining permitted and conditional uses. The final step in completing this transition is outlined further on in the sections on Strategies and Outcomes and involves two parts: bringing the same level of flexibility found in the Planned Unit Development ordinances to lots developed after 1993 to those developed prior to 1993 and then specifically tying all use approvals to the permitted and conditional uses found within the city's codes.

The second differentiation has occurred out of a change made in 2003 to the Covenants, Conditions and Restrictions pertaining to adding residential uses as permitted uses to two lots within Hacienda: Site 7D, currently occupied by Shaklee Corporation, and Site 23, currently occupied by ValleyCare Medical Center. This change is significant in light of the fact that such an addition of this use to these sites required a vote of all of the owners within the development as, outside of those sites which have housing, no additional sites were currently contemplated for residential projects. Where earlier in the park's history the decision to modify the Covenants, Conditions and Restriction rested solely with the co-developers, with the passage of management of the CC&R's to the owners at large, modification of the CC&R's must be done through vote of approval. Modifications which would change permitted uses on any site within Hacienda must be approved by a 66 ⅔% vote and the request to expand permitted uses on these sites, when put to the owners, was approved by over 73%.

A key point must be highlighted from this discussion. Because of the very nature of the Covenants, Conditions and Restrictions, and because the current process outlined in the CC&R's requires consensus building amongst the owners themselves, care must be exercised in creating land use modification proposals that cater to a diverse group of interests and to meet their collective needs. In moving forward the plan outlined in this

report it will be essential that each step look closely at how this is accomplished as all resulting changes will need to be approved by the park as a whole. The steps outlined in the Implementation Plan will highlight a recommended process in greater detail.

Design Guidelines

The Design Guidelines formulated for Hacienda literally outline the design program for the park. Every aspect of project character, save for the specific details on such things as building architecture, plant palette, site layout and other aesthetic considerations, is enumerated in these guidelines. Principally, the Design Guidelines are intended to take the general site development criteria found within the Planned Unit Development ordinances and provide specific direction on how to realize these criteria on a project basis. The refinement of the general concepts within the Planned Unit Development ordinances and Hacienda's Covenants, Conditions and Restrictions provide key direction for planning and the Design Guidelines are typically the first resource for new project development. Moreover, the Design Guidelines also take the site specific criteria established through zoning and provide a means of harmonizing these criteria between sites. This is of particular importance in areas where zoning changes or certain transitions are needed between neighboring use designations. The Design Guidelines also play a key role in providing direction to projects to help insure that constants across the entire project are maintained. This is particularly important when dealing with parameters for important programmatic planning such as landscape design and signage

The Design Guidelines have been modified many times over the course of Hacienda's history. In particular, when substantive changes to the Planned Unit Development ordinances occurred there were almost always changes needed to incorporate these modifications within the Design Guidelines. With the types of modifications outlined in this proposal a number of changes will likely need to occur as well. In particular, as any changes to zoning occur along with parameters to formulate certain types of projects, the Design Guidelines will play a key role in providing direction on realizing those concepts on the ground and creating relationships with both proposed and existing projects.

Development Agreement

The Development Agreements were established between the co-developers and the City of Pleasanton to create a long term mutual understanding between the two parties regarding the course of development. For the city's part, guarantees were made that improvements would be implemented and that a binding relationship between the co-developers and the Planned Unit Development provisions had been secured. In addition, the city could rely on the Planned Unit Development ordinance to provide order to the development process. For the co-developer's part, guarantees were made that would allow the project to proceed within the outline of the Planned Unit Development ordinance; particularly given the magnitude of the up front investment made by the developers (over \$63 million in 2004 dollars excluding the cost of the interchanges).

The first development agreements, one each for the two co-developers, were entered into on December 30, 1984. A second development agreement was created when the second phase of the property was introduced on April 22, 1986. These two development agreements were subsequently amended on June 15, 1993 to reflect conditions that had changed as a result of both Ordinance 1533 and Ordinance 1596. Aside from extending the development agreement term, recognizing the new residential area within the park and noting the new flexible zoning plan covered by traffic mitigation, the amendment made one other important acknowledgment of understanding between the two parties; namely, that no further residential development would occur in the areas covered by the agreement. While this acknowledgment was not stated as a condition to the agreement, a restatement of this understanding in the form of a revised development agreement along with the corresponding commitments by the city and Hacienda to a new program of development will be an important part of establishing a new plan.

Key Program Elements

There are a number of elements that can help lead to the creation of a successful plan. Three mechanisms for improving plan implementation are outlined here for consideration: zoning, a traffic based entitlement pool and a transfer of development rights program. Much of what will determine how the program elements will be used arises out of specific decisions concerning the types of development desired in various areas throughout the park. While these decisions are important for informing the shape of the elements, the elements themselves will retain their utility as tools to enable the plan at whatever scope is pursued.

Zoning

Zoning as it is expressed in the Planned Unit Development ordinances for Hacienda plays a fundamental role in determining the character of development. In looking at the formation of other transit oriented projects and smart growth development, zoning works to both enable certain desired characteristics as well as to limit undesirable traits. As outlined in the section above on Hacienda's development structure, zoning has had an evolving role in the park. Two roles are worth particular note: permitted uses and baseline design standards.

Mixed use zoning has been demonstrated to be a very workable concept within Hacienda. To some extent a level of mixed use zoning has always existed in the park. A more comprehensive approach to such zoning was introduced with the Planned Unit Development update that occurred through Ordinance 1596. This strategy has proved very effective in allowing greater flexibility and innovation in tenancing projects and has also proved to be a practical application of the city code. With its proven workability, a few additional changes are needed to bring it to the next stage of usefulness for the types of projects being considered in the park under this plan. A summary of proposed zoning changes are outlined in Appendix B and Appendix C.

In terms of the changes needed, the zoning plan must first be made uniform throughout the park. As it currently stands, half of Hacienda operates under a very narrow system of permitted uses while the other half operates under the more flexible version. There is no practical, geographical or other rational distinction between the properties that employ either scheme; they were merely separated by a point in time as the new standard was adopted in 1993 for all properties that had yet to be developed. It is proposed that this same multi-use system should be placed on all of the lots with the exception of those lots that have been deannexed or detached from Hacienda over time. Three classifications of mixed use are proposed: mixed office/industrial, mixed office/industrial/retail and mixed office/industrial/retail/residential. The primary difference between the three being those sites which would allow retail in addition to the standard office uses currently in place and those sites that would then also allow residential uses. The creation of truly mixed use development will require that this new class of zoning be created so that a comprehensive mixture of uses can occur on one site. A representation of the current zoning scheme and a proposed zoning scheme appears below.

The second change that is needed to the permitted use structure is the creation of an alignment between the Hacienda Covenants, Conditions and Restriction's provisions on permitted uses, the Planned Unit Development ordinances and city code. As noted previously, Hacienda's Covenants, Conditions and Restrictions have been modified to help accomplish this alignment. What is needed beyond that is a change to the permitted use language within the Planned Unit Development to refer directly to city code so that a determination can be readily made as to whether a proposed use is permitted, conditional or non-permitted. Again, such a structure is proposed in Appendix C. As you will see in the proposal in the outline provided, park zoning established through the Planned Unit Development are translated directly into city zoning districts and applied accordingly. Language has also been suggested that will allow these uses to change over time. As the zoning code changes with respect to various districts, so to do the permitted uses on the corresponding Planned Unit Development zones. While this is essentially what ultimately happens today, eliminating the ambiguity between the Planned Unit Development and city codes will greatly simplify the administration of the permitted use process.

Current Zoning Scheme



Proposed Zoning Scheme



Hacienda has also used zoning to establish baseline development standards. As can be seen in Appendix B, criteria for lot development is established for each of the different zones covering such areas as: floor area ratio, building height, landscape coverage, and required parking. Some proposed modifications to the way in which these standards are structured have also been presented in this table to account for the need to have a more flexible zoning scheme. As will be seen from the tables, Hacienda has already established such a scheme for lots developed after 1993 as established by Ordinance 1596. As with the treatment of permitted uses, modifications are needed to this scheme so that all lots are treated similarly and so that the criteria can be matched to the permitted uses for the site.

In addition, the zoning definitions are further developed to outline criteria for setbacks, arrangement of service yards and special landscape sections. These criteria also help establish continuity in and between projects and present guidelines for managing continuity. With regard to specific needs for proposed transit oriented development and mixed use projects, zoning definitions also help institutionalize requirements for such things as pedestrian connectivity, transit access, public spaces and the development of meaningful relationships between park projects. Too, components of site character such as use mixtures and floor residential densities also have an important support function in insuring that desired characteristics are materialized as each individual project is brought forward.

Traffic Based Entitlement Pool

Another key program element that has been used to great effect in Hacienda and elsewhere in the Bay Area is the use of a traffic based entitlement scheme. As was noted previously, Hacienda has such a program in place for portions of the park developed after 1993. Under this program total entitlement is equated to a certain number of traffic trips and all developed projects are then equated to a relative number of these trips. Sites are allowed flexibility in the types of projects built, within the guidelines established by zoning, and the overall amount of development within the park is determined by the traffic based trip pool.

This system worked well under the city's previous traffic model as the model allocated traffic by project according to a traffic trip rate. Relative impacts and relative use of this traffic based trip pool were simply calculated using the ratio of these trip rates. Examples of how this worked are outlined in the section above describing Ordinance 1596. This simple ratio of trip rates will likely prove an unsatisfactory measure of comparing the traffic impacts of one use over another with the city's new traffic model. This is because the new model provides a significantly higher level of analysis of traffic trip distribution and traffic trip purpose than the older model. Because of this, traffic trip rates alone are only one of several variables in determining true traffic impacts. In addition, the new model allows the city to examine impacts from areas such as school sites and the relationship between residential uses and school sites in an entirely new fashion which may have a significant bearing on the type of analysis done for projects.

Regardless, the merits of deriving such a methodology for equating impacts make the exercise of determining an appropriate scheme entirely worthwhile. This is particularly true given the very high level of concern that the community places on traffic impacts and the need to demonstrate in an acceptable fashion that development within the park is occurring in accordance with community expectations. A traffic based trip pool further supports establishing new projects in a clear and orderly fashion as well as providing a sound means for determining an equitable change in uses as would occur in a situation involving redevelopment.

Given the foregoing, the following outline is suggested as a means of arriving at the definitions necessary to creating a pool and then equating uses using the city's new traffic model. The procedure outlines both those cases where an existing office entitlement is interested in converting the entitlement to a residential or mixed use and a means by which means could be taken to mitigate a traffic impact back to the baseline condition.

Determination of 'Traffic Neutral'. For those projects seeking to transfer currently held office entitlement to proposed residential entitlement, the project must establish a neutral traffic condition. This can be done by first examining the AM peak, PM peak and Average Daily Trips for both the approved office project and proposed residential project. (NOTE: trip rates for office will be the rates generated from the model that take into account peak hour spreading and not straight IT rates). The worst case scenario of these three evaluations from a

currently approved office project will be used to determine the threshold for traffic neutrality in the proposed residential project. If there are no impacts beyond the worst case office scenario the new project will be considered 'Traffic Neutral' with the proviso that what the Planning Commission or City Council considers 'Traffic Neutral' may further be defined by the public review and comment process as an actual project moves through that process. One unknown at this point in time is the impact residential projects will have on the generation of school trips that offices do not create, and that school area traffic is a significant issue. Furthermore, even relatively traffic neutral projects in terms of total trip generation may not be viewed as traffic neutral by some or most residents because of this school impact. Regardless, applicants are strongly encouraged to either submit projects that are traffic neutral at the onset or to be prepared to conduct further analysis after completing the Scope of Work (see below) to identify measures that will mitigate their impacts back to current levels if they are interested in forwarding projects that are not 'Traffic Neutral' at the onset. Projects that add unmitigated traffic to Pleasanton streets are unlikely to receive support. (NOTE: A lesson learned from the recent Carden West conversion of office space to school use is that there is a concerted interest in effective traffic demand management over road capacity projects when it comes to changes in land use. Consideration for this preference should be made as an over-reliance on new or additional intersection widening projects to offset impacts may not be acceptable.)

Determination of Impacted Intersections. With the project defined and with the information developed above, projects will be submitted for a preliminary impact analysis. This analysis will derive:

- a list of all intersections currently at Level of Service C that receive 10 or more trips from the proposed project
- a list of all intersections currently at Level of Service E or F that receive any trips from the proposed project

These intersections will form the basis for the Scope of Work which will be developed by Dowling Associates acting in their capacity as the city's modeling engineer. The city's determination on the scope of this study is final. With regard to studying LOS C intersections, only mid-C or worse intersections will be examined unless a project is sending a very significant number of vehicles through the intersection. Some LOS B intersections may also be included in the study when one or more intersections near the project site are carrying the majority of project traffic and there is a need to explain the extent of the impact for the public. This review is considered critical in enabling city staff the ability to answer questions that will likely arise related to impacts at the beginning of the public review process.

Scope of Work. Each project will undertake the Scope of Work as it is developed in the procedure outlined above. The Scope of Work will analyze the impacted intersections both under the Existing + Approved + Project Scenario and under the Buildout + Project scenario. Projects that are modeled as 'Traffic Neutral' at the onset are anticipated to bear out this presumption on undergoing the analysis undertaken in the Scope of Work. Regardless, all applications are expected to determine which intersections are impacted, and the degree to which impacts are created, by their project. It is expected that projects with impacts will then go through a supplementary process to identify and model measures that will suitably mitigate their impacts; whether through modifications to the road network, programmatic means, a reduction in the size of the project or some other suitable measure. The intended result of this effort is to define a project that meets the City of Pleasanton's traffic conditions for approval.

Hacienda Buildout Analysis. Hacienda has indicated to all proposed residential projects that the park is interested in retaining its ability to develop its full entitlement of office and to have residential projects be added to this entitlement rather than be a substitute for proposed office development. It is expected that additional measures, beyond those considered in the current Baseline Traffic Report, will be required to mitigate the impacts of these projects in combination. Hacienda has begun a process with city staff to identify measures worthy of modeling in this particular effort. The process of identifying buildout mitigation measures is expected to be completed over the next several weeks and will be partially informed by the analysis undertaken in the Scope of Work. Once identified a new traffic model run will be created for the projects to perform with the intended result being the identification of a reasonable package of measures that could be executed to allow both the current proposed office projects to proceed along with the proposed residential projects.

Transfer of Development Rights

A final program for consideration is one that would allow a transfer of development rights between properties within Hacienda. The creation of such a program has a number of advantages. First, it allows a market to be created to efficiently distribute development resources. Second, such a system could provide some key opportunities to help reduce costs for housing. Third, creating fluid development rights within Hacienda may allow for the creation of unique opportunities to address special needs such as affordable housing. Finally, a transfer of development rights program can also be used to incentivise certain types of projects that are deemed a priority.

Under a transfer of development rights program, individual owners would be allowed to sell and trade various development rights. This, by needs, would have to occur within prescribed boundaries such as those that would insure that a minimum level of development was always available to a given site. However, with such protections in place, a number of different rights could be considered for a transfer program including:

- project entitlement
- sewer and water service connections
- affordable housing credits
- traffic impacts

A transfer of development rights program would be completely complimentary with the zoning and traffic based entitlements programs outlined above. It would also introduce another area where the city could help direct certain development outcomes by managing the parameters of the items that could be transferred and the conditions of transfer.

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Outcomes

There are a number of outcomes that are desired out of this process. First and foremost, if anything is to be accomplished and if Hacienda is to achieve any of the goals stated within this report, the principle outcome must be the creation of neighborhoods that fit within the larger Pleasanton community; places where both new and existing residents feel a sense of ownership for their neighborhood within that larger community context. In doing so, new residents become not merely people who live in Pleasanton, but become contributors to those elements which form the core of Pleasanton life. We believe that one of the main reasons that concerns are voiced by nearby community members over new projects such as those proposed for Hacienda is that the idea of neighborhood creation was both considered and realized in the development of their projects. It is these same characteristics and more that these residents seek to preserve, and that the park would now like to expand upon in creating new communities in Hacienda.

It is important to note that the concepts outlined in this report assume a modest approach to development change in Hacienda. There is no desire, and indeed no community support, to undertake a development program that would move Hacienda toward land densities found in highly urbanized areas. One of the key messages heard in the Concept Study was that community members, in particular, wanted any modifications to the park's land plan to acknowledge the community's character. Furthermore, concern expressed at the study suggested that other transit oriented developments within the Bay Area, such as those found in Walnut Creek, were not necessarily good prototypes for projects that were of interest to the community. Hacienda has been built to relatively low densities and some intensification can easily occur that will satisfy important needs while not diminishing the qualities that people find attractive about Hacienda and Pleasanton.

In fact, what has consistently been expressed as an important outcome for any changes contemplated for Hacienda was the idea that new projects be developed as something uniquely Pleasanton in nature. While denser development has not inherently been considered problematic, the relationship of denser development to the surrounding area is considered critical. Another expression of this thought was voiced through a recommendation that Hacienda carefully consider the elements that made downtown Pleasanton attractive and seek to incorporate those desirable characteristics into new projects. In addition, a consistent call has been heard for projects that address community standards of environmental quality that remain mindful of preserving natural resources. In translation, and in keeping with these stipulations, the modification proposed seeks to retain and support the highest densities in those areas, primarily around the BART station, where the highest densities are currently found. These areas too would receive the highest concentration of mixed use treatment. However, regardless of the Focus Area in question, the character of all projects sought under this plan would seek to draw on pedestrian friendly design and to utilize an appropriate mix of density and uses that ultimately contributes to a sense of place.

Conclusion

A great opportunity is available for the City of Pleasanton and Hacienda to advance their more than twenty year partnership to a new stage. The plan contained in this report should provide compelling evidence to support the measures proposed. Moving forward on the implementation plan outlined will allow a new, bold vision for Pleasanton and Hacienda to begin.

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Appendix A: 2004 Rent and Sales Price Affordability by Income Limits

PERSONS IN HOUSEHOLD:	MAXIMUM ANNUAL INCOME		
	Low Income	Low Income	Very Low Income
	80% of Median	60% of Median	50% of Median
1	\$46,050	\$34,500	\$28,750
2	\$52,600	\$39,450	\$32,900
3	\$59,200	\$44,400	\$37,000
4	\$65,750	\$49,300	\$41,100
5	\$71,000	\$53,250	\$44,400
6	\$76,300	\$57,200	\$47,700
7	\$81,550	\$61,150	\$50,950
8	\$86,800	\$65,100	\$54,250

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SIZE/TYPE OF UNIT:	MAXIMUM MONTHLY RENT		
	Low Income	Low Income	Very Low Income
	80% of Median	60% of Median	50% of Median
Studio	\$1,151	\$863	\$719
1 Bedroom	\$1,315	\$986	\$823
2 Bedroom	\$1,644	\$1,233	\$1,028
3 Bedroom	\$1,908	\$1,430	\$1,193

INCOME CATEGORY (%of median income):	ESTIMATED AFFORDABLE HOUSING COST			
	Maximum Monthly Rent	Maximum Price 7% Interest Rate	Maximum Price 8% Interest Rate	Maximum Price 9% Interest Rate
Above Moderate (>120%)	> \$2,466	\$	\$	> \$234,800
Moderate (80% - 120%)	\$1,644 - \$2,466	\$	\$	\$156,500 - \$234,800
Low (50% - 80%)	\$1,028 - \$1,644	\$	\$	\$96,100 - \$156,500
Very Low (< 50%)	< \$1,028	\$	\$	< \$96,100

This material is derived from the most recent median family income issued by the Department of Housing and Urban Development (HUD) for the Oakland Primary Metropolitan Statistical Area (PMSA) which includes Alameda County and Contra Costa Counties. The 2004 median income level for a family of four within the Oakland PMSA, dated January 28, 2004, is \$82,200. Maximum Annual Income (first table) and Maximum Monthly Rent levels (second table) are shown for three different income categories: 80% of median, 60% of median, and 50% of median. The maximum annual income level is determined by the number of persons in the household. The applicable maximum rent level is determined by the size and type of the rental unit. Estimated Affordable Housing Costs (third table) are shown for rent and housing costs assuming a range of interest rates. Rent levels are based on 30% of gross monthly income applied toward rent for each income category. House sales prices are based on a 3% down payment, a 30-year fixed rate mortgage of 7%, 8% and 9% annual interest, and 28% of gross monthly income applied toward monthly housing costs. Additional expenses, such as property taxes, insurance and association fees are assumed to be 2.7% of the total house sales price and are applied toward total monthly housing costs.

Source: *City of Pleasanton*; corrected 3/22/2004

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Appendix B: Zoning and Site Development Changes

Zoning and site development criteria are an important part of the planning process for each site. They are determinants of project character and play a significant role in supporting design aspects key to the overall plan. Appendix A provides a complete overview of proposed zoning changes for Hacienda. The table outlines current zoning and proposed zoning as well as proposals to modify certain site development criteria: storied height and actual height, maximum floor area ratio, minimum landscape ratio and minimum parking ratio. The proposed modifications to specific zoning designations are outlined in the table and the modified criteria for each of the new proposed zoning designations are elaborated on in the notes following the table. Notes proposed for modification over current versions of criteria are denoted with an (*).

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LOT	PARCEL	CURRENT	PROPOSED	HEIGHT	MAXIMUM FLOOR AREA RATIO (1)	--- CURRENT ---	MINIMUM LANDSCAPE RATIO (3)	MINIMUM PARKING RATIO (4)	PROPOSED
		USE (A)	USE (A*)			MAXIMUM HEIGHT (2)			SITE STANDARDS
1	1A	CPD	MCOIPD	(3 STORY)	SEE NOTE 5	55'	25%	SEE NOTE 5	SEE NOTE 5*
	1C	CPD	MCOIPD	(3 STORY)	SEE NOTE 5	55'	25%	SEE NOTE 5	SEE NOTE 5*
	1D	CPD	MCOIPD	(2 STORY)	25%	45'	25%	SEE NOTE 5	SEE NOTE 5*
	1E	CPD	MCOIPD	(3 STORY)	SEE NOTE 5	55'	25%	SEE NOTE 5	SEE NOTE 5*
	1F	CPD	MCOIPD	(3 STORY)	SEE NOTE 5	55'	25%	SEE NOTE 5	SEE NOTE 5*
2		OGPD	MOIPD	(2 STORY)	40%	55'	25%	1 PER 250 SF	SEE NOTE 5*
				(3 STORY)	45%	55'	25%	1 PER 250 SF	
3		OGPD	MOIPD	(2 STORY)	40%	55'	25%	1 PER 250 SF	SEE NOTE 5*
				(3 STORY)	45%	55'	25%	1 PER 250 SF	
4	4A	IPD	MOIPD	(1 STORY)	35%	45'	20%	1 PER 250 SF	SEE NOTE 5*
	4B	IPD	MOIPD	(1 STORY)	35%	45'	20%	1 PER 250 SF	SEE NOTE 5*
				(2 STORY)	40%	45'	20%	1 PER 250 SF	SEE NOTE 5*
				(2 STORY)	40%	45'	20%	1 PER 250 SF	
5	5A	CPD	MCOIPD	(3 STORY)	SEE NOTE 5	55'	25%	SEE NOTE 5	SEE NOTE 5*
	5B	CPD	MCOIPD	(3 STORY)	SEE NOTE 5	55'	25%	SEE NOTE 5	SEE NOTE 5*
	5D	CPD	MCOIPD	(3 STORY)	SEE NOTE 5	55'	25%	SEE NOTE 5	SEE NOTE 5*
	5E	CPD	MCOIPD	(3 STORY)	SEE NOTE 5	55'	25%	SEE NOTE 5	SEE NOTE 5*
	5F	MOIPD	MOIPD	SEE NOTE 7	SEE NOTE 7	55'	SEE NOTE 7	SEE NOTE 7	SEE NOTE 5*
5G	MOIPD	MOIPD	SEE NOTE 7	SEE NOTE 7	55'	SEE NOTE 7	SEE NOTE 7	SEE NOTE 5*	
6		MOIPD	MCOIRPD	SEE NOTE 7	SEE NOTE 7	85.5'	SEE NOTE 7	SEE NOTE 7	SEE NOTE 5*
7	7D	MOIPD	MCOIRPD	SEE NOTE 7	SEE NOTE 7	85.5'	SEE NOTE 7	SEE NOTE 7	SEE NOTE 5*
8		HDR	HDR		SEE NOTE 6	N/A	N/A	N/A	SEE NOTE 6*
9		OMPD	MOIPD	(5 STORY)	50%	72'	25%	1 PER 250 SF	SEE NOTE 5*
10	10B	MOIPD	MOIPD	SEE NOTE 7	SEE NOTE 7	55'	SEE NOTE 7	SEE NOTE 7	SEE NOTE 5*
	10C	MOIPD	MOIPD	SEE NOTE 7	SEE NOTE 7	55'	SEE NOTE 7	SEE NOTE 7	SEE NOTE 5*
	10D	MOIPD	MOIPD	SEE NOTE 7	SEE NOTE 7	55'	SEE NOTE 7	SEE NOTE 7	SEE NOTE 5*
11	11B	IPD	MOIPD	(1 STORY)	35%	45'	20%	1 PER 250 SF	SEE NOTE 5*
				(2 STORY)	40%	45'	20%	1 PER 250 SF	
	11E	IPD	MOIPD	(1 STORY)	35%	45'	20%	1 PER 250 SF	SEE NOTE 5*
				(2 STORY)	40%	45'	20%	1 PER 250 SF	
	11G	IPD	MOIPD	(1 STORY)	35%	45'	20%	1 PER 250 SF	SEE NOTE 5*
(2 STORY)				40%	45'	20%	1 PER 250 SF		
11H	IPD	MOIPD	(1 STORY)	35%	45'	20%	1 PER 250 SF	SEE NOTE 5*	
				(2 STORY)	40%	45'	20%	1 PER 250 SF	
12	12A	IPD	MOIPD	(1 STORY)	35%	45'	20%	1 PER 250 SF	SEE NOTE 5*
				(2 STORY)	40%	45'	20%	1 PER 250 SF	
12B	IPD	MOIPD	(1 STORY)	35%	45'	20%	1 PER 250 SF	SEE NOTE 5*	
				(2 STORY)	40%	45'	20%	1 PER 250 SF	
13	13A	CPD	MCOIPD	(2 STORY)	SEE NOTE 5	45'	25%	SEE NOTE 5	SEE NOTE 5*
	13E	OGPD	MOIPD	(2 STORY)	40%	45'	25%	1 PER 250 SF	SEE NOTE 5*
	13G	MCOIPD	MCOIPD	SEE NOTE 8	SEE NOTE 8	55'	SEE NOTE 8	SEE NOTE 8	SEE NOTE 5*
	13H	MCOIPD	MCOIPD	SEE NOTE 8	SEE NOTE 8	55'	SEE NOTE 8	SEE NOTE 8	SEE NOTE 5*
14	14A	MCOIPD	MCOIPD	SEE NOTE 8	SEE NOTE 8	45'	SEE NOTE 8	SEE NOTE 8	SEE NOTE 5*
	14B	OPD	MOIPD	(2 STORY)	40%	55'	25%	1 PER 250 SF	SEE NOTE 5*
				(3 STORY)	40%	55'	25%	1 PER 250 SF	
15		IPD	MOIPD	(1 STORY)	35%	45'	20%	1 PER 250 SF	SEE NOTE 5*
				(2 STORY)	40%	45'	20%	1 PER 250 SF	
16	16A	P & I	P & I	N/A	N/A	N/A	N/A	N/A	SEE NOTE 6*
	16B	IPD	MOIPD	(1 STORY)	35%	45'	20%	1 PER 250 SF	SEE NOTE 5*
				(2 STORY)	40%	45'	20%	1 PER 250 SF	
17		IPD	MOIPD	(1 STORY)	35%	45'	20%	1 PER 250 SF	SEE NOTE 5*
				(2 STORY)	40%	45'	20%	1 PER 250 SF	
18	18A	IPD	MCOIRPD	(1 STORY)	35%	45'	20%	1 PER 250 SF	SEE NOTE 5*
				(2 STORY)	40%	45'	20%	1 PER 250 SF	
18B	IPD	MCOIRPD	(1 STORY)	35%	45'	20%	1 PER 250 SF	SEE NOTE 5*	
				(2 STORY)	40%	45'	20%	1 PER 250 SF	

LOT	PARCEL	CURRENT	PROPOSED	HEIGHT	MAXIMUM FLOOR AREA RATIO (1)	--- CURRENT ---	MINIMUM LANDSCAPE RATIO (3)	MINIMUM PARKING RATIO (4)	PROPOSED
		USE (A)	USE (A*)			MAXIMUM HEIGHT (2)			SITE STANDARDS
19		IPD	MCOIRPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
20		OGPD	MOIPD	(2 STORY)	40%	45'	25%	1 PER 250 SF	SEE NOTE 5*
21	21B	OGPD	MOIPD	(2 STORY) (3 STORY)	40% 45%	55' 55'	25% 25%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
	21C	MOIPD	MOIPD	SEE NOTE 7	SEE NOTE 7	45'	SEE NOTE 7	SEE NOTE 7	SEE NOTE 5*
	21D	OGPD	MOIPD	(2 STORY)	40%	45'	25%	1 PER 250 SF	SEE NOTE 5*
22		OPD	MOIPD	(2 STORY) (3 STORY)	40% 45%	55' 55'	25% 25%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
23		IPD	MCOIRPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
24	24A	HDR	HDR		SEE NOTE 6	N/A	N/A	N/A	SEE NOTE 6*
25	25A	P & I	P & I	N/A	N/A	N/A	N/A	N/A	SEE NOTE 6*
	25B	IPD	MCOIRPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
	F	P & I	P & I	N/A	N/A	N/A	N/A	N/A	SEE NOTE 6*
26	26A	HDR	HDR		SEE NOTE 6	N/A	N/A	N/A	SEE NOTE 6*
27	27B	HDR	HDR		SEE NOTE 6	N/A	N/A	N/A	SEE NOTE 6*
28		OGPD	MOIPD	(1 STORY)	N/A	N/A	N/A	1 PER 250 SF	SEE NOTE 5*
29		IPD	MOIPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
30	30A	IPD	MOIPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
	30B	MOIPD	MOIPD	SEE NOTE 7	SEE NOTE 7	55'	SEE NOTE 7	SEE NOTE 7	SEE NOTE 5*
31	31A	IPD	MOIPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
	31C	IPD	MOIPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
	31D	IPD	MOIPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
32		IPD	MCOIRPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
33		IPD	MCOIRPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
34	34B	IPD	MOIPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
	34C	MOIPD	MOIPD	SEE NOTE 7	SEE NOTE 7	45'	SEE NOTE 7	SEE NOTE 7	SEE NOTE 5*
	34D	IPD	MOIPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
	34E	IPD	MOIPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
	34F	IPD	MOIPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
	34G	IPD	MOIPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
	34H	IPD	MOIPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
35	35A	MOIPD	MOIPD	SEE NOTE 7	SEE NOTE 7	55'	SEE NOTE 7	SEE NOTE 7	SEE NOTE 5*
	35B	MCOIPD	MCOIPD	SEE NOTE 8	SEE NOTE 8	55'	SEE NOTE 8	SEE NOTE 8	SEE NOTE 5*
36		IPD	MOIPD	(1 STORY) (2 STORY)	35% 40%	45' 45'	20% 20%	1 PER 250 SF 1 PER 250 SF	SEE NOTE 5*
37		CPD	MCOIPD	(3 STORY)	SEE NOTE 5	55'	25%	SEE NOTE 5	SEE NOTE 5*

LOT	PARCEL	CURRENT	PROPOSED	HEIGHT	MAXIMUM FLOOR AREA RATIO (1)	--- CURRENT ---	MINIMUM LANDSCAPE RATIO (3)	MINIMUM PARKING RATIO (4)	PROPOSED
		USE (A)	USE (A*)			MAXIMUM HEIGHT (2)			SITE STANDARDS
51	51A	CPD	MCOIPD	(3 STORY)	SEE NOTE 5	55'	25%	SEE NOTE 5	SEE NOTE 5*
	51C	CPD	MCOIPD	(3 STORY)	SEE NOTE 5	55'	25%	SEE NOTE 5	SEE NOTE 5*
	51E	CPD	MCOIPD	(3 STORY)	SEE NOTE 5	55'	25%	SEE NOTE 5	SEE NOTE 5*
	51F	CPD	MCOIPD	(3 STORY)	SEE NOTE 5	55'	25%	SEE NOTE 5	SEE NOTE 5*
52		MCOIPD	MCOIPD	SEE NOTE 8	SEE NOTE 8	85.5'	SEE NOTE 8	SEE NOTE 8	SEE NOTE 5*
53	53A	MCOIPD	MCOIPD	SEE NOTE 8	SEE NOTE 8	85.5'	SEE NOTE 8	SEE NOTE 8	SEE NOTE 5*
	53B	IPD	MOIPD	(4 STORY)	50%	72'	30%	1 PER 250 SF	SEE NOTE 5*
54		P & I	P & I	N/A	N/A	N/A	N/A	N/A	SEE NOTE 6*
55	55F	MOIPD	MOIPD	SEE NOTE 7	SEE NOTE 7	85.5'	SEE NOTE 7	SEE NOTE 7	SEE NOTE 5*
56	56B	P & I	P & I	N/A	N/A	N/A	N/A	N/A	SEE NOTE 6*
	56C	MCOIPD	MCOIPD	SEE NOTE 8	SEE NOTE 8	85.5'	SEE NOTE 8	SEE NOTE 8	SEE NOTE 5*
57		MCOIPD	MCOIPD	SEE NOTE 8	SEE NOTE 8	85.5'	SEE NOTE 8	SEE NOTE 8	SEE NOTE 5*
58	58A	MCOIPD	MCOIPD	SEE NOTE 8	SEE NOTE 8	85.5'	SEE NOTE 8	SEE NOTE 8	SEE NOTE 5*
	58B	MCOIPD	MCOIPD	SEE NOTE 8	SEE NOTE 8	85.5'	SEE NOTE 8	SEE NOTE 8	SEE NOTE 5*
	58C	MCOIPD	MCOIRPD	SEE NOTE 8	SEE NOTE 8	85.5'	SEE NOTE 8	SEE NOTE 8	SEE NOTE 5*
59		OMPD	MCOIRPD	(6 STORY)	40%	85.5'	30%	1 PER 250 SF	SEE NOTE 5*
60	60A	HDR	HDR		SEE NOTE 6	N/A	N/A	N/A	SEE NOTE 6*
	60B	P & I			N/A	N/A	N/A	N/A	SEE NOTE 6*

NOTES:

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- A. **CPD** = Retail/Commercial/Financial; **OGPD** = Garden Office; **OMPD** = Midrise R&D Office; **OPD** = General Office; **IPD** = Research & Development/Light Manufacturing; **MOIPD** = Mixed Office, Research & Development/Light Manufacturing; and **MCOIPD** = Mixed Retail/Commercial/Financial, Office, and Research & Development/Light Manufacturing. The number of stories listed is the maximum number of usable floors, above ground, which any building, or portion of a building, may include.
- A*. **MOIPD** = Mixed Office, Research & Development/Light Manufacturing; **MCOIPD** = Mixed Retail/Commercial/Financial, Office, and Research & Development/Light Manufacturing; and **MCOIRPD** = Mixed Retail/Commercial/Financial, Office, Research & Development/Light Manufacturing and Residential. The number of stories listed is the maximum number of usable floors, above ground, which any building, or portion of a building, may include.
- 1
- a. "Maximum Floor Area Ratio" is the maximum permitted ratio of the Gross Square Footage of a building or buildings on a Parcel to the total Parcel area. The Gross Square Footage of a building or buildings shall be the sum of the area of each floor, excluding mechanical penthouses and subgrade basements, measured horizontally to the outside faces of the exterior walls.
 - b. Any Parcel containing a single structure that combines differing story height elements shall have a Maximum Floor Area Ratio equal to that ratio indicated for the highest number of stories.
 - c. Any Parcel upon which separate structures of differing story height elements are constructed shall have a Maximum Floor Area Ratio equal to a weighted average of Minimum Floor Area Ratio for each type of structure; such average shall be computed using as weights the actual number of square feet contained in each structure as specified in the formula below.

 Let X = square footage of one story structure
 Let Y = square footage of two story structure
 Let Z = square footage of three story structure
 Let W = square footage of four story structure
 Let 35%, 40%, 45%, and 50% be the Maximum Floor Area Ratio for one-story, two-story, three-story, and four-story structures, respectively-

 Then $\frac{X}{.35} + \frac{Y}{.40} + \frac{Z}{.45} + \frac{W}{.50}$ must be less than or equal to the total square footage of the Parcel.
- c*. Any Parcel upon which separate structures of differing story height elements are constructed shall have a Maximum Floor Area Ratio equal to a weighted average of the Maximum Floor Area Ratio for each type of structure (see Note 5*); such average shall be computed using as weights the actual number of square feet contained in each structure as specified in the formula below.

Let A = square footage of one story structure
 Let B = square footage of two story structure
 Let C = square footage of three story structure
 Let D = square footage of four story structure
 Let E = square footage of five story structure
 Let F = square footage of six story structure
 Let 35%, 40%, 50%, 50%, 60% and 60% be the Maximum Floor Area Ratio for one-story, two-story, three-story, four-story, five-story and six-story structures, respectively, then

$$\frac{A}{.35} + \frac{B}{.45} + \frac{C}{.50} + \frac{D}{.50} + \frac{E}{.60^*} + \frac{F}{.60^*} \text{ must be less than or equal to the total square footage of the Parcel.}$$

* .70 for sites 56C, 58C and 59

In addition, any Parcel upon which separate uses are constructed shall also have a Maximum Floor Area Ratio equal to a weighted average of the Maximum Floor Area Ratio for each type of use (see Note 5*); such average shall be computed using as weights the actual number of square feet contained in each use as specified in the formula below.

Let A = square footage of Free Standing Restaurant uses
 Let B = square footage of Hotel/Motel uses
 Let C = square footage of Commercial Retail uses
 Let D = square footage of Office/R&D uses
 Let E = square footage of Warehouse uses
 Let F = square footage of Residential uses

Refer to Note 5* for the respective Maximum Floor Area Ratio for each use, then

$$\frac{A}{.125} + \frac{B}{.60} + \frac{C}{.30} + \frac{D}{.60^*} + \frac{E}{.60} + \frac{F}{1.5} \text{ must be less than or equal to the total square footage of the Parcel.}$$

* .70 for sites 56C, 58C and 59

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2. "Maximum Height" is the vertical distance by which any part of an Improvement rises above the top of the highest street curb on or immediately adjacent to the Parcel, or the vertical distance from the top of the building pad to the top of the highest point of any improvement, whichever is greater.
3. "Minimum Landscape Ratio" is the minimum permitted ratio of the square footage of the total landscape area to the total Parcel area. See also the Landscape Requirements, Table B-3. Landscape Area shall include all planting, walks, and plaza areas located on the grounds but not those on structures.
4. "Minimum Parking Ratio" is the minimum permitted ratio of the number of parking spaces on a Parcel to the Gross Square Footage of a building or buildings on a Parcel. Notwithstanding the Minimum Parking Ratio set forth in this table, the use of any Parcel or portion of a Parcel for any type of medical/dental clinics or related facilities shall require a Minimum Parking Ratio of 1 per 150 square feet of that specific use.
- 4*. "Minimum Parking Ratio" is the minimum permitted ratio of the number of parking spaces on a Parcel to the Gross Square Footage of a building or buildings on a Parcel.
5. The Maximum Floor Area Ratio and Minimum Parking Ratio for all buildings within the CPD District shall be limited as follows:

<u>Uses</u>	<u>Maximum Floor Area Ratio</u>	<u>Minimum Parking Ratio</u>
Free Standing Restaurant	12.5%	1 per 150 sq. ft.
Hotel/Motel	40.0% except 60.0% on site 56A	1 per room plus 1 per employee at maximum shift
Garden Office	40.0%	1 per 250 sq. ft.
Commercial/Retail	30.0%	1 per 200 sq. ft.

Hotel/Motel uses combined with restaurant uses on a single parcel shall provide parking equal to the requirements for hotel/motel use plus the restaurant use, treating each individually. Specialized commercial land uses such as auto sales shall be reviewed on a case by case basis with regard to variances to the above criteria.

5*. Site development shall occur in accordance with the following standards:

Number of Stories ₁	Maximum Floor Area Ratio ₂	Maximum Height	Minimum Landscape Ratio
One	35%	45'	20%
Two	40%	45'	25%
Three	50%	55'	25%
Four	50%	63'	25%
Five	60% ₃	72'	30%
Six	60% ₃	85.5'	30%

₁ The following Parcels shall be limited to no greater than four stories in height: 1A, 1C, 1D, 5A, 5B, 13A 14A, 18A, 18B, 19, 20, 22, 32 and 33

₂ If a warehouse use is a proposed use for a significant portion, or the whole, of a building on a site, the Maximum Floor Area Ratio for the building wherein the warehouse use is proposed to be located shall be increased to 60%. If a residential use is a proposed use for a significant portion, or the whole, of a building on a site, the Maximum Floor Area Ratio for the building wherein the residential use is proposed to be located shall be increased to 125%.

₃ 70% for sites 56C, 58C and 59

The Maximum Floor Area Ratio and Minimum Parking Ratio for all buildings within the MOIPD, MCOIPD and MCOIRPD Districts shall be limited as follows:

Uses	Maximum Floor Area Ratio	Minimum Parking Ratio
Free Standing Restaurant	12.5%	1 per 150 sq. ft.
Hote/Motel	60.0%	1 per room plus 1 per employee at maximum shift
Commercial/Retail	30.0%	1 per 200 sq. ft.
Office/R&D	60.0%*	1 per 300 sq. ft.
Warehouse	60.0%	1 per 1,100 sq. ft.
Residential	150.0%	1.5 per unit

* .70 for sites 56C, 58C and 59

Parking ratios shall be designed to provide adequate off-street parking for a building's intended uses. Generally, uses combined on a single Parcel shall provide parking equal to the requirements for each use; treating each individually. However, the City shall accept reduced parking ratios for parking areas accommodating reciprocal uses and where project design considerations can be shown to support reduced parking needs. Office parking ratios less than 1 per 300 sq. ft. and greater than 1 per 250 sq. ft. shall be approved if both the Association and the City agree to such a standard. Ratios between 1 per 300 sq. ft. and 1 per 250 sq. ft. shall be approved by the City when requested by the Association. Specialized commercial land uses shall be required to meet any unique provisions for parking required by city code.

6. Residential land uses shall be subject to individual site plan approval; site plan shall respect the spirit of the Design Guidelines and shall be subject to approval by the Association's Design Review Committee and the City.

6*. All Parcels designed for Residential use or Public and Institutional use that are subsequently deannexed from Hacienda will establish a relationship such that the deannexed lot remains affiliated with the Project. Such a relationship will be established through a recorded Deannexation and Use Agreement, recorded Covenants, Conditions and Restriction or some such similar mechanism where the Association is a party to the agreement and a financial obligation to fully participate in the park's programs is established. Such Residential or Public and Institutional Parcels, upon subsequent development plan approval for uses other than Residential or Public and Institutional use, will be reannexed into Hacienda provided ample allocation exists within the development cap to allow for a minimum development at a 25% Floor Area Ratio for the Parcel.

7. Development standards for MOIPD uses shall be determined by the use proposed for the site. These standards shall be based on the number of floors proposed in the tallest proposed building on the site and shall be as follows:

Number of Stories	Maximum Floor Area Ratio	Minimum Landscape Ratio	Minimum Parking Ratio
One	35%	20%	1 per 300 sq. ft.
Two	40%	25%	1 per 300 sq. ft.
Three	45%*	25%	1 per 300 sq. ft.
Four	50%	25%	1 per 300 sq. ft.
Five	60%	30%	1 per 300 sq. ft.
Six	60%	30%	1 per 300 sq. ft.

* A FAR up to 50% may be permitted at the City's discretion if it is found that the building's design and massing are done in a manner that minimizes the additional building area (over 45%) and sufficient landscaping would be provided to mitigate the increased building coverage.

Parking ratios shall be designed to provide adequate off-street parking for a building's intended uses. Ratios less than 1 per 300 sq. ft. shall only be approved if both the applicant and the City agree to such a standard. Ratios between 1 per 300 sq.

ft. and 1 per 250 sq. ft. shall be approved by the City if requested by the applicant. Ratios higher than 1 per 250 sq. ft. require mutual approval by the applicant and the City.

Notwithstanding the number of stories of a proposed building on a site and the corresponding Maximum Floor Area Ratios set forth in this Note 7, if a warehouse use is a proposed use for a significant portion, or the whole, of a building on a site, the Maximum Floor Area Ratio for the building wherein the warehouse use is proposed to be located shall be increased to 60%. Whether the portion of the building proposed for warehouse use is significant shall be determined on a case-by-case basis during the design review process for individual projects within the Hacienda Business Park. In addition, minimum landscaping and parking requirements shall be modified as appropriate, generally consistent with other warehouse projects in Pleasanton.

7*. {Replaced by 5*}

8. Development standards for MCOIPD uses shall be determined by the use proposed for the site. These standards shall be based on the use and the number of floors proposed. If a warehouse, office or industrial use is proposed, the development standards shall be based on those standards described in Note 7 above. If a commercial use is proposed, the development standards shall be as follows:

<u>Uses</u>	<u>Maximum Floor Area Ratio</u>	<u>Minimum Landscape Ratio</u>	<u>Minimum Parking Ratio</u>
Free-Standing Restaurant	12.5%	25%	1 per 150 sq. ft.
Hotel/Motel	60%	30%	1 per room plus 1 per employee at maximum shift
Commercial/Retail	30%	25%	1 per 200 sq. ft.

Other specialized commercial land uses shall be reviewed on a case by case basis, and modifications to the above standards may be approved. Combined retail/office uses on a Parcel shall follow the development standards for office use, except that parking shall be provided for each use, treating each individually.

8*. {Replaced by 5*}

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Appendix C: Restrictions on Operations and Use

Use designations are also an important part of the development of each site. Restrictions on operation and use help define and then preserve project character, and support design aspects key to the overall plan. Hacienda has historically developed to two similar but independent criteria: approved uses outlined in the park's Planned Unit Development ordinances and Pleasanton's zoning code. It is proposed that permitted and conditional uses be more definitively aligned solely with city code so as to eliminate inconsistencies that currently exist between Hacienda's Planned Unit Development conditions and zoning code. The proposed modifications to uses and use restrictions are outlined below. Notes proposed for modification over current versions of criteria are denoted with an (*).

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Permitted Uses Within Each Planning District

- 1.0 **Permitted Uses.** The use of every Parcel shall be in compliance with the provisions of this Section and with the lawful use of said Parcel. Where either the lawful use or the use otherwise permitted by this Section is more restrictive than the other, the more restrictive shall apply. One or more of the uses set forth below is subject to the City's conditional use permit or permitted use procedures under C-F, C-C, C-N, O, or I-P zoning. The permitted uses are set forth by planning district for the referenced Lots, and such permitted uses shall govern every portion of such Lot, even if the Lot is subdivided into smaller Parcels. The permitted uses for each planning district are as follows:
- 1.0* **Permitted Uses.** The use of every Parcel shall be in compliance with the provisions of this Section and with the lawful use of said Parcel. Uses for various Districts shall correspond to the Municipal Code for the City of Pleasanton and the corresponding permitted uses and conditional uses outlined in the code. Where either the lawful use or the use otherwise permitted by this Section is more restrictive than the other, the more restrictive shall apply. Likewise if a use is listed as both permitted and conditional, the guidelines for the conditional use shall prevail. However, if a use is considered both non-permitted, and permitted or conditional, the use shall be deemed either permitted or conditional unless otherwise prohibited under Section 3.0, "Prohibited Uses". The permitted and conditional uses are set forth by planning district for the referenced Lots, and such permitted and conditional uses shall govern every portion of such Lot, even if the Lot is subdivided into smaller Parcels. The permitted and conditional uses for each planning district are as follows:
- 1.1 **Retail/Commercial and Financial Planning District.** The permitted uses for the Retail/Commercial and Financial Planning District ("CPD") are:
- (a) Appliance stores;
 - (b) Art galleries and artist' and engineering supply stores;
 - (c) Arts and Crafts schools;
 - (d) Automobile supply stores;
 - (e) Bakeries, including baking for sale on premises only;
 - (f) Barbershops and beauty shops;
 - (g) Bars, including entertainment and dancing;
 - (h) Bicycle shops;
 - (i) Blueprint and photostat shops;
 - (j) Bookstores and rental libraries;
 - (k) Candy stores;
 - (l) Carpet, drapery and floor covering stores;
 - (m) Catering establishments;
 - (n) Charitable institutions;
 - (o) Clothing and costume rental establishments;
 - (p) Clothing, shoe and accessory stores;
 - (q) Delicatessen stores;
 - (r) Department stores;
 - (s) Drug stores and prescription pharmacies;
 - (t) Dry good stores;
 - (u) Electrical appliance repair and sales;
 - (v) Employment agencies;
 - (w) Financial institutions, including banks, savings and loan offices, finance companies, credit unions and related services;
 - (x) Florists;
 - (y) Food stores and supermarkets;
 - (z) Fun shops;
 - (aa) Furniture stores;
 - (bb) Gift shops;
 - (cc) Glass replacement and repair shops;
 - (dd) Gymnasiums and health clubs;
 - (ee) Hardware stores;
 - (ff) Hobby shops;
 - (gg) Hospital equipment sales and rental establishments;
 - (hh) Hotels and motels, but only on Parcel 1C, Parcel 5A, Parcel 13F, Parcel 35B and Parcel 56A. Hotels/motels are conditional uses on Parcel 52 and Parcel 53A.
 - (ii) Household appliances;
 - (jj) Ice cream sales stores;
 - (kk) Interior decorating shops;
 - (ll) Janitorial services and supplies establishments;
 - (mm) Jewelry stores;
 - (nn) Laboratories;
 - (oo) Laundries and dry cleaners where service is provided;
 - (pp) Leather goods and luggage stores;
 - (qq) Liquor stores;
 - (rr) Locksmiths;
 - (ss) Medical and dental clinics;
 - (tt) Medical and orthopedic appliance stores;
 - (uu) Men's furnishing stores;

- (vv) Millinery shops;
- (ww) Music stores, including record sales;
- (xx) Newsstands;
- (yy) Nursery and garden supply stores;
- (zz) Office supply, furniture and business machine stores;
- (aaa) Offices, including but not limited to business, professional and administrative offices;
- (bbb) Optical and optometrical shops;
- (ccc) Paint, glass and wallpaper shops;
- (ddd) Pet and bird stores;
- (eee) Photographic supply stores;
- (fff) Picture framing shops;
- (ggg) Plant shops;
- (hhh) Plumbing, heating and ventilating equipment showrooms with storage of floor samples only;
- (iii) Political, Philanthropic campaign headquarters;
- (jjj) Post offices;
- (kkk) Printing establishments, including lithographing and engraving and other reproduction services;
- (lll) Radio and television broadcasting studios;
- (mmm) Realtors and real estate offices;
- (nnn) Restaurants and soda fountains, including drive-in food establishments;
- (ooo) Scientific instrument shops;
- (ppp) Shoe repair shops;
- (qqq) Shoe stores;
- (rrr) Sign painting shops;
- (sss) Sporting good stores;
- (ttt) Stamp and coin shops;
- (uuu) Stationery stores;
- (vvv) Swimming pool sales and service;
- (www) Tailor or dressmaking shops;
- (xxx) Television and radio sales and repair shops;
- (yyy) Theatres and auditoriums;
- (zzz) Ticket agencies;
- (aaaa) Tobacco stores;
- (bbbb) Toy shops;
- (cccc) Travel agencies and bureaus;
- (dddd) Variety stores;
- (eeee) Watch and clock repair shops;
- (ffff) Women's apparel and accessory stores;
- (gggg) Automobile dealerships but only on Lot 51; and
- (hhhh) Any other use determined by the Association and the City of Pleasanton to be substantially similar to any of the above permitted uses.

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- 1.1* **Office/Industrial District.** The uses for MOIPD Districts are to coincide with the permitted and conditional uses outlined in the O Office District (Chapter 18.40, Section 18.40.030, 'Permitted Uses', and Section 18.40.040, 'Conditional Uses') and the I Industrial District (Chapter 18.48, Section 18.48.140, 'Permitted Uses I-P District', and Section 18.48.180, 'Conditional Uses I-P District') and as these sections may be modified from time to time.
- 1.2 **General Office Planning District.** The permitted use for the General Office Planning District ("OPD") are:
- (a) Administration, executive and business offices;
 - (b) Business service offices, including employment agencies, accountants, notaries, stenographic, addressing, computing, and related services;
 - (c) Business consultant offices;
 - (d) Design professions offices (engineering, architectural, drafting, etc.);
 - (e) Research development, analytical and scientific offices;
 - (f) Manufacturers' representatives and sales offices;
 - (g) Headquarters or region-wide finance, insurance and real estate offices;
 - (h) Travel agencies; and
 - (i) Any other use determined by the Association and the City of Pleasanton to be substantially similar to any of the above permitted uses.
- 1.2* **Commercial/Office/Industrial District.** The uses for the MCOIPD Districts are to coincide with the permitted and conditional uses outlined in Section 1.1* above as well as the C Commercial District (Chapter 18.44, Section 18.44.090, 'Permitted and Conditional Uses') for the C-F, C-C and C-N Districts and as this section may be modified from time to time.
- 1.3 **Garden Office Planning District.** The permitted uses for the Garden Office Planning District ("OGPD") are:
- (a) Administrative, executive and business offices;
 - (b) Business service offices, including employment agencies, accountants, notaries, stenographic, addressing, computing, and related services;
 - (c) Business consultant offices;
 - (d) Design professions offices (engineering, architectural, drafting, etc.);

- (e) Research development, analytical and scientific offices;
- (f) Manufacturers' representatives and sales office;
- (g) Headquarters or region-wide finance, insurance and real estate offices;
- (h) Medical/dental clinics and related health maintenance organizations, not including manufacture, fabrication or sale of any article or commodity other than those incidental to the services provided;
- (i) Licensed child care facilities, with the consent of the Design Review Committee;
- (j) Travel agencies;
- (k) Helipoint and parking facility, conditionally permitted on Lot 52 only;
- (l) Prescription pharmacies, provided that at least eighty percent (80%) of the interior display area shall be used for the preparation and sale of prescription or trade drugs; and
- (m) Any other use determined by the Association and the City of Pleasanton to be substantially similar to any of the above permitted uses.

1.3* **Commercial/Office/Industrial/Residential District.** The uses for the MCOIRPD Districts are to coincide with the permitted and conditional uses outlined in Section 1.2* above as well as the RM Multi-Family Residential District (Chapter 18.36, Section 18.36.030, 'Permitted Uses', and Section 18.36.040, 'Conditional Uses') and as these sections may be modified from time to time.

1.4 **Mid-Rise Planning District.** The permitted uses for the Mid-Rise Planning District ("OMPD") are:

- (a) Administrative, executive and business offices;
- (b) Barbershops;
- (c) Business service offices, including employment agencies, accountants, notaries, stenographic, addressing, computing, and related services;
- (d) Business consultant offices;
- (e) Design professions offices (engineering, architectural, drafting, etc.);
- (f) Research development, analytical and scientific offices;
- (g) Manufacturers' representatives and sales office;
- (h) Headquarters or region-wide finance, insurance and real estate offices;
- (i) Medical/dental clinics and related health maintenance organizations, not including manufacture, fabrication or sale of any article or commodity other than those incidental to the services provided;
- (j) Travel agencies;
- (k) Prescription pharmacies, provided that at least eighty percent (80%) of the interior display area shall be used for the preparation and sale of prescription or trade drugs;
- (l) Restaurants including on-sale liquor; and
- (m) Any other use determined by the Association and the City of Pleasanton to be substantially similar to any of the above permitted uses.

1.5 **Research and Development/Light Manufacturing Planning District.** The permitted uses for the Research and Development/Light Manufacturing Planning District ("IPD") are:

- (a) Manufacture and assembly of business machines, including electronic data processing equipment, accounting machines, calculators, typewriters and related equipment and communications and testing equipment;
- (b) Manufacture and assembly of electrical supplies, such as coils condensers, crystal holders, insulation, lamps, switches and wire cable assembly, provided no noxious or offensive fumes or odors are produced;
- (c) Manufacture of scientific, medical, dental and drafting instruments, orthopedic and medical appliances, optical goods, watches and clocks, electronics equipment, precision instruments, musical instruments and camera and photographic equipment except film;
- (d) Assembly of small electric appliances such as lighting fixtures, irons, fans, toasters and electric toys, but not including refrigerators, washing machines, dryers, dishwashers and similar home appliances;
- (e) Assembly of electrical equipment such as radio and television receivers, phonographs and home motion picture equipment, but not including electrical machinery;
- (f) Laboratories, including commercial, testing, research, experimental or other laboratories, including pilot plants;
- (g) General office uses (including computer centers) where no office user shall have less than two thousand (2,000) square feet of usable space;
- (h) Photographic processing;
- (i) Printing lithographing and engraving;
- (j) Publishing;
- (k) Industrial support and service facilities to include activities limited to the servicing of business on the Parcel of servicing of products produced on the Parcel, such as: repair and maintenance of appliances or component parts; tooling; printers; testing shops; small machine shops; copying; photo engraving; etc;
- (l) Accessory uses and structures when relate to and incidental to a permitted use.
- (m) Manufacturing or combining processes of pharmaceutical products, provided no noxious or offensive fumes or odors are produced.
- (n) Manufacturing or combining processes of biological products, provided no noxious or offensive fumes or odors are produced.
- (o) Sales at wholesale, manufacturers' representatives and sales office, or sales to the ultimate consumer of products made to the customers' orders;
- (p) Engineering drafting and design facilities;
- (q) Research and development facilities;
- (r) Manufacture of prototype;

- (s) Any research and development use listed above may be operated in conjunction with any allowed light industrial use or office use;
- (t) All typical uses associated with research and development and light manufacturing for the electronics and semiconductor industries;
- (u) Painting, enameling and lacquering shops;
- (v) Public utility equipment buildings and public service pumping stations;
- (w) Sheet metal shops;
- (x) Storage of raw materials, work in process and finished goods inventories;
- (y) Woodworking shops and cabinet shops;
- (z) Warehouse use;
- (aa) Public Parks, Playgrounds, and other Recreational Facilities; and
- (bb) Any other use determined by the Association and the City of Pleasanton to be substantially similar to any of the above permitted uses.

1.6 **Public and Institutional Planning District.** The permitted uses for the Public and Institutional Planning District (“P&ID”) shall be as follow:

- (a) Licensed child care facilities.

1.7 **Mixed Office, Research and Development/Light Manufacturing Planning District.** The permitted uses for the Mixed Office, Research and Development/Light Manufacturing Planning District (“MOIPD”) are:

- (a) Those permitted uses listed in subsections 1.2, 1.3, 1.4, and 1.5.

1.8 **Mixed Retail/Commercial/Financial, Office, and Research and Development/Light Manufacturing Planning District.** The permitted uses for the 1.8Mixed Retail/Commercial/Financial, Office, and Research and Development/Light Manufacturing Planning District (“MC/O/IPD”) are:

- (a) Those permitted uses listed in subsections 1.1, 1.2, 1.3, 1.4, and 1.5.

1.4* - 1.8* {Sections to be deleted}

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2.0 **Conduct of Permitted Uses.** All uses shall be performed or carried out entirely within a building designated and constructed for that use. Activities which cannot be carried on within a building may be permitted, but only if the Design Review Committee consents in writing to said use to the location for such activity, and if said use is permitted by the then existing zoning or other applicable land use regulations and said use is not specifically prohibited by Section 3.0; provided, however, that such use shall be permitted only if (i) such activity is screened so as not to be Visible from Neighboring Property or Streets and (ii) all lighting required for such use is shielded from adjacent streets.

2.0* **Conduct of Permitted Uses.** All uses shall be performed or carried out entirely within a building designated and constructed for that use. Activities which cannot be carried on within a building may be permitted, but only if the Association and approving bodies within the City of Pleasanton consent in writing to said use to the location for such activity, and if said use is permitted by the then existing zoning or other applicable land use regulations and said use is not specifically prohibited by Section 3.0; provided, however, that such use shall be permitted only if (i) such activity is screened so as not to be Visible from Neighboring Property or Streets and (ii) all lighting required for such use is shielded from adjacent streets.

3.0 **Prohibited Uses.** The following operations and uses shall not be permitted on any Parcel;

- (a) Hotel/Motel/Motor Inn, except on Parcel 1C, Parcel 5A, Parcel 13F, Parcel 35B, Parcel 52, Parcel 53A and Parcel 56A.
- (b) Residential use of any type, except on Lots 8A, 8B, 24A, 26A, 27B, and 60;
- (c) Trailer courts, mobile home parks or recreation vehicle camp grounds;
- (d) Junk yards or recycling facilities;
- (e) Drilling for and/or the removal of oil, gas or other hydrocarbon substances (except that this provision shall not be deemed to prohibit entry to the Property below a depth of five hundred (500) feet for such purposes);
- (f) Commercial excavation except in the course of approved construction;
- (g) Distillation of bones;
- (h) Dumping, disposal, incineration or reduction of garbage, sewer, offal, dead animals or refuse;
- (i) Fat rendering;
- (j) Stockyard or slaughter or animals;
- (k) Cemeteries;
- (l) Refining of petroleum or its products;
- (n) Smelting of iron, tin, zinc, or other ores;
- (o) Labor or migrant worker camps;
- (p) Truck or bus terminals;
- (q) Petroleum storage yards;
- (r) Automobile or truck dealerships (except on Lot 51), wrecking, auto or truck repair or painting;
- (s) Storage of radioactive materials;
- (t) Construction yards.

3.0* **Prohibited Uses.** The following operations and uses shall not be permitted on any Parcel:

- (a) Trailer courts, mobile home parks or recreational vehicle camp grounds;
- (b) Junk yards or recycling facilities;
- (c) Drilling for and/or the removal of oil, gas or other hydrocarbon substances (except that this provision shall not be deemed to prohibit entry to the Property below a depth of five hundred (500) feet for such purposes);
- (d) Commercial excavation except in the course of approved construction;
- (e) Distillation of bones;
- (f) Dumping, disposal, incineration or reduction of garbage, sewer, offal, dead animals or refuse;
- (g) Fat rendering;
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- (l) Labor or migrant worker camps;
- (n) Truck or bus terminals;
- (o) Petroleum storage yards;
- (p) Automobile or truck dealerships (except on Lot 51), wrecking, auto or truck repair or painting;
- (q) Storage of radioactive materials; and
- (r) Construction yards.

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