

PLEASANTON

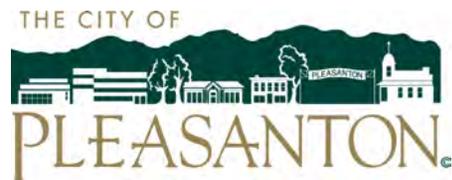
DOWNTOWN SPECIFIC PLAN

ADOPTED AUGUST 2019



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1 Introduction

This Specific Plan is intended to serve as the primary regulatory guide for preserving and enhancing the 319-acre downtown area. It establishes the basic land use pattern, circulation network, infrastructure system, standards for development, environmental measures, and implementation requirements for the future. This Plan, adopted in August, 2019, is the result of comprehensive updates to and expansion of the previous Specific Plan for downtown, first adopted in 1989 as the Downtown Pleasanton Specific Plan.

The environmental analysis for the Plan is contained in a separate document entitled “Environmental Impact Report for the Downtown Specific Plan.” The Environmental Impact Report (EIR) includes an assessment of the potentially significant environmental impacts, measures for mitigating the impacts, and analysis of project alternatives and options. The Specific Plan and EIR were prepared concurrently by City staff and a professional services team. This process provided the opportunity for the consultants to recommend mitigations for otherwise potentially significant environmental impacts which were then incorporated directly into the Specific Plan. The result is what is called a “self-mitigated plan,” or a specific plan which contains the environmental mitigations within its text.

1-1 STATUTORY AUTHORITY

Under California law, cities and counties may use the specific plan process to develop policies, programs, and regulations for implementing their general plans in site-specific areas. A specific plan frequently serves as the bridge between the general plan and site development plans in this regard. No rezoning, subdivision, use permit, development plan, or other entitlement for use, and no public improvement shall be authorized for construction within the planning area, unless it is in substantial conformance with the Specific Plan.

This Specific Plan was prepared consistent with the requirements of State planning and zoning law, and as such includes text and diagrams which specify the following:

1. The distribution, location, and extent of land uses, including open space, within the planning area;
2. The proposed distribution, location, extent, and intensity of the major components of public and private transportation, water, sewage, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the planning area and needed to support the land uses described in the Plan;
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources; and
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the Plan.

1-2 SPECIFIC PLAN HISTORY

Pleasanton's first Downtown Specific Plan was adopted in 1989 and was comprehensively updated in 2002, with other more focused amendments in 2014 to address historic preservation. The 1989 Pleasanton Downtown Specific Plan and the 2002 update helped create an active commercial area along Main Street and aimed to preserve historic residential neighborhoods. Based on feedback from the community and elected officials, the



A community workshop, held at the Pleasanton Public Library, allowed community members to engage in dialogue about design options for the downtown.

City initiated an update to the Downtown Specific Plan in late 2016 in order to better respond to current market conditions, promote multi-modal mobility, and incorporate other planning efforts recently undertaken by the City.

In 2016, a Downtown Specific Plan Task Force was appointed by the City Council to provide guidance on an update to the 2002 Plan. The Task Force consisted of ten representatives comprising of two Council Members and one alternate, two Planning Commissioners and one alternate, two Pleasanton Downtown Association members and one alternate, one Economic Vitality Committee member and one alternate, and three at-large members.

The Task Force met a total of 14 times over an 18-month period, providing guidance on a vision statement; options and alternatives for key streets, the existing civic center site, and regulations for ground floor uses; a preferred land use plan and corresponding set of strategies; and draft plan policies. Based on feedback from the Task Force and guidance from the City Council, City staff and consultants prepared the Draft Specific Plan and environmental review documents.

1-3 VISION STATEMENT

An early step in the Specific Plan update process was the development of a vision for the future. The vision statement that follows is an aspirational description of what the community would like downtown Pleasanton to be like, looking forward to 2040. It represents a compilation of input from the community and the Task Force and underpins the goals and policies of this Plan.

VISION STATEMENT

Downtown Pleasanton is the heart of our city. Its charming town center, historic neighborhoods, welcoming public places, and thriving businesses are the pride of the community. Downtown Pleasanton’s traditional character and small-town ambiance will be preserved and strengthened. Through thoughtful public and private investment, Downtown Pleasanton will realize its full potential, offering a safe, livable, and vibrant experience for Pleasanton residents, businesses, and visitors of all ages and backgrounds.



Early in the planning process, a vision was established to preserve and strengthen the traditional character and small-town ambiance of Downtown Pleasanton.

1-4 SPECIFIC PLAN PROCESS

Adoption of this Specific Plan required the following review process and governmental actions:

Circulation of Project Documents. The Draft Specific Plan and a companion Draft Environmental Impact Report (DEIR), was circulated for review and written comments from public and governmental agencies for a period of at least 45 days.

Response to Comments. Following the close of the public review period, City staff and consultants prepared and circulated a written response to all relevant written and oral comments received on the DEIR. This response and the DEIR together comprise the Final Environmental Impact Report (FEIR).



The planning team engaged with individuals at community events.

Further Planning Commission Review. The Planning Commission then conducted additional public hearings to receive public comments on the Project and formulate recommendations to the City Council regarding the FEIR and Specific Plan.

City Council Review. The City Council concluded the project review process on August 20, 2019 after conducting its own formal public hearing and certifying the EIR and adopting the Specific Plan.



Input from the public and government bodies informed the development of the Downtown Specific Plan.

1-5 PLAN ORGANIZATION

This Specific Plan is organized into the following chapters:

1. **Introduction.** This chapter provides an overview of the Plan, presents the State statutory authority for preparing a specific plan, summarizes the Specific Plan history, and outlines the Plan adoption process and the organizational format of the Plan.
2. **Executive Summary.** This chapter introduces the vision statement and summarizes the major components of the Specific Plan.
3. **Planning Area Context.** This chapter describes the regional and local setting, the planning area, parcelization and boundaries.
4. **Land Use and Design.** This chapter discusses current land use conditions and presents policies and programs for commercial, office, residential, mixed-use, public, parks, and open space uses. It also presents policies and guidelines for enhancing the quality of commercial and residential developments, streetscapes and public areas, gateways, business signage, landscaping, and public art.
5. **Mobility and Parking.** This chapter discusses the vehicular, transit, bicycle, and pedestrian circulation system, identifies transportation issues, and presents policies and programs which address future transportation needs. This chapter also describes current parking conditions and regulations and provides policies and programs for meeting the demand.
6. **Public Facilities and Services.** This chapter discusses public facility issues and conditions and presents the City’s water, sanitary sewer, storm water drainage, gas and electric, broadband internet, telephone, cable television, fire protection, and solid waste programs.
7. **Historic Preservation.** This chapter presents an overview of historic resources in downtown and provides policies and programs to preserve and protect these resources.
8. **Economic Vitality.** This chapter presents a summary of current downtown economic conditions and presents policies and programs for enhancing economic vitality.
9. **Implementation.** This chapter presents a summary of programs required to implement the Specific Plan.
10. **General Plan Relationship to Specific Plan.** This chapter discusses the pertinent General Plan policies and programs relevant to the Specific Plan.



2 Executive Summary

The Plan is intended to guide the preservation and development of land within downtown Pleasanton through the year 2040. The Plan's goals, articulated in each chapter, guide how the Plan provides for the location and distribution of land uses and public facilities, as well as policy and implementation measures pertaining to land use, transportation, parking, historic preservation, downtown design, infrastructure, and economic vitality. This chapter provides a general overview of the Plan followed by the complete list of Plan goals.

2-1 PLAN OVERVIEW

Downtown Pleasanton covers 60 city blocks and approximately 319 acres of land. As of 2018, there are about 850,800 square feet of commercial floor area in the planning area and about 1,270 homes. About 385,000 square feet of new commercial development, and 340 new residential units are expected to be added within the planning area over the next twenty years. Figures 3-1, 3-2, and 3-3 in the following chapter show the regional location, citywide context, and the planning area.

This Specific Plan was prepared under the direction of the Downtown Specific Plan Task Force, a group including representatives of City Council, and City Commissions, stakeholder groups, citizens at large, appointed by the City Council in late 2016. The Task Force worked intensively for over a year and a half to develop the policies and guidance contained in this Plan.

The overall goal of the Specific Plan is to improve upon the commercial and residential vitality of the downtown while preserving the traditions of its small-town character and scale. Primary provisions of the Plan include requiring active ground floor uses on select commercial streets; preserving historic resources; maintaining convenient vehicle, bicycle, and pedestrian circulation; providing a sufficient amount of parking spaces; planning for potential future use of the existing civic

center and the adjacent vacant City-owned site; ensuring sufficient provision of public facilities; ensuring that future development is attractive and compatible with existing uses; creating safe and attractive streetscapes; and promoting economic vitality.



Events like the Cattle Drive down Main Street enhance the vitality and character of downtown Pleasanton.

2-2 GOALS

LAND USE AND DESIGN

- | | | | |
|---------------|---|----------------|---|
| LD-G.1 | Preserve the character and development traditions of the downtown while improving upon its commercial and residential viability. | LD-G.7 | Promote the provision of affordable, live-work, and special-needs housing. |
| LD-G.2 | Retain the small-town scale and physical character of the downtown through the implementation of appropriate land use and development standards, including infill development that is sensitive to the context, scale and character of existing neighborhoods. | LD-G.8 | Retain and encourage public uses that strengthen the sense of community and civic pride. |
| LD-G.3 | Encourage attractive building architecture that reinforces the traditional, pedestrian-oriented design character and scale of downtown. | LD-G.9 | Encourage the creation of publicly accessible open spaces, plazas, public art, trails, bike routes, and parks throughout the planning area. |
| LD-G.4 | If relocation of the existing Civic Center is approved by the voters, support a dynamic mixed-use Town Square district at the southern end of downtown, with a central public open space and a mix of retail, entertainment, visitor, residential, and employment uses. | LD-G.10 | Encourage future land use development that enhances the Arroyo del Valle as a riparian habitat resource. |
| LD-G.5 | Encourage and proactively coordinate the redevelopment of underutilized commercial properties, while preserving historic buildings and structures. | LD-G.11 | Provide streetscape enhancements and improvements that are compatible with downtown's buildings. |
| LD-G.6 | Design residential projects so that the scale, architecture, and massing enhance and preserve the character of existing residential neighborhoods. | LD-G.12 | Continue to upgrade the Main Street streetscape and extend improvements to surrounding streets. |
| | | LD-G.13 | Improve the major gateways into downtown to create a sense of arrival and to enhance the aesthetics along these roadways. |
| | | LD-G.14 | Enrich the artistic, cultural, and historic aspects of downtown Pleasanton. |
| | | LD-G.15 | Encourage signs that are creative, artistically designed, and pedestrian in orientation and scale. |

MOBILITY AND PARKING

- MP-G.1** Effectively manage vehicular access to and circulation within the downtown through traffic control measures and street improvements, while maintaining downtown’s character and economic vitality.
- MP-G.2** Expand, improve and connect the network of facilities that support walking, biking and transit use, including integration of “complete streets” throughout downtown, so that these modes are safe, convenient and comfortable for users of all ages and abilities.
- MP-G.3** Strengthen connections between the commercial district, Town Square District, residential neighborhoods, transit stops, ACE station, and the trail system to improve access to downtown destinations for all users.
- MP-G.4** Effectively manage existing parking spaces and construct new public parking spaces as feasible to maintain an appropriate balance between downtown parking supply and demand.
- MP-G.5** Ensure new development constructs sufficient parking to meet its needs.
- MP-G.6** Ensure parking standards are sufficiently flexible to respond to technological and other innovations that can reduce parking demand, and that these standards achieve efficiently used space necessary to accommodate parking.

PUBLIC FACILITIES AND SERVICES

- PF-G.1** Ensure that infrastructure and public facilities and services are adequate to support downtown development.

HISTORIC PRESERVATION

- HP-G.1** Protect and enhance the historic character of the downtown planning area.
- HP-G.2** Undertake measures to protect and preserve significant historic resources in the Downtown Specific Plan Area.
- HP-G.3** Prevent the demolition of appropriately-designated historic resources which can otherwise reasonably be preserved.
- HP-G.4** Ensure that the design of new buildings and modifications to existing heritage buildings and heritage neighborhoods are compatible with the downtown’s traditional design character and scale.

ECONOMIC VITALITY

- EV-G.1** Ensure a positive downtown business climate to support a thriving pedestrian-friendly commercial district that attracts residents and visitors alike and maintains the downtown as the “heart” of the community.

- EV-G.2** Strengthen the downtown’s diversified economic base with measures that increase business viability and that allow businesses to respond to market demands.

- EV-G.3** Retain existing businesses and attract new businesses through the development of programs and assets that add value to the downtown and the City.

- EV-G.4** Encourage special events that attract downtown visitors and provide opportunities for people to gather as a community while limiting the impacts of street closures, traffic congestion and other aspects of special events on local commerce.

IMPLEMENTATION

- I-G.1** To specify the actions necessary to implement the Specific Plan and to identify the likely financing mechanisms for implementing the required projects and programs.

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3 Planning Area Context

Pleasanton is located in Alameda County, one of nine Bay Area counties bordering the San Francisco Bay (Figure 3-1). The Bay Area is one of the largest and most diverse metropolitan regions in the United States. As an integral part of the Bay Area, Pleasanton is directly affected by regional economic and development trends. At the subregional level, Pleasanton is a part of the Tri-Valley area, along with unincorporated portions of Alameda and Contra Costa Counties, the Town of Danville, and the cities of Dublin, Livermore, and San Ramon.

Downtown Pleasanton is generally situated in the central portion of the city (Figure 3-2). The planning area is roughly bounded by the Alameda County Fairgrounds to the west, the Arroyo del Valle and the shared Altamont Corridor Express (ACE) and Union Pacific Railroad tracks to the north, a generally straight-line projection of Second and Third Streets to the east, and Bernal Avenue to the south.

City of Pleasanton **Downtown Specific Plan**



The Altamont Corridor Express (ACE) tracks and Arroyo del Valle border the planning area. The planning area is located in the geographic center of Pleasanton and plays a crucial role in the city’s civic life and economy.

Figure 3-1: Regional Location



Data Source: City of Pleasanton, 2016; Alameda County Open GIS, 2017.

3-1 PLANNING AREA CHARACTERISTICS

The 319-acre planning area is divided into 1,012 parcels, as shown in Figure 3-3. Parcels generally range in size from 0.1 acre to three acres. The civic center and the adjacent site recently acquired from the San Francisco Public Utilities Commission (SFPUC) are among the largest parcels in the planning area, together comprising about 13 acres.

Downtown is located at the “hub” of the city where many of the major streets originate (i.e., Hopyard Road, Santa Rita Road, Stanley Boulevard, Vineyard Avenue, and Sunol Boulevard). It is bisected in a north/south direction by Main Street. The Union Pacific Railroad line and “Transportation Corridor” (a former railroad right-of-way now planned for multi-use trail and vehicle parking) segment areas of the downtown to the west and east, respectively. The Arroyo del Valle and its protected open space riparian buffer averages approximately 200 feet in width and flows in a westerly direction along the northern portion of the planning area, eventually draining off-site into the Arroyo de la Laguna. Public facilities in the planning area include the Pleasanton Public Library, Firehouse Arts Center, Veterans Memorial Building, and 3.8 acres of parkland within five parks.

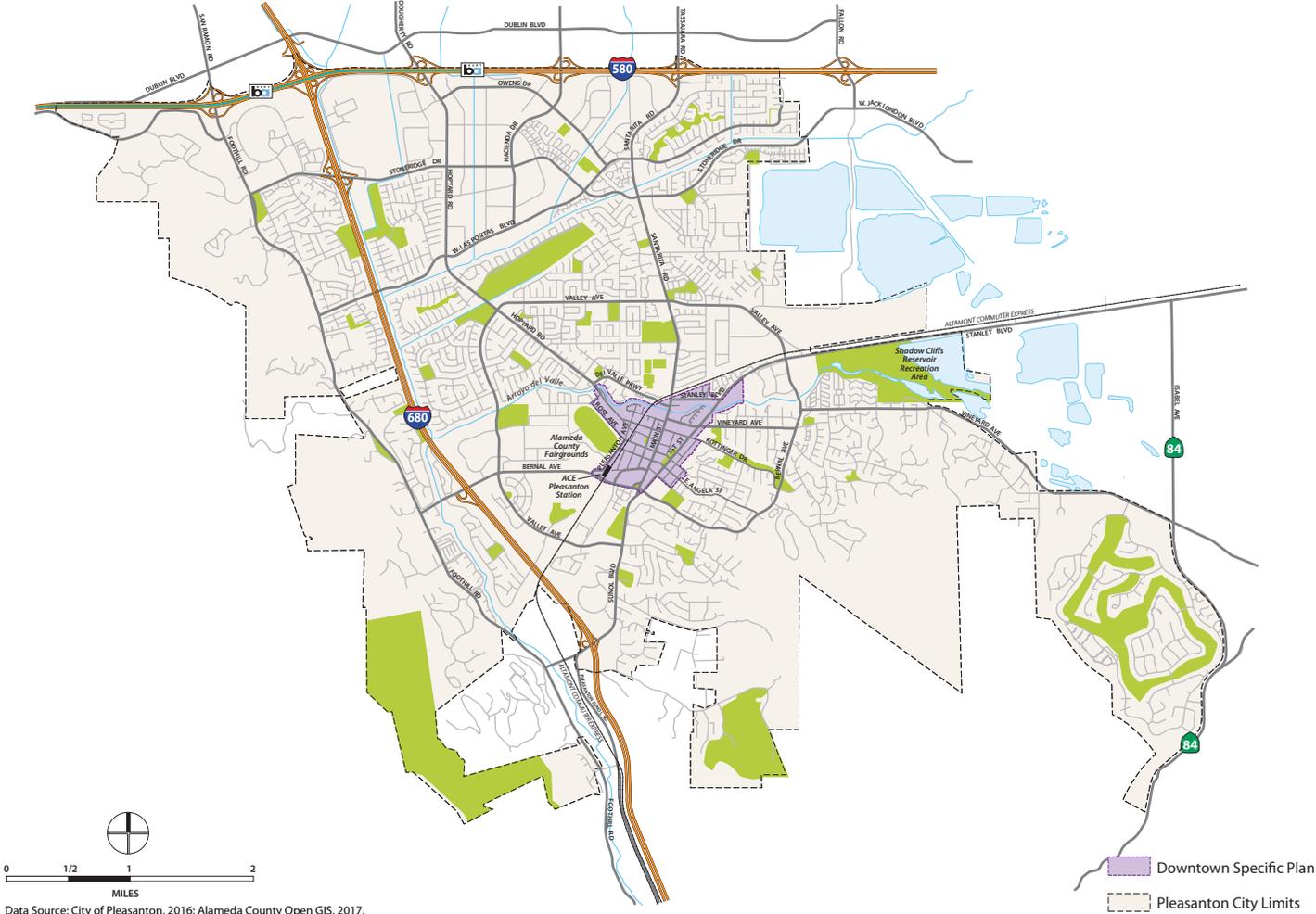
The terrain of the planning area is generally flat with a gradual upslope beginning east of Second Street. The only undeveloped natural area is the Arroyo del Valle and the former SFPUC site, adjacent to the civic center.

The key distinguishing characteristics of the downtown are its historic character and small-town scale. Turn-of-the-century to 1950’s single-family homes and commercial buildings dominate the landscape and create a sense of history and community that is treasured by the citizens of Pleasanton, valued by property and business owners, and admired by visitors.



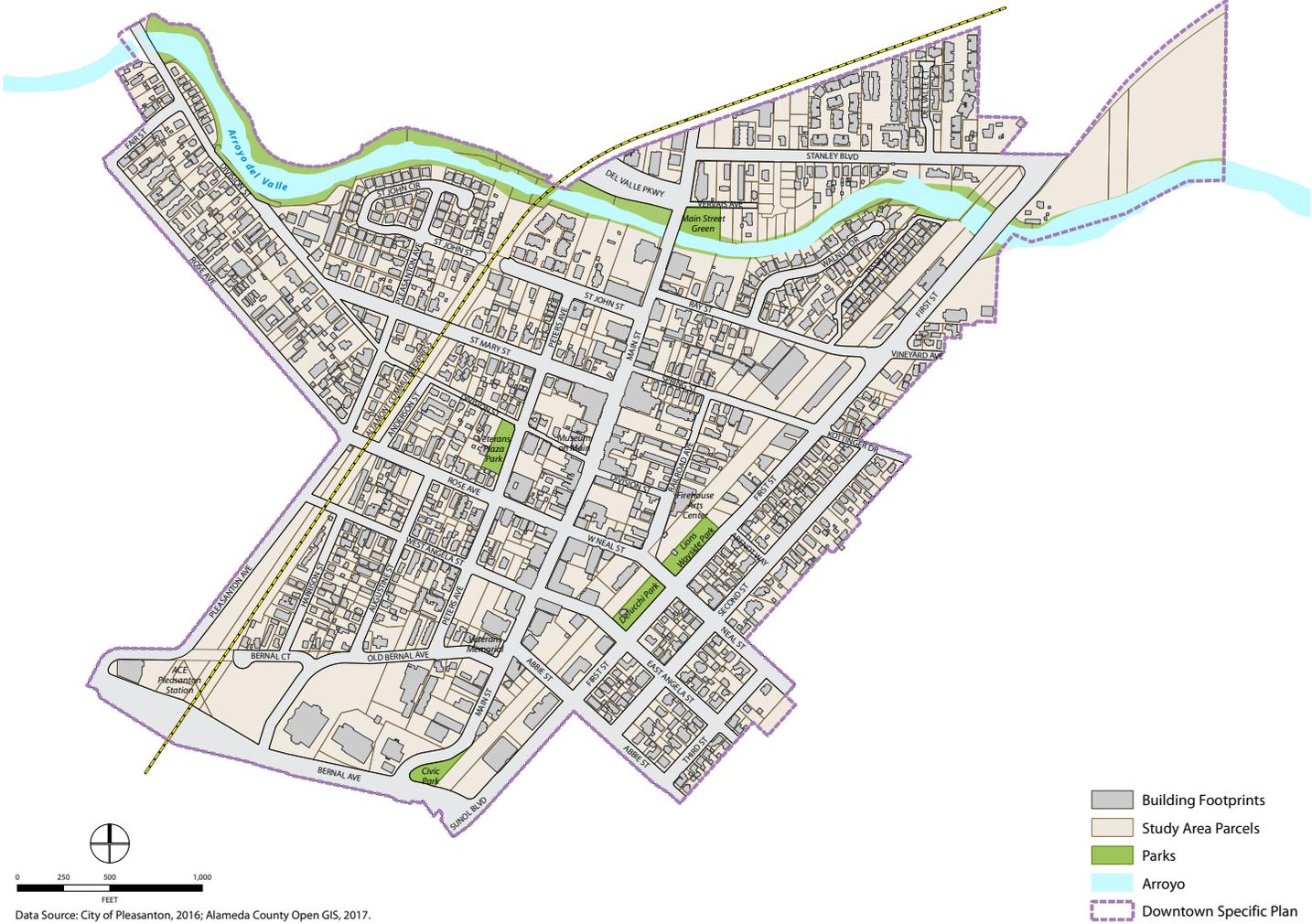
The Firehouse Arts Center is one of the many public facilities located within the planning area.

Figure 3-2: Citywide Context



Data Source: City of Pleasanton, 2016; Alameda County Open GIS, 2017.

Figure 3-3: Planning Area





4 Land Use and Design

Downtown Pleasanton is considered to be the heart of the city due to its central location, historic character, and attraction as a place for shopping, dining entertainment, and socializing. The downtown branches out from the Main Street commercial area in a typical grid street pattern encompassing office and service uses and residential neighborhoods. Its overall ambiance stems from its well-maintained historic buildings, inviting streetscapes, and pedestrian scale, reminiscent of the traditional American small town. Many of its newer buildings have been designed with care to fit into this established setting. Maintaining and enhancing the character of the downtown is a community priority and will strengthen its appeal and economic vitality.

The following chapter summarizes downtown land use and design conditions. It provides policy guidance by way of both text and figures for the location, amount, and intensity of commercial, office, residential, mixed use, public, and open space uses.

4-1 EXISTING CONDITIONS

LAND USE

Downtown Pleasanton consists of 60 city blocks and features a mix of land uses. Retail, service, and office commercial buildings are situated along Main Street, First Street, and several side streets between Bernal Avenue and Stanley Boulevard. Office uses are found primarily along the east side of Peters Avenue, west side of First Street, and north side of Old Bernal Avenue. Housing is located mostly west of Peters Avenue, east of First Street, and north of Ray Street. The largest concentration of public land uses is located at the existing civic center site in the southern end of the downtown area along Old Bernal Avenue. The existing pattern of uses establishes a clear edge which separates commercial from residential use. However, there is a tradition of mixed use within the commercial area of the downtown.

The planning area also features a number of recreational, cultural, and educational uses. The Veterans Memorial Building was systemically retrofitted in 2007 and the Firehouse Arts Center was constructed in 2010. In addition, as of 2018, the City’s only public library is located in the planning area, as are the Museum on Main; Delucchi, Lions Wayside, Veterans Plaza, Rotary, and Civic parks; and a number of public art displays.

The single remaining natural open space area in the downtown is located along the Arroyo del Valle. This waterway connects watershed areas in east Pleasanton and beyond to the Arroyo de la Laguna, which then flows into Alameda Creek and eventually to the San Francisco Bay. The Arroyo del Valle exists in a mostly undisturbed condition as it passes through the downtown and provides valuable seasonal riparian habitat for a variety of wildlife species. In addition, it serves as one of Pleasanton’s major storm water drainage courses and provides recreational and visual benefits.



The Arroyo del Valle is mostly undisturbed and provides seasonal riparian habitat for a variety of species.

As shown in Table 4-1, by acreage, residential uses account for the greatest proportion of the total land use in the Downtown Specific Plan area as of 2017, followed by commercial, public/institutional, parks/open space, and mixed use.

Table 4-1: Existing Land Use

<i>Land Use</i>	<i>Acres</i>	<i>Percent of Total</i>
Residential	120.5	37.8%
Single-Family Residential	77.6	24.4%
Duplex/Triplex	11.9	3.7%
Multi-Family Residential	31.0	9.7%
Mixed Use	7.5	2.3%
Commercial	42.9	13.5%
Commercial	21.9	6.9%
Office	20.2	6.3%
Other	0.8	0.2%
Public/Institutional	21.9	6.8%
Parks/Open Space	15.4	4.8%
Other	111.0	34.8%
Vacant	27.3	8.5%
Right-of-Way	83.7	26.2%
Grand Total	319.3	100%

Note: Numbers may not add due to rounding. Existing land use acreage totals are based on assessor's parcel data.

Sources: City of Pleasanton, 2017; Dyett & Bhatia, 2017; Alameda County, 2017

DESIGN

Downtown's visual image is a product of its private buildings and sites as well as its public areas. Buildings with architectural styles from several different eras of the last 100 plus years, such as Victorian, Mission Revival, and Classical Revival, co-exist in a mixture that is unique to Pleasanton. Several landmark commercial buildings are found downtown. There are also many fine older homes in the residential neighborhoods, some of which have been enlarged and rehabilitated over the years in ways which are compatible with other houses on the block. The degree of maintenance of existing buildings over time, and the architecture and manner of construction of new buildings, can either strengthen or detract from downtown's image.

Along Main Street, the pattern of buildings lining the sidewalk, mature street tree canopy, and clustering of retail and restaurant uses in a compact, walkable environment distinguishes the area from other retail centers. Sidewalk dining has become a popular activity which contributes to the vitality of the area. The historic Pleasanton Sign is a community landmark and focal element, and street furniture invites pedestrians to enjoy the public spaces. Occasional green spaces such as the front yard of the Museum on Main and the Veterans Memorial Building complement and add to the visual quality of the area.

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While Main Street provides an example of effective pedestrian-scale design, few of the qualities of Main Street continue onto other streets in the commercial district, including Peters Avenue, First Street, and Old Bernal Avenue. These streets generally lack a continuous tree canopy, street furnishings, landscaping planters, and other special streetscape treatments.

In the surrounding residential neighborhoods, streetscapes are characterized by sidewalks with planter strips, street trees, landscaped yards, front porches, and other elements that contribute to a street presence. The proximity of the neighborhoods to the commercial district is an attraction which could encourage walking and bicycle riding.

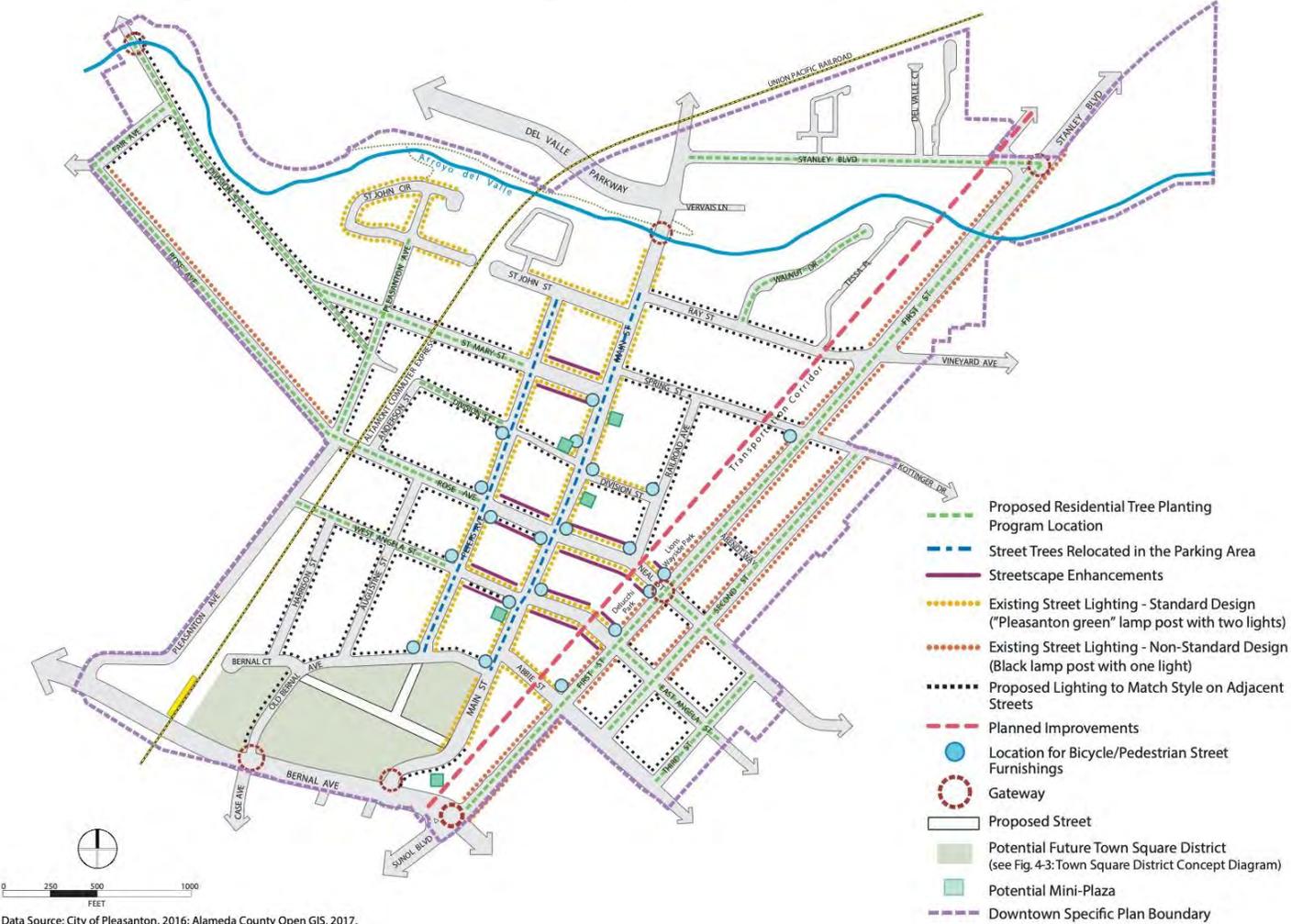
Changes to existing structures or sites and new private development proposals are subject to the City’s design review process. Design guidelines are in place to provide direction on such physical improvements, and the review process applies the City’s design policies and standards, including the Downtown Design Guidelines, on a case-by-case basis. Similarly, any modifications to the design of city streets, sidewalks, and parks require public input and review to ensure that they are attractive and compatible with the area.

As shown in Figure 4-1, existing and planned beautification projects within the planning area include new street lighting, tree planting, and additional streetscape enhancement projects along Rose Avenue/Neal Street and West Angela Street.



Many side streets generally lack pedestrian lighting, a continuous tree canopy, and other special streetscape treatments.

Figure 4-1: Existing and Planned Downtown Design Projects

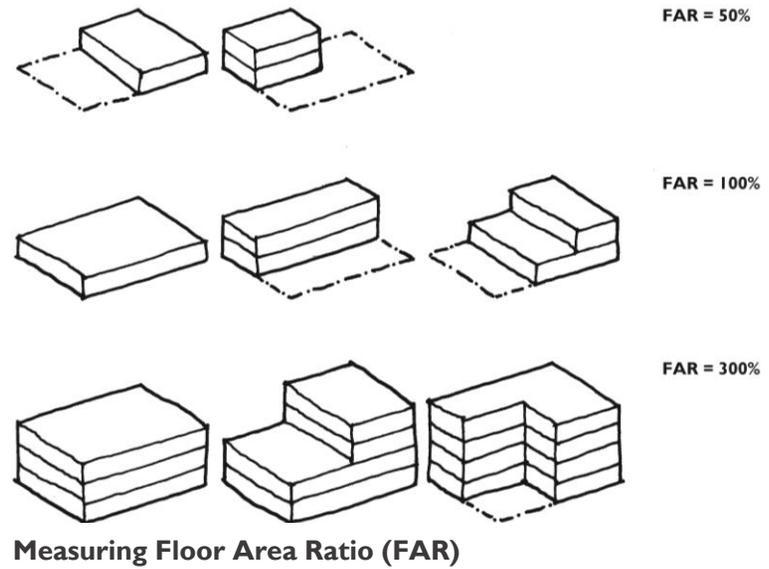


Data Source: City of Pleasanton, 2016; Alameda County Open GIS, 2017.

4-2 SPECIFIC LAND USE DESIGNATIONS

The Specific Plan establishes nine land use designations and an active use overlay for future development, applied to various areas of the Specific Plan as illustrated in Figure 4-2. These land use designations provide guidance on where particular land uses are allowed within the planning area.

The City’s Zoning Ordinance further defines land use types and densities, building height, parking, and other development requirements, summarized here. Where Floor Area Ratios (FARs) are specified, the figure accounts for all non-residential and residential floor area. Zoning designations also include a specific list of uses allowed within each particular district. These frequently include uses compatible with the primary use but different in type, such as religious facilities within residential zones. The intent of the Specific Plan is to incorporate the variety of compatible uses which are generally allowed by the zoning districts within each Specific Plan designation. Accordingly, “permitted and conditional” land uses allowed within the applicable City Zoning designations are considered to be consistent with the corresponding Specific Plan land use categories.



LAND USES

Below are the land use designations and general descriptions of the land uses allowed under the Specific Plan and the policies presented may further regulate land uses.

Downtown Commercial – Commercial uses on the ground floor with a range of uses allowed on upper floors. Development densities and intensities shall be consistent with those allowed in the Central Commercial District: i.e. a maximum height of 40 feet and a maximum FAR of 300 percent, which is inclusive of both residential and non-residential square footage. Two-stories are encouraged, and three-stories may be considered on a case-by-case basis pursuant to Policy LD-P.16. Permitted and conditionally-permitted uses shall also be consistent with those allowed in the Central Commercial Zoning District. New ground floor residential inclusive of live-work is prohibited on properties with frontage on Main Street. Existing residential uses, including historic homes and single-family homes, on these properties may remain, may be remodeled and are subject to the provisions of PMC Chapter 18.120. Ground floor residential may be located behind commercial development on properties elsewhere in the district subject to specific criteria to ensure the district maintains its commercial vitality (see criteria in Policy LD-P.20).

Mixed Use - Downtown – Intended to foster a dynamic mixed-use destination at the southern end of the Downtown. This designation supports a mix of uses including commercial, hotel, entertainment, office, food halls, live/work, and residential uses.



The Specific Plan establishes land designations and an active use overlay for future development.

Ground floor active uses are required fronting the street in the locations specified in Figure 4-2; a conceptual configuration of uses and phasing of the district’s build-out is illustrated in Figure 4-3. In areas without the active ground floor use overlay, office uses are allowed on all floors. In areas with the active ground floor uses overlay, office is allowed on all floors except the ground floor. Ground floor residential uses are not permitted, including when located in the rear of a site. On upper floors, uses may include commercial uses such as retail, restaurant, and office; residential uses are also allowed. Maximum FAR in the Mixed Use - Downtown area is 300 percent, inclusive of both residential and non-residential square footage. Maximum building height is 46 feet with a three-story height limit. A

maximum of 124 residential units are permitted in the district overall.

Mixed Use - Transitional – Accommodates a range of lower intensity commercial uses that are compatible with residential uses. Permitted and conditionally permitted commercial uses include retail, personal services, offices, financial institutions, and food-service establishments. On the ground floor, residential uses are not permitted. However, existing residential uses, including historic homes and single-family homes, may remain and may be altered or enlarged subject to the provisions of PMC Chapter 18.120. Buildings shall be a maximum of two-stories and have a height limit of 36 feet. Maximum allowable FAR in the Mixed Use - Transitional designation is 125 percent, inclusive of both residential and non-residential square footage.

Office – Supports professional, administrative, and business office uses. Residential permitted above the ground floor only. Maximum allowable FAR in the Office designation is 125 percent. Existing residential uses, including historic homes and single-family homes, may remain and may be altered or enlarged subject to the provisions of PMC Chapter 18.120.

Residential – Two residential density ranges are permitted within the planning area:

- **Medium Density Residential:** Density between two and eight dwelling units per gross developable acre, and
- **High Density Residential:** Density greater than eight dwelling units per gross developable acre.

Any housing type (including but not limited to detached and attached single-family homes, duplexes, townhouses, condominiums, and apartments) may be allowed under both of the above residential designations provided that all applicable requirements of the Zoning Ordinance are met. Buildings shall be a maximum of two-stories and have a height limit of 30 feet.

Public – Governmental and community uses such as a fire station, museum, library, memorial hall, community center, the Transportation Corridor, a parking lot, Firehouse Arts Center, religious facility, maintenance facility, and other related uses. Allowable FAR in the Public land use designation is a maximum of 60 percent.

Park – City-owned and maintained land utilized for outdoor recreation and events.

Open Space - Arroyo – Land set aside for the protection of the public health and safety adjacent to the Arroyo del Valle.

Open Space - Railroad – Land set aside for the protection of the public health and safety adjacent to the Union Pacific Railroad line.

OVERLAY

Active Ground Floor Use Overlay –The Active Ground Floor Use Overlay applies to tenant spaces with a storefront fronting Main Street, and, to the extent feasible, uses facing streets within the Mixed Use-Downtown District (see Figure 4-2). "Active ground floor use" means a use that promotes an active pedestrian environment on the ground floor of a commercial building and attracts walk-in customers. Active

uses include retail establishments, restaurants, bars and brew pubs, art and craft studios, and other uses determined by the director of community development to be substantially similar to the foregoing, or to have unique characteristics such that the objectives of the overlay district would be met. Active ground-floor uses do not include personal services. Uses subject to the Active Ground Floor Use Overlay shall follow procedures for zoning certificate approval outlined in the Pleasanton Municipal Code."

4-3 FUTURE DEVELOPMENT POTENTIAL

Reasonable full development under the Specific Plan is referred to as "buildout." Although the Plan assumes a 20-year planning horizon, it does not specify or anticipate when buildout will actually occur. The timeline and buildout scenario will likely vary because actual development will be determined by a number of factors, including market conditions, site constraints, land availability, and property owner interest. Requirements of the Specific Plan and of applicable zoning (such as required setbacks or height limits) may also limit development below the stated maximum density or intensity allowable under the Specific Plan.

Table 4-2 shows a detailed breakdown of existing and potential residential units, non-residential commercial development, population, and jobs that could result from the buildout of the Plan. Growth and development in the planning area expressed in this section is provided for planning and analysis purposes and does not constitute a "cap" on development, a minimum threshold, or confer specific development rights. The allowable density, intensity, and other development standards articulated in this chapter, set parameters for what can occur on any given site in the planning area.

Table 4-2: Buildout of Planning Area

	<i>Existing (2018)</i>	<i>Net Increase</i>	<i>Projected (2040)</i>
Housing Units	1,270	370 ¹	1,640 ²
Households³	1,230	350	1,580
Population	3,500 ⁴	1,000	4,500 ⁵
Non-Residential Square Feet⁶	977,400	260,700	1,238,100
Jobs⁷	3,000	500	3,500

Notes:

1. A maximum of 124 units are anticipated within the Mixed Use-Downtown district.
2. Numbers may not add due to rounding.
3. Calculated by multiplying housing units by vacancy rate of 3.6% (California Department of Finance, 2017).
4. Estimate from the City of Pleasanton.
5. Based on assumption of 2.83 people per household (per Association of Bay Area Governments, 2013) and housing vacancy rate of 3.6% (California Department of Finance, 2017).
6. Non-residential square feet includes retail, office, public, and restaurant uses.
7. Based on assumption of 300 building square feet per office job, 510 square feet per retail job, 170 feet per restaurant job, and 750 feet per hotel job.

Sources: Dyett & Bhatia, 2018; City of Pleasanton, 2018; U.S. Census Bureau, 2016; California Department of Finance, 2017.

TOWN SQUARE DISTRICT

The Town Square District is the area of downtown with the greatest potential for change. Visualized in the conceptual diagram shown in Figure 4-3, the Town Square District is the name for the area comprising the existing civic center and adjacent City-owned property acquired in 2017 from the SFPUC (San Francisco Public Utilities Commission), totaling approximately 13 acres. The redevelopment of the Town Square District will only occur in the event the civic center relocates. This Plan assumes that the building currently housing the Pleasanton Public Library (as of 2018) will remain and that all other developable parcels in the Town Square District area will redevelop. There is potential for

additional development on this site if the library building were to be redeveloped.

Because the Town Square District will have a new Mixed Use - Downtown land use designation, the area is assumed to develop with a combination of residential retail, office, live/work, and hotel uses. Up to 124 residential units will be permitted within the Civic Center area and are encouraged to be dispersed throughout the Mixed Use-Downtown District. As illustrated in Figure 4-3, the mix of uses are envisioned to be centered around an approximately 0.75-acre new city park, known as the "Town Square", which will provide passive outdoor recreation as well as a meeting place and a space for outdoor events. New entertainment and retail uses will face onto this key open space, and a boutique hotel will

provide small conference rooms for community gatherings. Driveways and access roads to new buildings, which are not shown in Figure 4-3, would be provided along Bernal Avenue, Old Bernal Avenue, and new roadways within the district.

TOWN SQUARE DISTRICT PHASING AND PARKING

The Plan envisions Town Square District development occurring in two phases. As shown in Figure 4-3, about 2.25 acres on the east side of the district are anticipated to develop in Phase 1 of the district’s build-out. This includes the east half of the block bounded by Old Bernal Avenue, the extension of Peters Avenue to the south, and the new east-west right-of-way; the Town Square itself as shown in its conceptual location in Figure 4-3; and the area east and south of the Town Square. This would allow development of the area fronting Main Street and at the southern gateway to downtown, and reuse of the remaining buildings on the existing Civic Center site consistent with the Civic Center Master Plan. The Town Square should also be accessible by

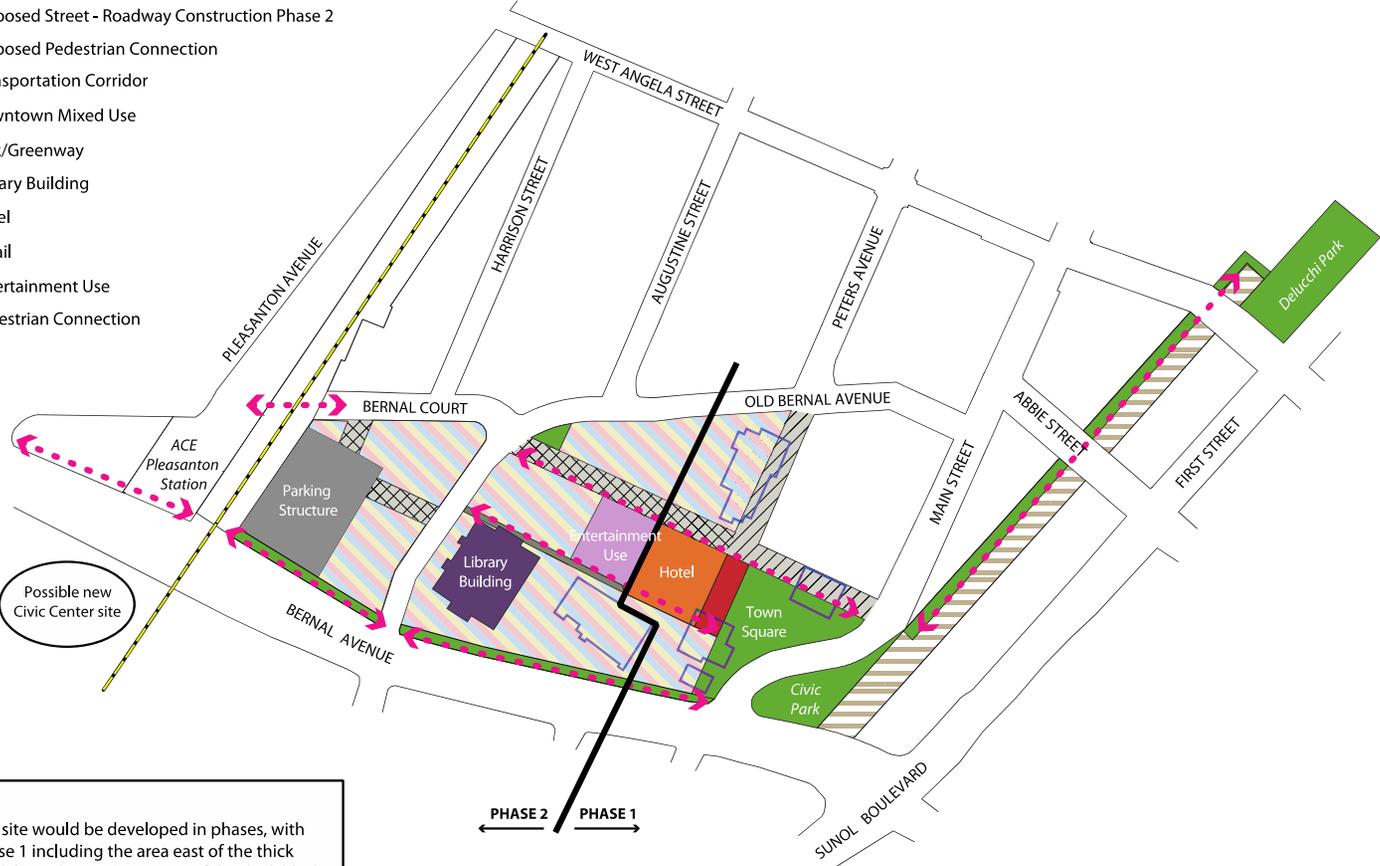
pedestrians and visible to passersby from Main Street. The remainder of the Town Square District, which is the area generally west of the conceptual location of the Town Square, is anticipated to achieve build-out in Phase 2.

A potential shared Town Square District parking facility adjacent to the ACE train station may be constructed in either Phase 1 or Phase 2. This shared facility would accommodate the majority of parking for the district’s non-residential uses, with additional off-street parking provided in conjunction with each development (underground, podium, or tucked-under) or within additional smaller parking decks. The parking garage will reflect the character currently found on Main Street. For residential uses, all required parking would be provided on-site (underground, podium, or tucked-under). Off-street surface parking is not anticipated within the Town Square District. Refer to Chapter 5, Mobility and Parking, for additional information about parking.

Figure 4-3: Town Square District Concept Diagram

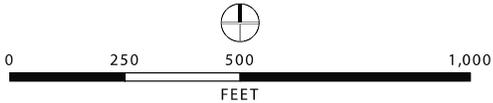
TOWN SQUARE DISTRICT CONCEPT DIAGRAM - ALTERNATIVE

-  Proposed Street - Roadway Construction Phase 1
-  Proposed Street - Roadway Construction Phase 2
-  Proposed Pedestrian Connection
-  Transportation Corridor
-  Downtown Mixed Use
-  Park/Greenway
-  Library Building
-  Hotel
-  Retail
-  Entertainment Use
-  Pedestrian Connection



Notes:

- The site would be developed in phases, with Phase 1 including the area east of the thick black line. Phase 2 (area west of the thick black line) will follow Phase 1. The parking structure may be constructed in either phase.
- Locations of specific uses shown here are conceptual only and may be moved around within the Town Square District.



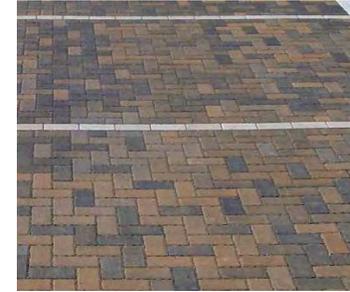
4-4 FUTURE STREETScape IMPROVEMENTS

MAIN STREET

As described below and illustrated in figures 4-4a and 4-4b, streetscape improvements to Main Street will further enhance the street’s charming, walkable character. New metal benches in Pleasanton’s signature green color will provide additional seating opportunities. Decorative stamped asphalt in the parking zone and colored sidewalk pavers at corners and bulb-outs will add visual enhancement while more clearly defining these areas. Where there is available space and maintenance resources allow, the City will implement improvements such as seating and shelters to create a more comfortable experience for transit riders in any weather condition. This special character of Main Street should apply not only to the Main Street right-of-way, but also to portions of side streets near Main Street, such that side streets function as an extension of the downtown’s central active corridor.

In addition, as further described in Chapter 5, Mobility and Parking, providing unobstructed travel paths on sidewalks that are consistently wide enough for pairs of pedestrians, strollers, wheelchairs, and walkers to comfortably navigate is critical to maintaining Main Street’s walkable nature. In support of this, existing street trees along Main Street will be shifted to new tree wells located within on-street parking zones when it comes time for them to be replaced. This will ensure that the street’s healthy tree canopy will remain while also allowing for a wider unobstructed travel path on sidewalks.

The use of public sidewalks on Main Street for restaurant dining areas is desirable in that it increases pedestrian activity and interest and contributes to the vitality of



Streetscape improvements to Main Street include street seating, outdoor dining areas and special paving.

downtown. However, sidewalk dining within the public right-of-way is a privilege, and restrictions are necessary to protect the public’s right of access, to maintain the sidewalks in a safe and clean condition, to comply with state and federal law, and to meet downtown’s aesthetic standards.

EXISTING

The existing character of Main Street has small-town charm and a pedestrian scale (see Figure 4-4a).

- Existing amenities include benches, shade trees, single-use bike racks, and other street-side furnishings, such as newspaper stands and planters.
- Lighting and shade trees along the entirety of the roadway are spaced consistently.
- Tree grates and benches are also available, but do not have a cohesive design aesthetic and are infrequently placed.
- Main Street has an abundance of popular shops and restaurants, and many restaurants have outdoor dining. Due to the vast array of features and activity along Main Street, the pedestrian zone is occasionally impacted.

MEDIUM-DEGREE CHANGE

Two options were considered for Main Street—a medium-degree change and a high-degree change—and the medium-degree change option was selected as the preferred design. Both options are illustrated in Appendix C. The medium-degree change, discussed below and illustrated in Figure 4-4b, retains many of the existing site furnishings and sidewalk pavement on Main Street.

- Proposed features include Pleasanton green metal benches and the use of a colored stamped asphalt for the parking zones.
- The shade trees are relocated to the parking zone as a phased process and provide a canopy over the street and sidewalk areas.
- To maximize the pedestrian zone, outdoor dining is reduced, unless the pedestrian sidewalk area can be kept at 6'0" minimum.
- Additional features include visible parking signs, wayfinding signs, hanging flower baskets, replacement of corner/bulb-out paving with colored pavers to complement those at the existing clock tower, and addition of bus stop seating and shelter.

Figure 4-4a: Main Street – Existing

Note: Typical section, does not represent all cases or dimensions

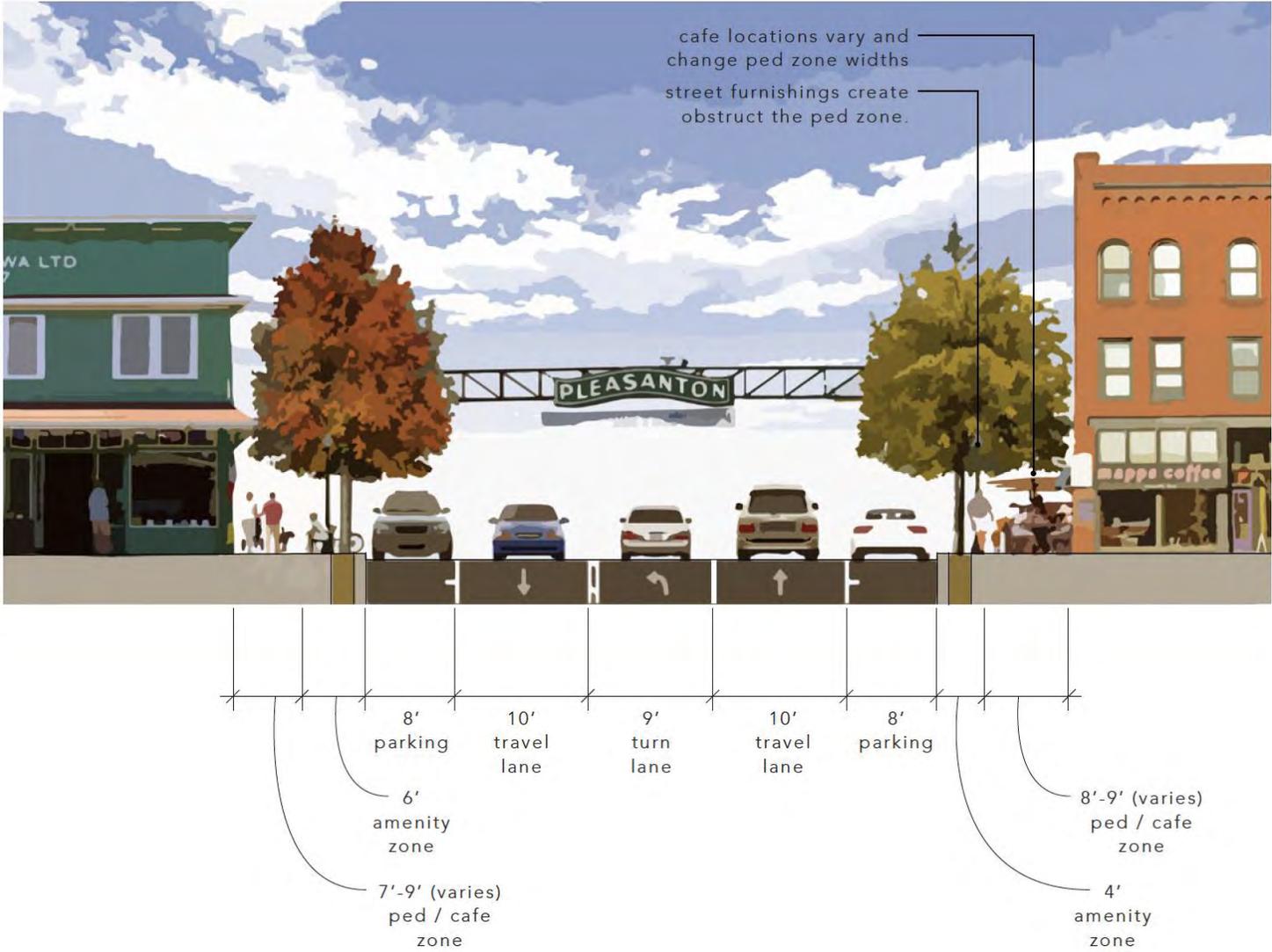
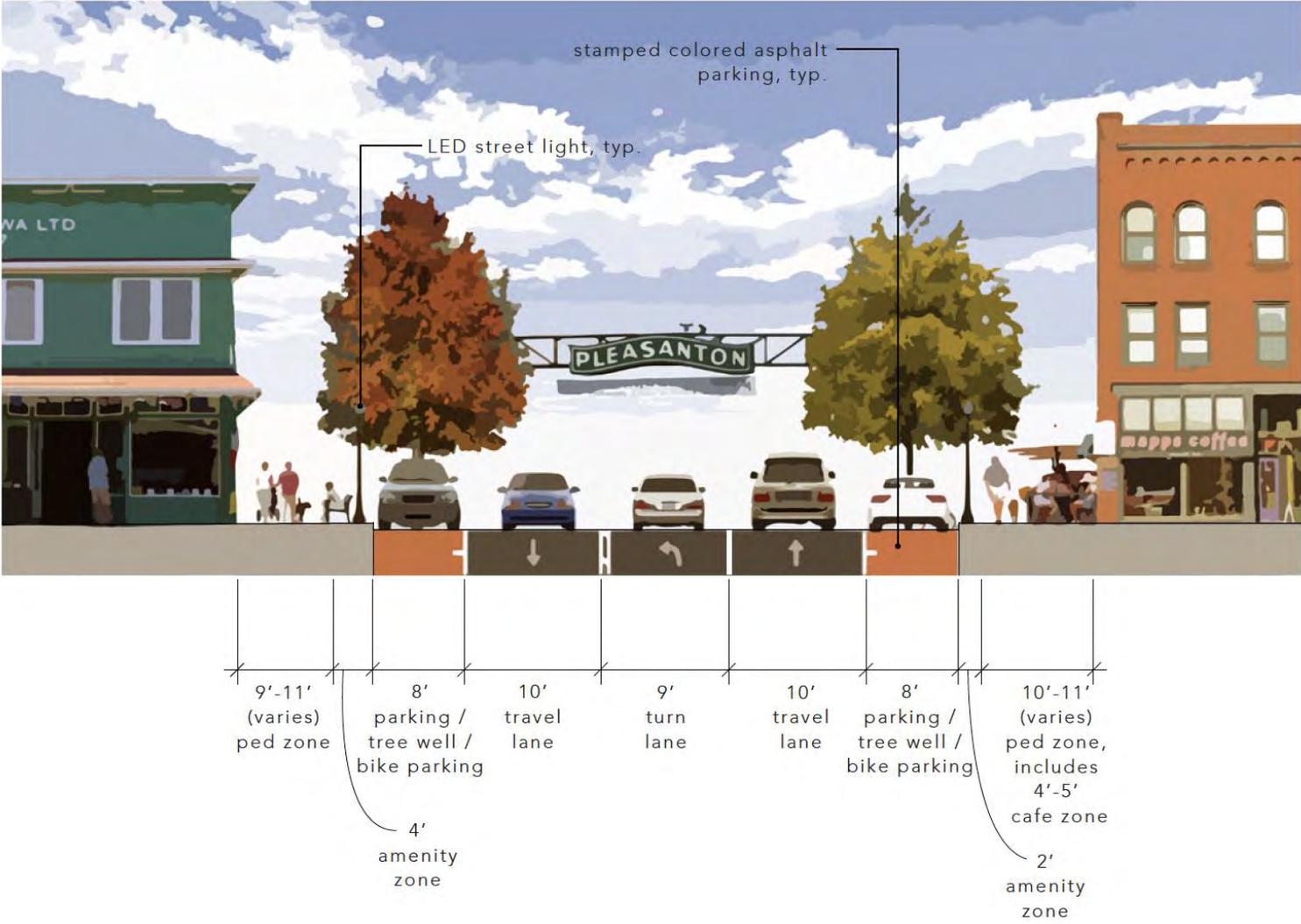


Figure 4-4b: Main Street Improvements – Medium-Degree Change

Note: Typical section, does not represent all cases or dimensions



PETERS AVENUE

Peters Avenue is an important transitional street, taking on some of the commercial and mixed-use characteristics of Main Street on the east side of the street, while maintaining a residential character on the west side of the street. Streetscape improvements to Peters Avenue are aimed at providing a more pleasant experience for pedestrians and bicyclists. Pavers will be added to the sidewalks to match the aesthetic of Main Street and additional pedestrian scaled lighting will add historic charm and improved visibility at night. Street trees will be introduced to create a shade canopy over the street and sidewalk areas. As with Main Street, these trees will be located in the on-street parking area so as not to impede pedestrian flow on the sidewalk. South of Old Bernal Avenue, the one-block extension of Peters Avenue will incorporate the aesthetic of the new Town Square District.

Streetscape improvements for Peters Avenue are described below and illustrated below in figures 4-5a and 4-5b, along with additional improvements to the transportation network, including a two-way cycle track on the west side of the street.

EXISTING

The typical existing Peters Avenue street section is illustrated in Figure 4-5a.

- Peters Avenue is a bus route corridor and includes street parking and two travel lanes, 15'-0" width each (see Figure4-5a).
- Peters Avenue does not have a tree canopy like Main Street or First Street.
- Street lights run the length of the street and match those found on Main Street.

HIGH-DEGREE CHANGE

Two options were considered for Peters Avenue—a medium-degree change and a high-degree change—and the high-degree change was selected as the preferred design. Both options are illustrated in Appendix C. The high-degree change, discussed below and illustrated in Figure 4-5b, introduces street trees, bike facilities, and additional lighting, and is further supplemented by infrastructure changes. Features include:

- Parking areas and travel lanes are narrowed to accommodate two bike lanes.
- Parking is used as a buffer for the bike lane on the west side.
- Parking on the east side is on the curb to provide bulb-outs and shorten walking distances.
- In both parking areas, street trees are introduced to create a shade canopy over the street and sidewalk areas.
- Travel lanes are narrowed to 11'-0" to control travel speeds and provide a quieter and safer environment for pedestrian and bicycle users and match the feel of Main Street.
- Pavers at sidewalk to match the aesthetic of Main Street.
- A raised contra-flow cycle track.



Streetscape improvements to Peters Avenue include street trees and additional improvements to the transportation network.

Figure 4-5a: Peters Avenue – Existing

Note: Typical section, does not represent all cases or dimensions

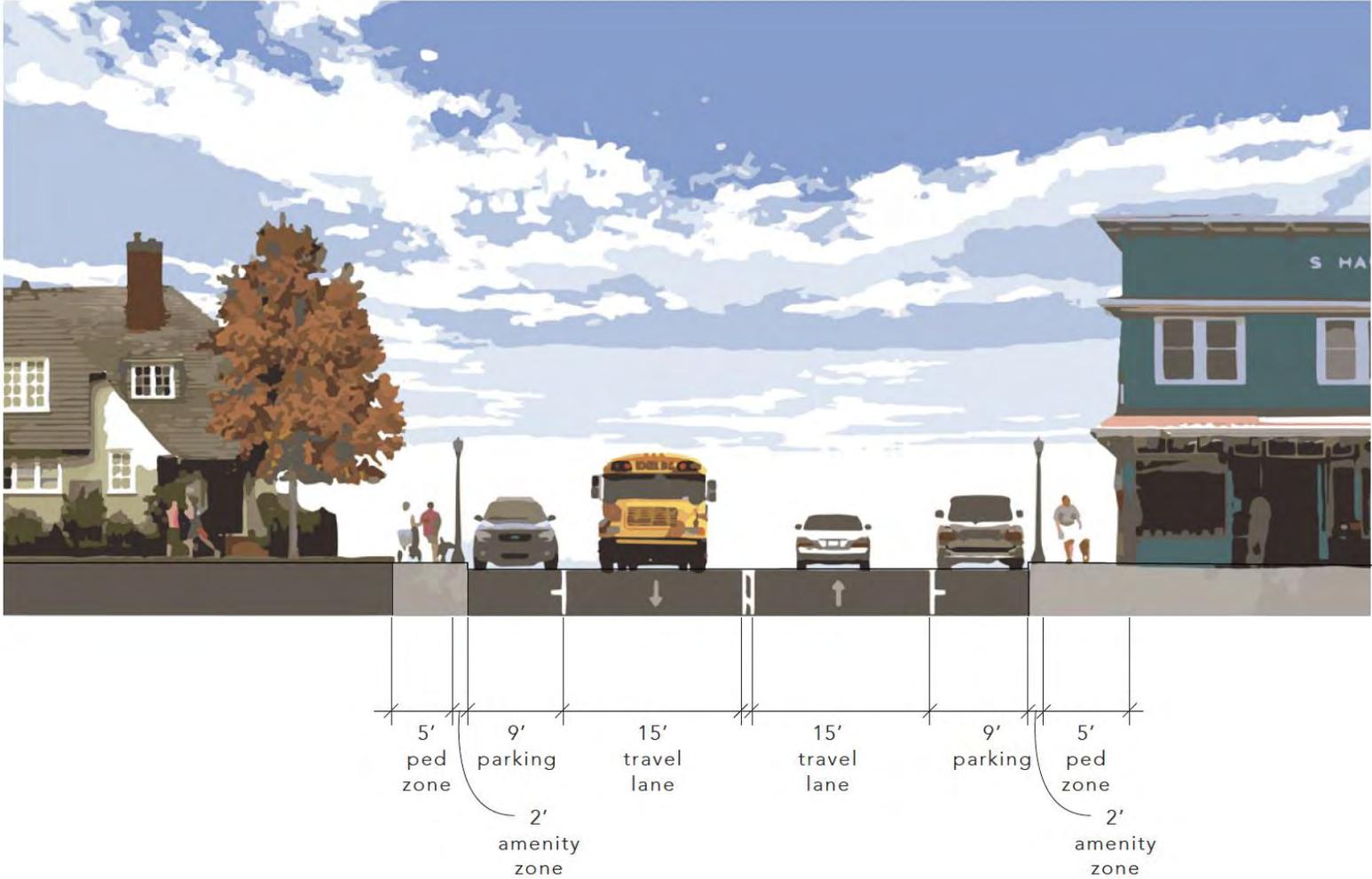
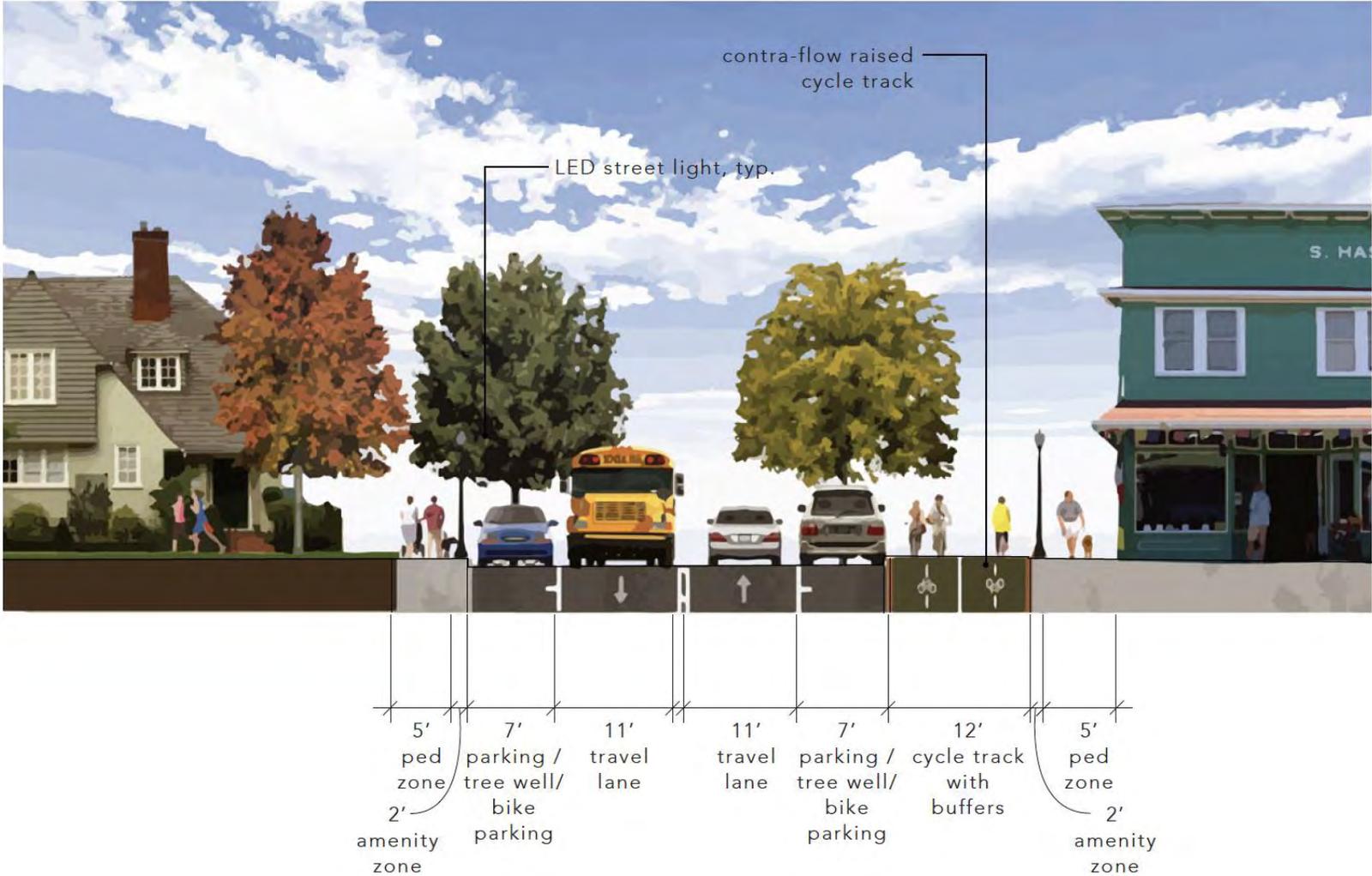


Figure 4-5b: Peters Avenue Improvements – High-Degree Change

Note: Typical section, does not represent all cases or dimensions



FIRST STREET

Like Peters Avenue, First Street also functions as a transitional street, buffering the residential neighborhoods to the east from the downtown commercial area. As described below and shown in figures 4-6a and 4-6b, streetscape improvements to First Street will include new street furnishings, such as bike racks, benches, and additional pedestrian scale lighting along the existing sidewalk and the proposed new pedestrian and bicycle route along the Transportation Corridor.

EXISTING

The typical existing First Street section is illustrated in Figure 4-6a.

- First Street is a major thoroughfare in the City and caters itself to vehicular traffic.
- Amenities are infrequent along First Street, except for lighting, which is a black metal post style.
- A mature tree canopy lines the roadway providing shade and a comfortable climate for pedestrians.

MEDIUM-DEGREE CHANGE

Two options were considered for First Street—a medium-degree change and a high-degree change—and the medium-degree change was selected as the preferred design. Both options are illustrated in Appendix C. The medium-degree change, illustrated in Figure 4-6b, preserves the roadway design for vehicular use and provides a bicycle and pedestrian route away from the roadway by utilizing the future transportation corridor. In this option:

- The bicycle and pedestrian trail connect to existing facilities; the roadway is unchanged.
- Street furnishings, such as bike racks and benches, are added, along with additional lighting along the existing sidewalk and proposed trail route.



Streetscape improvements to First Street include street furnishings, additional lighting, and a new trail route.

Figure 4-6a: First Street – Existing

Note: Typical section, does not represent all cases or dimensions

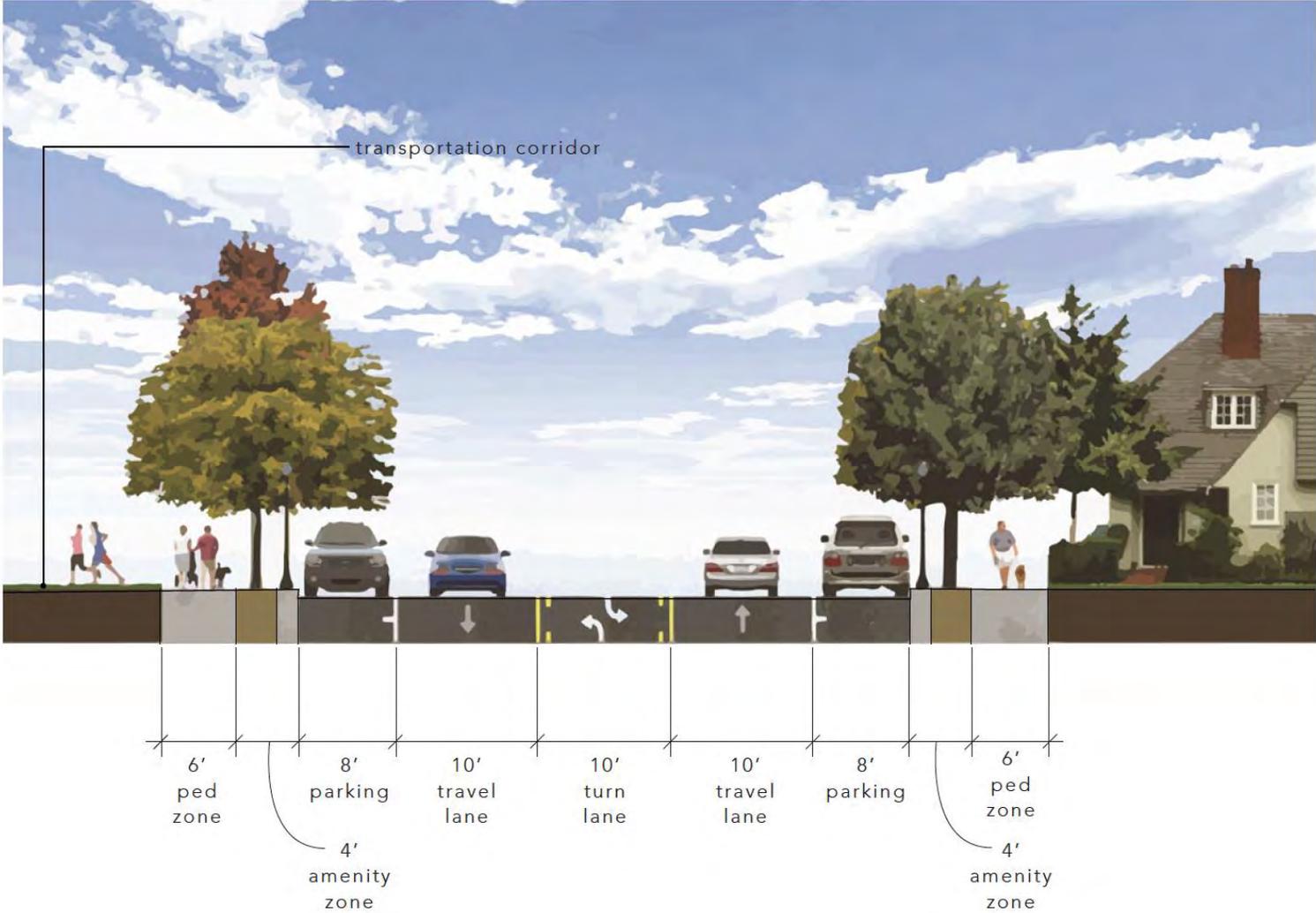
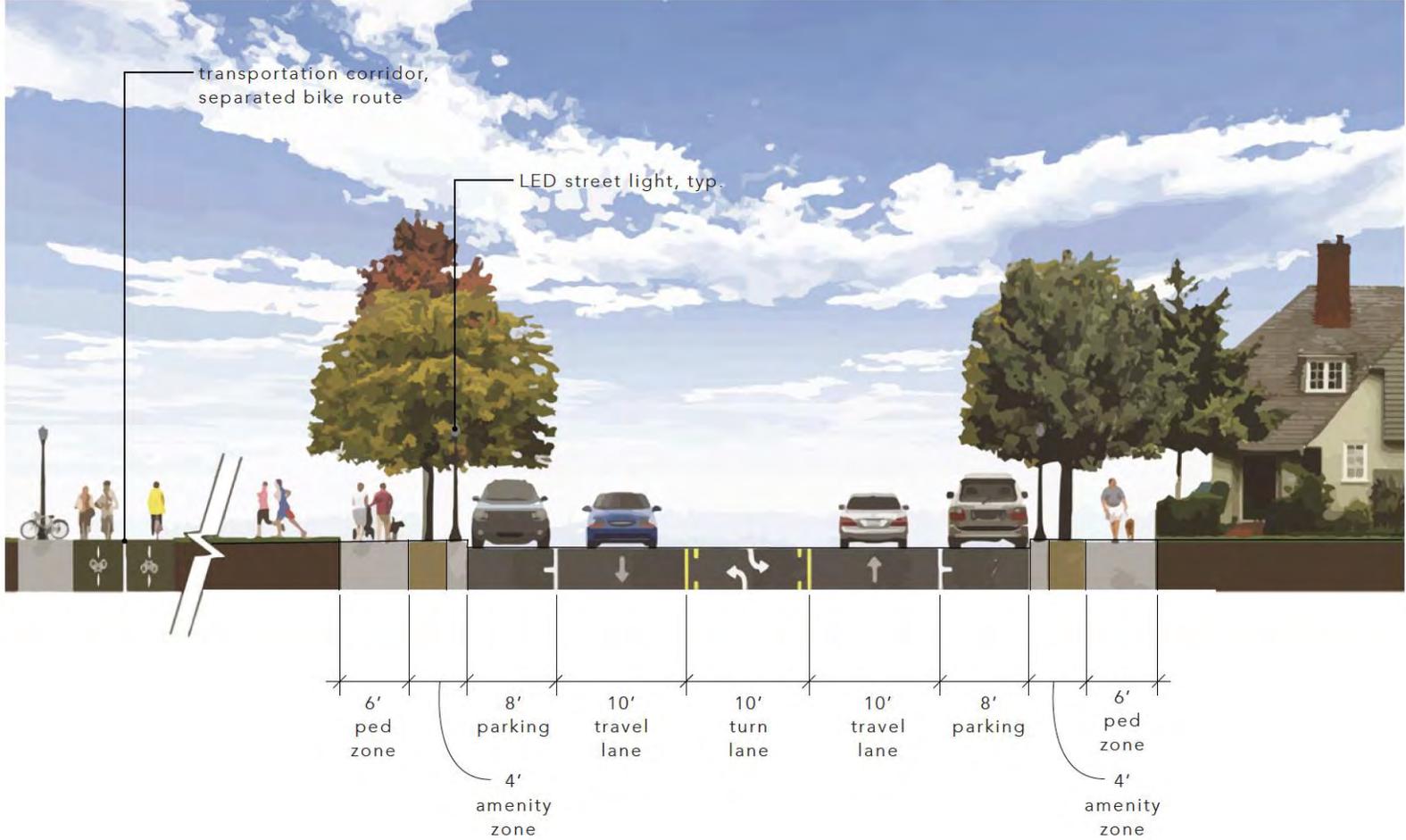


Figure 4-6b: First Street Improvements – Medium-Degree Change

Note: Typical section, does not represent all cases or dimensions



DIVISION STREET

Streetscape improvements to Division Street between Main Street and Railroad Avenue will create a pedestrian-friendly zone in the commercial area that connects the Firehouse Arts Center to Main Street. Three options were considered for this segment of Division Street—a low-degree change, a medium-degree change and a high-degree change—and the medium-degree change option was selected as the preferred design. Three options were considered for this segment of Division Street—a low-degree change, a medium-degree change and a high-degree change—and the medium-degree change option was selected as the preferred design for implementation in the near-term; the long-term objective is to implement the high-degree change, provided that it is feasible to do so. All options are illustrated in Appendix C.

In the medium-degree change, Division Street between Main Street and Railroad Avenue could be closed to vehicular traffic for special events and/or during specified times, while ensuring that vehicular access for emergency and maintenance vehicles, loading and delivery, and local property access where no alternative is available, is maintained. As illustrated in Figure 4-7, sidewalks will be removed and colored pavers added to create a uniform, extended pedestrian space with trees, planters, benches, outdoor dining areas, pedestrian scaled lighting and/or “festoon” string lighting. Wall murals and hanging planters will add further charm and character.

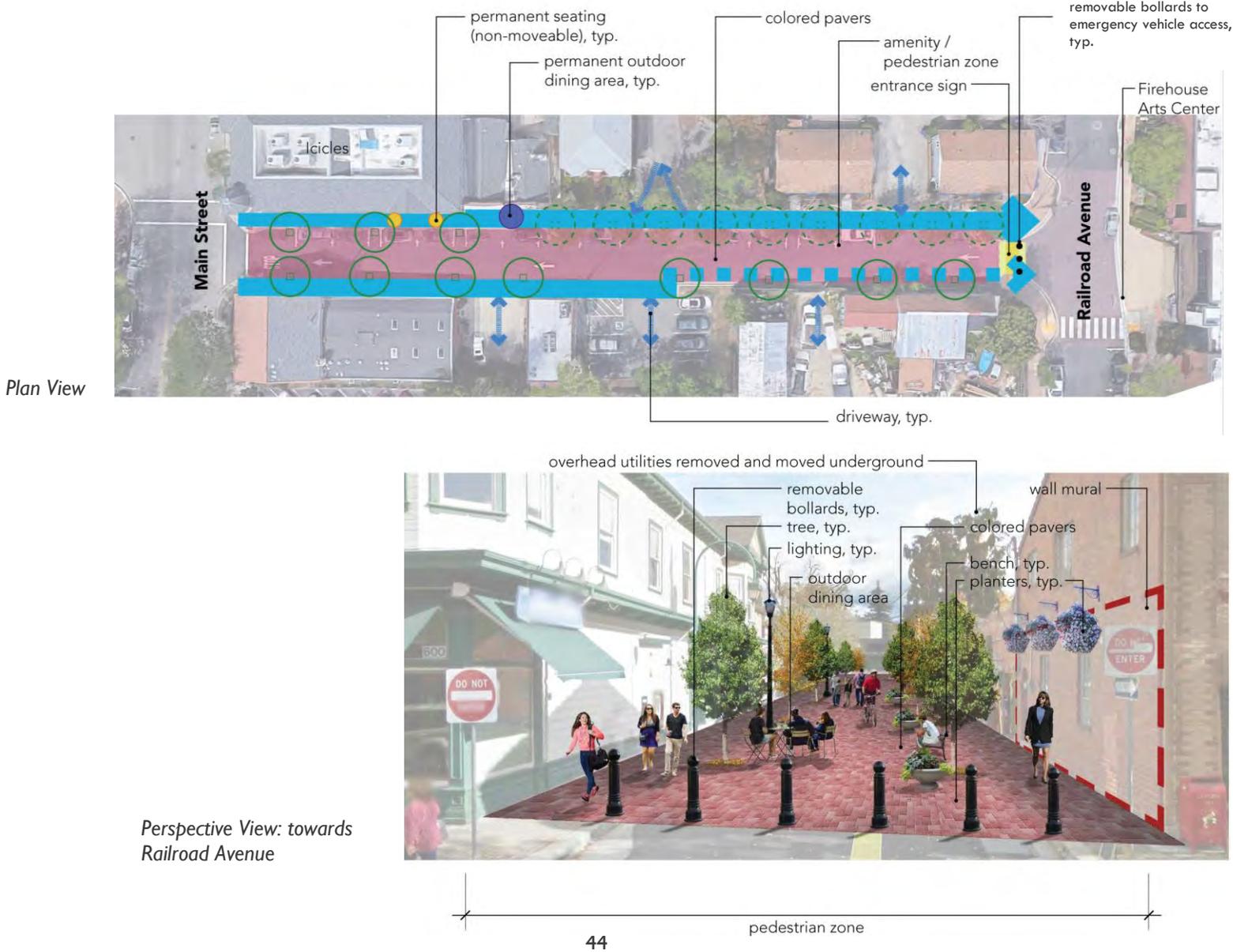
In this design, a shared street prioritizes pedestrian use, with vehicular access only for emergencies. Planters and bollards help identify the pedestrian corridor and prevent vehicular access. The street is curbsless to maximize the pedestrian

zone and function as a downtown thoroughfare and a safe connection between the Firehouse Arts Center and Main Street. This design also includes additional seating, lighting, landscaped areas, festoon lighting, and trees for shade. With these changes, Division Street can become a downtown hub for community events and activities.



Streetscape improvements to Division Street include colored pavers, string lighting, and outdoor dining areas.

Figure 4-7: Division Street Improvements – Medium-Degree



TOWN SQUARE DISTRICT

While Figure 4-3 provides a conceptual land use and circulation framework for the existing civic center area, it is expected that a subsequent, more detailed site planning and design effort, either by the City or a private developer will consider the layout and design of future facilities for the site. This could include possible new entertainment uses, a hotel, development that supports live/work spaces, and well-connected paths between building entries, parking, sidewalks, and the Town Square. Since the Town Square District is within the Downtown Specific Plan Area, its uses and design should be closely related to the surrounding area, and planning of this area presents an opportunity to enhance the southern portion of the downtown.

GATEWAYS

Gateway features on the roadways leading into downtown will create a sense of arrival and distinguish the area from other parts of the city. Therefore, policies in this specific plan identify appropriate gateway treatments that are encouraged at the major entranceways into downtown, including the following locations:

- Wixom Bridge at Hopyard Road/Division Street;
- Main Street at the Arroyo/near Stanley Blvd;
- Main Street at Bernal Avenue;
- Neal Street at First Street;
- First Street Bridge at Stanley Boulevard; and
- Old Bernal Avenue at Bernal Avenue.

PUBLIC SPACES, ART, AND PLACEMAKING

Public parks and plazas enhance downtown’s sense of place and serve both residents and visitors of downtown Pleasanton. Large public spaces—including parks, the new pedestrian-focused segment of Division Street between Railroad Avenue and Main Street, and the Town Square—can be designed to accommodate larger public gatherings and activities. Smaller public spaces, such as mini plazas and parklets, will enhance the pedestrian environment and provide a visual break along the streetscape. With the use of high-quality landscaping and materials, public spaces will be assets and focal points of downtown Pleasanton.

It is recognized by many visitors that downtown Pleasanton is unique among the historic central business districts located throughout the Bay Area. Further expanding the cultural identity of downtown Pleasanton provides the opportunity to capitalize on its district’s shopping, dining, history, and pedestrian-friendly ambiance. The 2007 Pleasanton Downtown Public Art Master Plan provides goals and objectives specific to public art in the Downtown and should continue to guide the development of new projects. Whether it involves after-hours programming, public art installations, or special events, continued efforts can continue to enhance Main Street and its environs as a “cultural district”. The result will foster an expanded sense of community among residents as well as visitors and will connect with the city’s rich heritage, cultural, and art resources.

SIGNAGE AND LIGHTING

Signage is a factor in the overall aesthetic of downtown’s commercial district, and attractive signs can reinforce downtown’s pedestrian scale and traditional design. Additionally, sufficient and attractive street lighting is important for safety and to encourage enjoyment of public streets and places. The comfort and safety of some areas of downtown, such as St. Mary’s Street, would be greatly improved by enhanced lighting. Policies in this Specific Plan reflect and strengthen direction established in the Downtown Design Guidelines on these topics.



Lighting along Main Street contributes to creating a comfortable and walkable nighttime environment.

4-5 LAND USE AND DESIGN GOALS

- | | | | |
|---------------|---|----------------|---|
| LD-G.1 | Preserve the character and development traditions of the downtown while improving upon its commercial and residential viability. | LD-G.7 | the character of existing residential neighborhoods. |
| LD-G.2 | Retain the small-town scale and physical character of the downtown through the implementation of appropriate land use and development standards, including infill development that is sensitive to the context, scale and character of existing neighborhoods. | LD-G.8 | Promote the provision of affordable, live-work, and special-needs housing. |
| LD-G.3 | Encourage attractive building architecture that reinforces the traditional, pedestrian-oriented design character and scale of downtown. | LD-G.9 | Retain and encourage public uses that strengthen the sense of community and civic pride. |
| LD-G.4 | If relocation of the existing Civic Center is approved by the voters, support a dynamic mixed-use Town Square district at the southern end of downtown, with a central public open space and a mix of retail, entertainment, visitor, residential, and employment uses. | LD-G.10 | Encourage the creation of publicly accessible open spaces, plazas, public art, trails, bike routes, and parks throughout the planning area. |
| LD-G.5 | Encourage and proactively coordinate the redevelopment of underutilized commercial properties, while preserving historic buildings and structures. | LD-G.11 | Encourage future land use development that enhances the Arroyo del Valle as a riparian habitat resource. |
| LD-G.6 | Design residential projects so that the scale, architecture and massing enhance and preserve | LD-G.12 | Provide streetscape enhancements and improvements that are compatible with downtown's buildings. |
| | LD-G.13 | LD-G.14 | Continue to upgrade the Main Street streetscape and extend improvements to surrounding streets. |
| | LD-G.14 | LD-G.15 | Improve the major gateways into downtown to create a sense of arrival and to enhance the aesthetics along these roadways. |
| | LD-G.15 | | Enrich the artistic, cultural, and historic aspects of downtown Pleasanton. |
| | | | Encourage signs that are creative, artistically designed, and pedestrian in orientation and scale. |

Refer to Chapter 7 for further goals, policies, and implementation programs regarding historic preservation.

4-6 LAND USE AND DESIGN POLICIES

LD-P.1 Land Use Designations. Enact the land use designations as shown in Figure 4-2 and detailed in this chapter for the purposes of this Specific Plan.

LD-P.2 Downtown Character. Buildings must be pedestrian in scale, as determined through the design review process. Commercial buildings should include design features such as first-story storefront windows, recessed entries, building details, and awnings. For all buildings, techniques such as dormer windows, stepping back upper floors, and modifying design features between building levels should be used to assist in maintaining an overall horizontal design character.

Height standards should allow for and encourage varied roof forms, articulation across rooflines,

and architectural features and projections such as cupolas, gables, and towers at corners.

LD-P.3 Right to Do Business: Downtown operations shall not be considered a nuisance under this chapter unless such operations are deemed to be a nuisance under California Civil Code Section 3479. Downtown operations shall comply with all state, federal and local laws and regulations applicable to the operations, including applicable noise and other operational standards contained in the general plan and/or downtown specific plan. New residential projects in the downtown shall include Conditions of Approval requiring disclosure of potential impacts due to proximity to downtown business operations and activities.



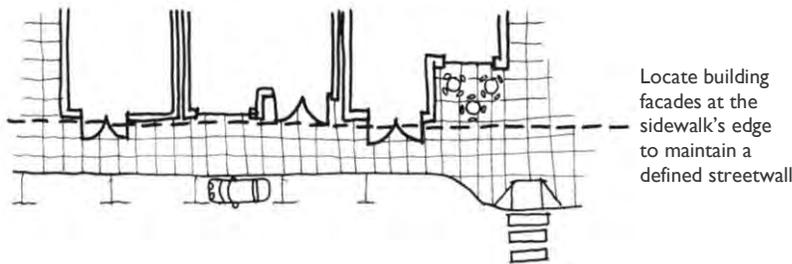
LD-P.2: Buildings must be pedestrian in scale

COMMERCIAL USE

LD-P.4 Commercial Revitalization. The Downtown contains several multi-parcel areas that are underutilized from the standpoint of supporting pedestrian-oriented commercial businesses because they are either: (1) partially vacant; (2) contain large parking lots which front on Main Street; and/or (3) are in poor physical condition. The City should work with property owners to proactively plan for the rebuilding of these areas, while preserving historic buildings and structures, so that the design and layout of future development are coordinated in advance of market pressure for construction. Such sites include:

- Northern Gateway, including the five lots located east of 900 Main Street building between Stanley Boulevard and Vervais Street; and Del Valle Plaza located at the northwest corner of Del Valle Parkway and Main Street.

LD-P.6: Maintain a defined streetwall



- Southern Main Street Properties, including the 100 and 200 blocks of Main Street.
- Main Street Properties in the commercial area, including the properties at 652 Main Street; 530 Main Street; and 337 Main Street.
- First Street Properties in the commercial area, including Pleasant Plaza located at the southwest corner of Ray Street and First Street; and the six contiguous lots located along the west side of First Street immediately south of Spring Street.

LD-P.5 Commercial Frontage. Require new development that includes residential in the Downtown Commercial, Mixed Use – Transitional, and Mixed Use – Downtown Districts to also include ground floor commercial uses fronting the street. Ground floor residential uses are subject to Policy LD-P.20.

LD-P.6 Pedestrian-Friendly Design. Protect and enhance the pedestrian-friendly quality of the Downtown Commercial area by locating building facades at the sidewalk's edge to maintain a defined streetwall and ensuring that building entrances and display windows are frequent and oriented to the street. Incorporate outdoor spaces such as outdoor dining areas and plazas into building design along street fronts outside of the public right-of-way, and for dining, on upper floors as feasible.

LD-P.7 Original Architectural Elements. Maintain the existing architectural character of downtown by encouraging that original facade materials and

storefront elements, such as transom windows, are uncovered, rehabilitated, and maintained, where appropriate.

LD-P.8 Sidewalk Arcades. Enhance Pleasanton’s unique series of sidewalk arcades by encouraging existing and new arcades to be open, attractively-detailed, landscaped, and appropriately-scaled to both pedestrians and the building facade.

LD-P.9 Materials. Maintain downtown’s variety of stucco, brick, and wood facades with high quality materials in new construction appropriate to the architectural style of the building. Simulated materials may be used for resource conservation, if determined to have an authentic appearance.

LD-P.10 Diversity of Architectural Styles. Encourage a diversity of architectural styles in new construction that employ varied rooflines, upper facades, and storefronts.

LD-P.11 Design of Chain Businesses and Corporate Offices. Discourage use of generic or corporate architecture in chain businesses and corporate offices and instead require building design to be unique, fit with the aesthetic of existing buildings downtown and incorporate high quality design, materials and construction.

LD-P.12 Storefronts. Use consistent storefront elements in buildings with multiple storefronts, including recessed entries, display and transom windows, and bulkheads. Materials may be varied for buildings with several storefronts.

LD-P.13 Public Realm. Maintain sidewalks, facades, windows, awnings, signs, and other elements of the public realm to be clean and in good repair.

LD-P.14 Landscaping in Building Design. Encourage the use of landscaping in building design, such as flowering vines on trellises or arcades, ivy over blank side walls, and flower pots and window boxes

LD-P.15 Map Annotations. The following provisions shall apply to the two annotated properties indicated on Figure 4–2, with respect to development potential at the following locations:

- 4212 First Street is designated Downtown Commercial; however, it may redevelop to a residential only or to a mixed-use project with approval of a Planned Unit Development (PUD) application, which will rezone the property and evaluate appropriate density and design. A workshop will be required prior to a formal application. Land use Policy LD-P.17 will not apply to this property at the time of redevelopment (i.e., a commercial frontage will not be required).
- 475/493 St. John is designated Downtown Commercial; The property may redevelop to a mixed-use project, which includes residential with approval of a PUD application, which will rezone the property and evaluate the appropriate density and design (a residential-only project is not desirable). The existing residence is required to remain.

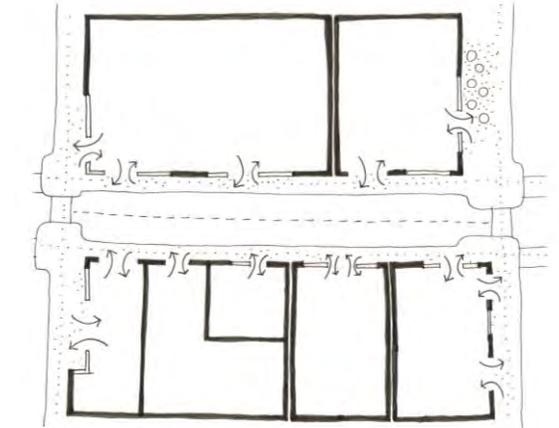
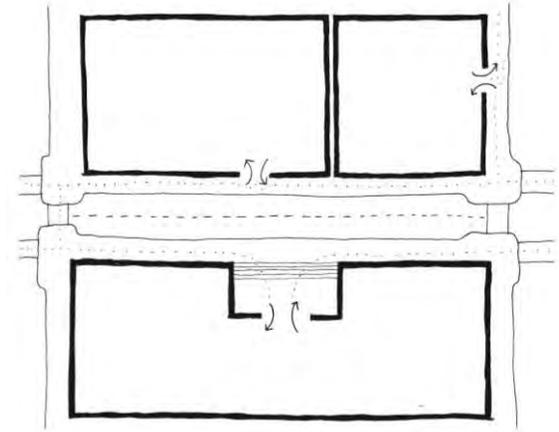


Closed Off Ground Floor – Few doors and windows, little pedestrian activity



Active Ground Floor – Many doors and windows, lots of pedestrian activity

LD-P.17: Active Ground Floor Uses



-  = People going in and out
-  = Human activity
-  = Outdoor dining

LD-P.16 Two- and Three-Story Buildings. In order to preserve the historic character of the Downtown, all new or remodeled buildings within the Downtown Commercial area should be limited to two-stories, except three-story buildings may be allowed on a case-by-case basis, subject to the following criteria:

- The building must be pedestrian in scale, as determined through the design review process, and shall include design features such as first-story storefront windows, recessed entries, building details, and awnings.
- The building must be designed to minimize its three-story appearance through use of techniques such as dormer windows, stepper back upper floors, and using design features between building levels to assist in maintaining an overall horizontal design character to the building.
- The building must conform to the Municipal Code height limits.

MIXED USE

LD-P.17 Active Ground Floor Use Requirements for Multi-Tenant Buildings. For buildings that have multiple tenant spaces, apply the requirements of the Active Ground Floor Use Overlay to tenant spaces with frontage on Main Street, and certain streets within portions of the Mixed Use-Downtown District “designated active streets”.

Exceptions to this requirement may be granted in accordance with LD-P.19.

LD-P.18 Active Ground Floor Use Requirements for Multi-Use Spaces. All uses in a tenant space accommodating multiples uses shall consist of active uses. Exceptions to this requirement may be granted, in accordance with LD-P.19.

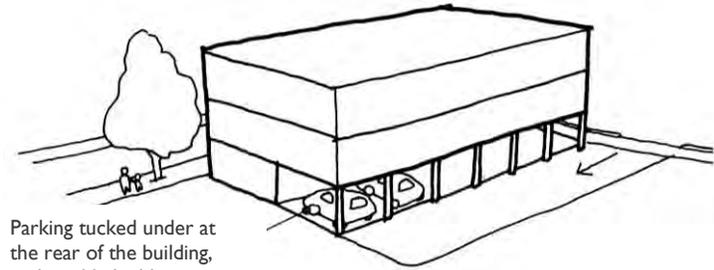
LD-P.19 Exceptions to Active Ground Floor Use Requirement: The director of community development may grant an exception to the requirements of the Active Ground Floor Use Overlay district for uses meeting any of the following criteria:

- The lease for the existing use has ended and the existing use has been abandoned or discontinued for a period of at least six months. Evidence of attempts to lease the tenant space shall include all the following measures: (1) copies of posted advertisements or active listings, (2) date- and time-stamped photographs of "for lease" signage at the vacant space or storefront and (3) other materials to demonstrate proactive marketing of the tenant space such as written correspondence with prospective tenants. These materials shall be provided to the director of community development.
- The configuration of the tenant space is such that it would have a storefront frontage of less than 10 feet (as determined by the director of community development) on a designated active street.
- The tenant is located in an existing, purpose-built building containing a bank or financial institution as its primary tenant/occupant.

Notice of the determination of the director of community development shall be provided to the Planning Commission and City Council, and any appeal of the decision shall be referred to the Planning Commission in accordance with the provisions of Chapter 18.44 of the PMC. In cases when an exception to the active ground floor use requirement is granted, the provisions of Chapter 18.120 of the PMC with respect to non-conforming uses shall not apply, and a new tenant shall be required to conform to the Active Ground Floor Use Overlay, unless another exception is granted by the director of community development based on the above criteria.

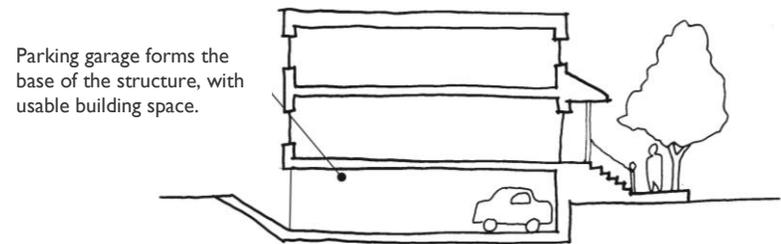
LD-P.20 Ground Floor Residential Use. Residential uses fronting the street are only permitted on the upper floors of commercial buildings. Unless otherwise expressly stated below, ground floor residential is not permitted, including in the rear portion of and/or behind an existing or proposed non-residential building.

- **Mixed Use – Downtown:** New ground floor residential is not permitted, including in the rear portion of a non-residential building. Where upper-floor residential uses are proposed, parking (e.g., a garage) for the residential uses may be provided on the ground floor behind commercial uses, provided that it does not include habitable space. Commercial uses shall be located on both the primary and secondary ground floor frontages of corner properties to the maximum extent feasible.



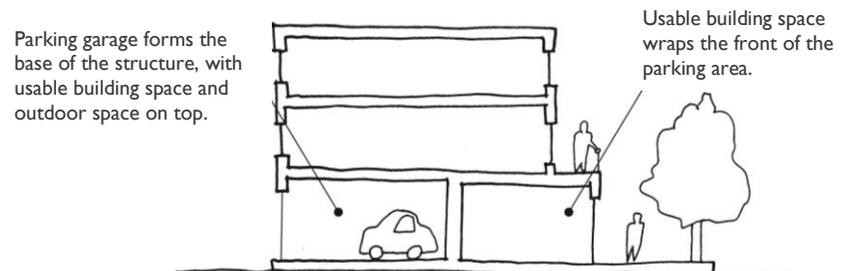
Parking tucked under at the rear of the building, with usable building space fronting onto the street.

LD-P.20: Parking Typologies – Tuck-under Parking



Parking garage forms the base of the structure, with usable building space.

LD-P.20: Parking Typologies – Podium Parking (Below Grade)



Parking garage forms the base of the structure, with usable building space and outdoor space on top.

Usable building space wraps the front of the parking area.

LD-P.20: Parking Typologies – Podium Parking (At Grade)

- **Downtown Commercial:** New ground floor residential is not permitted on properties with frontage on Main Street, including in the rear portion of and/or behind an existing or proposed non-residential building. Residential uses fronting Main Street are only permitted on upper floors. Where upper-floor residential uses are proposed, parking (e.g., a garage) for the residential uses may be provided on the ground floor behind commercial uses, provided that it does not include habitable space. Existing ground floor residential uses may remain and/or be remodeled and are subject to the PMC Chapter 18.120.

Ground floor residential may be located behind commercial uses elsewhere (on - properties without frontage on Main Street) in the Downtown Commercial district provided that:

- Street fronting commercial space is required, with a minimum building depth of 50-feet to ensure viable commercial uses;
- Re-development sites have no net loss of commercial square footage;
- Residential at the rear of the site designed to minimize visibility from the commercial street-front;
- Corner lots maintain a commercial character on secondary frontages to the maximum extent feasible; and

- The proposed residential is fully parked on-site

- **Mixed Use – Transitional:** Ground floor residential may be located behind commercial uses in Mixed Use – Transitional district provided that:

- Street fronting commercial space is required, with a minimum building depth of 50-feet to ensure viable commercial uses;
- Re-development sites have no net loss of commercial square footage;
- Residential at the rear of the site designed to minimize visibility from the commercial street-front;
- Corner lots maintain commercial character on secondary frontages to the maximum extent feasible; and
- The proposed residential is fully parked on-site

LD-P.21 Entrances. Design entrances to be visible and accessible.

- **Residential entrances:** In mixed-use projects with a residential component, design residential entrances to be separate and clearly distinguishable from commercial entrances or office lobbies. Street fronting residential entrances are allowed in areas designated as Mixed-Use Downtown and Mixed-Use Transitional. In areas designated

Downtown Commercial, street fronting residential entrances are discouraged. If proposed, the entrance may not occupy more than the minimum width necessary to provide access to the upper floor, and shall be designated and integrated in such a way as to maintain a predominantly commercial frontage for the subject building or property, as determined by the director of community development.

- **Commercial entrances:** In commercial projects, emphasize building entrances with architectural details and/or enhanced transparency.
- **Primary and secondary entrances:** Locate main entrances to face onto public streets or the Town Square. Secondary building entrances are encouraged to access pedestrian connections and side streets.

LD-P.22 Flexible Ground Floor Space. Design ground floor spaces to accommodate a variety of uses, by providing spaces of sufficient size and equipped with necessary building infrastructure (gas lines, ventilation, water, etc.) for food service establishments.

TOWN SQUARE DISTRICT

LD-P.23 Parking. In the Town Square District, allow for on-site underground, podium, or tucked-under parking, or within additional smaller (1-2 story) parking decks.

LD-P.24 Phasing. Encourage sites shown as Phase 1 in Figure 4-2 to develop prior to those shown as Phase 2.

LD-P.25 Retail Uses. Allow retail uses in the Town Square District on the ground floor and upper floors.

LD-P.26 Office Uses. In areas without the Active Ground Floor Use Overlay, allow office on all floors. In areas with the active ground floor use overlay, allow office on all floors except the ground floor.

LD-P.27 Residential Uses in Town Square District. Allow residential only on upper floors in the Town Square District.

LD-P.28 Live-Work. Allow housing units on top of commercial uses to be used as live-work units. Live-work units are not permitted on the ground floor.

LD-P.29 Community Destination. Encourage land uses that will make the Town Square District a community destination, including entertainment uses, hotel, meeting spaces, and food halls.

LD-P.30 Existing Library Building. The existing Pleasanton Public Library building should be retained, with the objective of repurposing it for a commercial or public use, including potentially as City Hall, as determined by the outcomes of the Civic Center phasing plan.

LD-P.31 Driveways and Access. Allow driveways and access roads in the Town Square District to connect to Bernal Avenue, Old Bernal Avenue, Main Street, and new roads in the Town Square District.

LD-P.32 Downtown Compatibility. Ensure that development within the Town Square District reflects one or more of the styles of traditional architecture found in the downtown as well as the high-quality design and construction standards of the Downtown Design Guidelines. The perceived size and scale of new buildings should be in keeping with that of existing buildings located elsewhere within the downtown.

LD-P.33 Pedestrian Pathways. Establish pedestrian pathways throughout the district that provide direct and comfortable access between district parking, sidewalks, and the Town Square and to the rest of the downtown, the ACE station, and the Fairgrounds.

LD-P.34 Town Square. Establish a public open space area in the new Town Square District.

Town Square District policies would go into effect only if voters approve the relocation of the existing civic center.

The open space must be at least 0.7 contiguous acres in size, with a minimum side dimension of 100 feet. Design of the Town Square could provide fountains or interactive water features, an open turf area, paved gathering spaces, and a perimeter path along adjacent active uses. This policy does not preclude establishment of additional, smaller public open spaces such as pedestrian plazas or pocket parks in the District.

LD-P.35 Development. Any new project in the Mixed Use – Downtown district requires a Planned Unit Development application.

LD-P.36 District Focal Point. For buildings abutting and across from the Town Square, incorporate signature architectural features into the building design, particularly at building corners and where streets terminate, to draw activity and attention to this focal point of the district.

LD-P.37 Public Spaces and Art. Ensure public spaces and public art are integrated into redevelopment of the existing civic center area, including smaller “pocket parks” and plazas as part of private development projects.

LD-P.38 Parking Structure. Ensure that any new district-serving parking structure in the Town Square District provides an attractive design, with particular emphasis along street fronting facades. Consider allowing the garage to exceed 40 feet in height if the design includes pedestrian-scale and architectural features that fit in with the overall character of the district.

LD-P.39 Location of Concept Uses. Specific uses shown in Figure 4-3: Town Square District Concept Diagram (entertainment uses, hotel, Town Square) may be moved around within the Mixed Use-Downtown district, subject to City Council review.

OUTDOOR DINING

LD-P.40 Adequate Public Access. Encourage outdoor dining that adds to the active and pedestrian-oriented streetscape and contributes to the economic and social vitality of Main Street and properties in the Mixed Use – Transitional and

Mixed-Use Downtown designations, while ensuring that adequate sidewalk access is maintained.

- LD-P.41 Rooftop and Upper Floor Dining.** Where feasible, encourage rooftop and upper floor dining to retain outdoor dining as a downtown amenity while preserving sidewalks for pedestrian use.
- LD-P.42 Drive-Through Establishments.** Discourage drive-through establishments in the planning area.

RESIDENTIAL USE

- LD-P.43 Existing Residential Uses.** Existing residential uses, including historic homes, in non-residential or mixed-use districts may remain and may be remodeled or enlarged in accordance with applicable development standards.

Existing residential uses may remain and may be remodeled or enlarged.

- LD-P.44 Affordability.** Encourage the inclusion of affordable housing in all future multi-family residential projects beyond what it already required by the PMC and State law, through measures such as financial assistance programs, expedited permit processing, fee waivers, assistance in providing public improvements, reduced parking requirements, etc.
- LD-P.45 Density.** Encourage development at densities that generally exceed the General Plan range midpoints in order to enhance the opportunities

for affordable housing, unique housing types, and economic growth in the downtown.

- LD-P.46 Range of Housing Types.** Promote a diverse range of housing types to accommodate a variety of household sizes, including smaller units that are “affordable by design.”
- LD-P.47 Special-Needs Housing.** Develop special-needs housing through the following efforts:
 - Encourage and support housing in the downtown for large families, single-parent households, the homeless, the elderly, and the disabled through city participation in joint partnership projects, implementation of the “First-Time Homebuyer Program,” the grant of housing-density bonuses, and other means.
 - Encourage and support housing for the disabled through city participation in joint housing projects with organizations such as Bay Area Community Services, HOUSE, Inc., Regional Center of the East Bay, etc.
 - Encourage the distribution of special-needs housing throughout the Downtown.

- LD-P.48 Rehabilitation.** Encourage the use of the City’s Housing Rehabilitation Program by low-income homeowners by promoting the program on the city website and in mailed material.

- LD-P.49 Referral Program.** Develop a program of referring needy homeowners requiring housing rehabilitation in the downtown to local volunteer organizations that provide home repair services.

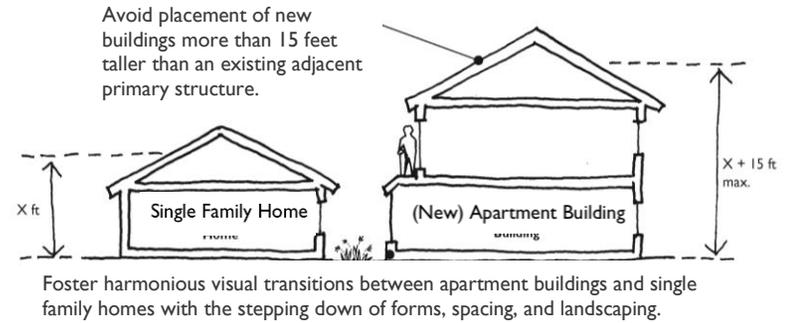
LD-P.50 Residential Height Limits. In the interest of ensuring infill development is sensitive to the character and context of existing development, limit residential building heights to no more than 30 feet and a maximum of two stories in all residential districts.

LD-P.51 Residential Character. Preserve and enhance the character of downtown residential neighborhoods by avoiding inappropriately-scaled new construction, additions, and excessive lot coverage, and by encouraging architectural elements and details, such as porches, picket fences, flower boxes, and street-facing entrances and windows.

LD-P.52 Additions and Second Units. Encourage additions and second units to be located in the rear of existing homes and designed to maintain the original character of the homes and the visual scale of the neighborhood.

LD-P.53 Enhancement of Existing Residential Properties. Upgrade existing residential buildings and landscaping on the same property as part of new residential infill projects.

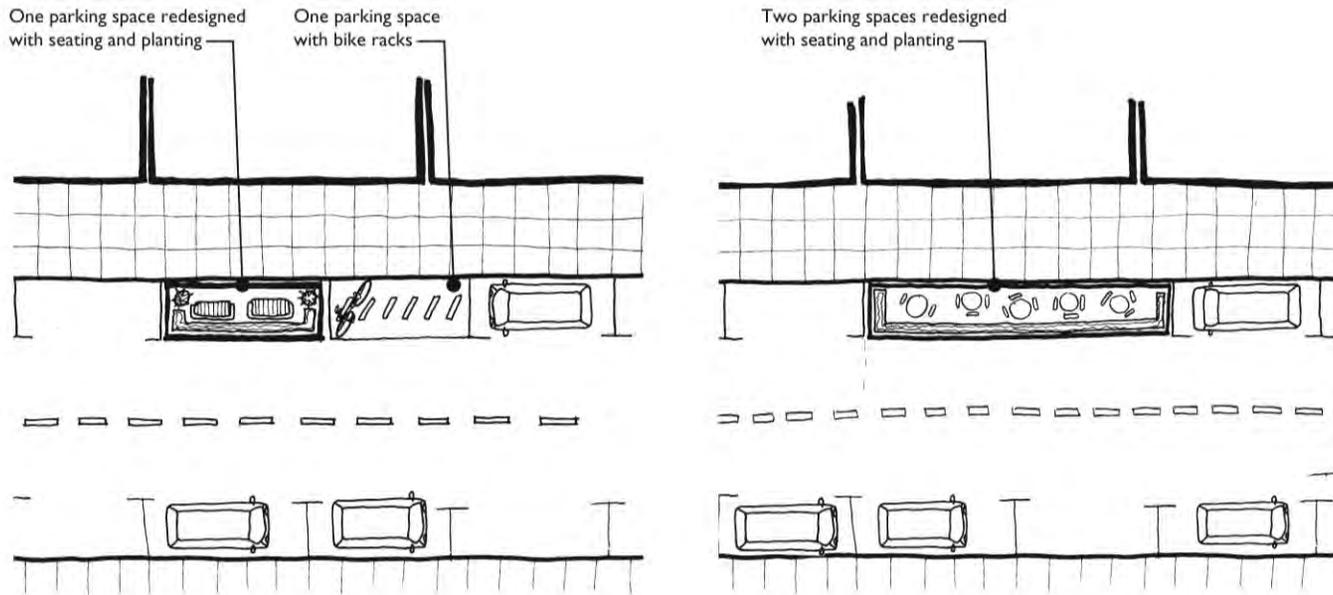
LD-P.54 Design Compatibility. Foster harmonious visual transitions between apartment buildings and single-family homes with the stepping down of forms, spacing, and landscaping. Avoid placement of new buildings more than 15 feet taller than an existing adjacent primary structure as measured in accordance with the PMC.



LD-P.54: Stepping Down of Form

LD-P.55 Transitional Streets. Maintain the mixed residential/commercial character of side streets at the edges of the commercial area to serve as a buffer to adjacent residential neighborhoods.

LD-P.56 Detached Garages. Require detached garages to be located to the rear of the site, when possible. Exceptions can be granted due to a physical constraint that prevents compliance such as an existing heritage-sized tree or inadequate lot width or depth. Minimize visibility of rear parking for multi-family units as viewed from the public right-of-way.



LD-P.58: Example Parklet Typologies

PUBLIC USE

LD-P.57 Open Space System. Locate, size, and design a variety of open spaces to create a system of publicly-accessible and usable public spaces throughout the downtown.

LD-P.58 Parklets and Pedestrian Activity. Encourage the creation of temporary or permanent parklets (extensions of the sidewalk, usually over an on-street parking space that serves as a small public park, bicycle parking, or space for outdoor dining) and mini plazas along Main Street and side streets with the purpose of linking the Main Street

commercial blocks and promoting pedestrian activity.

LD-P.59 Mini Plaza Design, Programming, and Maintenance. Create a system of mini plazas along Main Street and on other commercial streets where appropriate. Design, program and maintain these mini plazas based on the following criteria:

- Mini-plazas should be attractively designed and used for small public gatherings, such as musical, dance, or dramatic performances; art displays; and special events.

- They should enhance and be compatible with the design elements found in adjacent structures and public streetscape improvements, whenever feasible.
- They should typically be lighted.
- They should feature decorative paving and benches or other form of seating.
- Wherever possible, raised planters with landscaping, vertical accent features such as arbors or kiosks, and public art should be incorporated within the plaza.
- Mini-plazas should be designed so as not to interfere with the use and visibility of nearby tenant spaces.
- Mini-plazas should be accessible and functionally relate to the public sidewalk.
- Provisions for the on-going maintenance of the mini-plazas should be made prior to construction.

LD-P.60 Division Street as a Public Space. Prioritize programming of events, festivals, and activities on Division Street between Main Street and Railroad Avenue.

LD-P.61 Firehouse Arts Center and Veterans Memorial Building. Retain, preserve and enhance the Firehouse Arts Center and Veterans Memorial Building as venues for arts, cultural and civic events.

LD-P.62 Large Parks. Large public spaces downtown, including Delucchi Park, Lions Wayside Park, and

the new Town Square should be programmed with public festivals, events, and activities that will draw people downtown. Facilities and programming for the Lion Wayside and Delucchi Parks should implement the requirements of the applicable Master Plan.

LD-P.63 Public Restrooms. When planning and designing public spaces and facilities, consider locations for construction of public restrooms.

LD-P.64 Connectivity and Accessibility. Ensure parks, plazas, and open spaces are connected via greenbelts, and uninterrupted sidewalks, pathways, and bike routes. Ensure open spaces are accessible to seniors and people with disabilities via multiple entry points.

ARROYO DEL VALLE

LD-P.65 Design within the Arroyo del Valle. Enhance use of, access to, and appreciation of the Arroyo del Valle through the following strategies:

- Construct boardwalks and multiple-use paths at the top of the bank along the Arroyo, where feasible.
- Encourage provision of additional public access point and overlooks to the Arroyo.
- Work with Zone 7 to maintain existing water levels in the Arroyo and to maintain the Arroyo in a clean condition.
- Install signage directing people from Main Street to Arroyo trails. Install educational signage and plaques along Arroyo trails.

LD-P.66 Conservation of the Arroyo del Valle. Require developers of future projects involving land within and adjacent to the Arroyo del Valle to implement the following measures to minimize potentially negative impacts to the Arroyo:

- Coordinate with the appropriate environmental regulatory agencies and secure all required construction and grading permits.
- Conduct an assessment of existing conditions, including topography, waterline location, trees, and other major natural site features.
- Identify the existing plant and wildlife communities and species.
- Prepare detailed channel/habitat restoration and enhancement plans for project impact areas that retain or enhance existing channel hydraulic capacity.
- Prepare wildlife and habitat monitoring programs to ensure the long-term success of channel/habitat restoration and enhancement plans.

LD-P.67 Best Management Practices. Require developers and business owners to operate projects to minimize impacts to the Arroyo.

- Require the owners of new businesses that locate adjacent to the Arroyo to implement strategies to avoid trash and other waste from entering the Arroyo, including, covering trash cans so that wildlife cannot access them;

properly disposing of food waste; and prohibiting dumping.

- Require new outdoor lighting to be subtle, low, and directed toward the building and away from the channel bed.

STREETSCAPE ENHANCEMENT

LD-P.68 Streetscape as Part of Transportation Improvements. Streetscape improvements should be implemented concurrently and designed as an integral part of all transportation related improvements within the downtown. (Proposed improvements are described in Chapter 5, Mobility and Parking.)

LD-P.69 Main Street. Enhance the streetscape design of Main Street to include “Pleasanton green” metal benches, colored stamped asphalt in on-street parking zones, colored pavers at corners/bulb-outs, bus stop improvements where feasible, seating and shelter at bus stops where feasible, planters and flower baskets, as illustrated in Figure 4-4b. When replacement of existing trees is required to provide a wider unobstructed pedestrian path on the sidewalk, shift street trees to new wells within the parking zone, in a manner that retains as many of the on-street parking spaces as possible.

LD-P.70 Peters Avenue. Enhance the streetscape design of Peters Avenue to include street trees within the on-street parking zones and pavers on the sidewalk to match the aesthetic of Main Street, as illustrated in Figure 4-5b.

LD-P.71 First Street. Enhance the streetscape design of First Street to include new street furnishings such as bike racks, benches, and pedestrian-scaled lighting along the existing sidewalk and proposed bike and pedestrian path along the Transportation Corridor, as illustrated in Figure 4-6b.

LD-P.72 Division Street. Enhance the streetscape design of the one block segment of Division Street between Main Street and Railroad Avenue to create a pedestrian-friendly zone that could be closed to vehicular traffic for special events and/or during specified times. In coordination with local property owners, limited vehicular access for emergency and maintenance vehicles, loading and delivery, and local property access where no alternative is available would be allowed at all times. As illustrated in Figure 4-7, make the following streetscape improvements:

- Remove the existing sidewalks and install colored pavers across the entire space.
- Furnish with seating, outdoor dining areas, pedestrian scaled and/or festoon lighting, and trees and landscaping planters.
- Remove overhead utilities and relocate underground.

LD-P.73 Secondary Streets. Enhance the streetscapes of secondary streets, including Neal Street, Rose Avenue, West Angela Street, and St. Mary Street. Prioritize improving sections of these streets immediately adjacent to Main Street so that they

serve as an extension of this corridor. While the details for these streetscape projects will be developed during a later stage, design enhancements should generally include, but are not limited to, the following:

- Install new concrete sidewalks, curb, and gutter using the standard “downtown” sidewalk treatment of 24-inch uncolored concrete square pavers with a stacked bond pattern.
- Pave bare planter strips with concrete to widen new sidewalks and/or install new tree wells.
- Remove and replace street trees that are in poor condition and add new trees and grate in places that do not have street trees.
- Provide planters and benches where appropriate, including bus stops where feasible, plazas, parks, and in places where there is no seating. Use planter and bench designs which complement or match those on Main Street.
- Construct appropriately-sized bulb-outs at the corner of Neal Street and Railroad Avenue, and at other applicable side street intersections, in order to accommodate street furniture and decrease walking distances across streets.
- Provide enhanced treatments for crosswalks, such as special paving, flashing beacons, lighted crosswalks.

- Add crosswalks at the intersection of Neal Street and Railroad Avenue to increase pedestrian safety.

- LD-P.74 Trash Receptacles.** Ensure that sufficient trash receptacles and trash pick-up on Main Street and adjacent streets with commercial uses, including requirements for businesses to provide outdoor trash receptacles, particularly food service businesses and financial institutions.
- LD-P.75 Undergrounding Electrical Lines.** Continue to require private development projects to underground electrical lines downtown or pay a pro-rata share of the future undergrounding. Allocate funding for undergrounding along public streets as it is available.
- LD-P.76 Visible Utility Equipment.** Design and locate visible utility equipment such as utility boxes, manholes, and grates to maintain a cohesive streetscape design, permit regular spacing of plantings and lighting, and minimize streetscape clutter. Coordinate with appropriate agencies on the design of visible utility equipment located in the public realm (see “Public Art and Placemaking”).
- LD-P.77 Street Tree and Sidewalk Consistency.** Require planting of street trees and uninterrupted sidewalks in residential neighborhoods. Street trees should be planted with consistent spacing and use a consistent palette of species to establish a regular streetscape pattern.

- LD-P.78 Mature and Heritage Trees.** Preserve mature and heritage trees.
- LD-P.79 Tree Survey.** Conduct a street tree survey of the existing species and condition of trees in residential neighborhoods and determine which trees are doing well and are preferred by residents. Use this as the basis of a street tree master plan which specifies new tree species, tree spacing and location, and criteria for tree removal. Include tree monitoring and maintenance as part of the plan.
- LD-P.80 Tree Grates.** Use ADA compatible tree grates for street trees throughout the Downtown Specific Plan area, where appropriate. Where tree grates cannot be used, fill in tree wells should be stabilized to maintain an accessible path of travel.

DOWNTOWN GATEWAYS

- LD-P.81 Gateways.** Improve major gateways into the Downtown as identified in Figure 4-1 to create a sense of arrival and to enhance the aesthetics along these roadways. Gateway design elements should include landscaping, public art, decorative paving, new decorative fencing, lighting, and downtown entrance signs that complement the design of nearby architectural features and bridges. Coordinate with appropriate agencies and departments to develop a thematic design for downtown gateways.
- LD-P.82 Priority Gateway Improvements.** Prioritize design and implementation of gateway improvements at the Wixom Bridge on the

southwest side of Hopyard Road at the Arroyo del Valle trail staging area and at the Main Street Bridge.

LD-P.83 Main Street Bridge. Enhance the Main Street Bridge with the following improvements:

- Upgraded metal rails
- New decorative street lights
- Decorative concrete elements
- Sculpture and/or planter pots
- Widened sidewalk
- Decorative paving
- Gateway element or arch feature that does not compete with the Pleasanton Sign

PUBLIC ART AND PLACEMAKING

LD-P.84 Public Art. Enhance the presence of public art in the planning area for the enjoyment of businesses and residents, in accordance with the Downtown Public Art Master Plan.

LD-P.85 Public Art in Parks and Open Spaces. Install public art in the Downtown parks and within the Transportation Corridor in accordance with the Master Plan for Lions Wayside and Delucci Parks, the Master Plan for the Downtown Parks and Trails System, and the Downtown Public Art Master Plan.

LD-P.86 Public Art in Mini Plazas. Promote public art as part of the mini-plaza concept and at the northern and southern entryways to Main Street.

LD-P.87 Murals. Encourage property owners to paint murals on blank building walls subject to high quality design standards and using high quality materials, where appropriate.

LD-P.88 Temporary Public Art. Encourage property owners of sites with vacant tenant spaces or where construction fencing is utilized, to install or display temporary public art within the vacant storefront or on the fencing, so as to beautify these locations.

LD-P.89 Informational Kiosks. Work with the Pleasanton Downtown Association (PDA) and other stakeholders to install informational kiosks in strategic Downtown locations.

LD-P.90 Evening Programming. Identify opportunities to expand evening-hour cultural programming in Downtown Pleasanton (e.g., monthly gallery walks, evening concerts, etc.).

SIGNS

LD-P.91 Pedestrian-Oriented Signage. Require signage within downtown to be pedestrian-scaled and oriented, and to include high quality materials and design detail.

LD-P.92 Sign Lighting. Prohibit internally-illuminated signs such as cabinet signs, raceway signs, and digital and LED displays. Halo-illuminated, externally illuminated and neon signs are permitted.

LIGHTING

- LD-P.93** **Street Lighting.** Provide pedestrian-oriented street lighting along all residential, commercial, and mixed-use streets, including improved lighting along streets that provide connections between Main Street and peripheral public parking lots. Ornamental double-head or “high-low” pedestrian- and roadway-oriented lighting is recommended to ensure proper illumination for vehicles, pedestrians, and cyclists.
- LD-P.94** **Standard Lighting.** Replace the existing street lights located on telephone poles and on metal light standards with more decorative street lights. This should take place concurrently with the undergrounding of electrical utility lines.

- LD-P.95** **Building Lighting Design.** Require new building lighting to be shielded and down-directed to minimize off-site glare; use appropriate decorative fixture styles that complement the building’s architecture, and to be thoughtfully placed to accentuate building entries, signage and architectural elements, and maintain public safety.
- LD-P.96** **Lighting for Outdoor Dining.** Ensure that outdoor dining areas are adequately lit by pedestrian-scale fixtures that illuminate the dining area while minimizing off site glare.

4-7 LAND USE AND DESIGN IMPLEMENTATION PROGRAMS

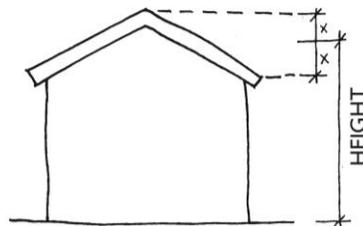
- LD-I.1** Request voter approval to amend the Bernal Property Phase II Specific Plan and approval of a financing plan for the potential relocation of the existing civic center. Ensure that the Library and Community Center are included as part of Phase 1 of the new Civic Center. Implementation of the Downtown Specific Plan components related to the new Civic Center shall not occur unless voters approve the Bernal Property Phase II Specific Plan amendment affirmatively. If the vote is not affirmatively approved, amend the Downtown Specific Plan as it relates to the existing civic center site.

- LD-I.2** Initiate Land Use Amendments to modify land use designations for various properties to address inconsistencies between the General Plan, Specific Plan, and zoning designations. Table B-1 in Appendix B includes a list of properties preliminarily identified as having such inconsistencies. The final list of properties and their preferred land use designations will be determined as part of the land use amendment process.
- LD-I.3** Amend the PMC to allow existing single-family residential units as permitted uses in the Downtown Commercial and Mixed Use - Transitional districts, allow for additions or

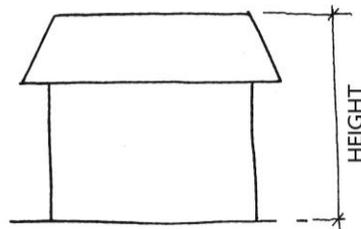
- enlargements to these structures, and establish applicable development standards.
- LD-I.4** Initiate an amendment to the PMC to: limit building height in all residential zoning districts in the downtown to not more than 30 feet and a maximum of two stories; clarify that height should be measured from the lower of natural or finished grade and that the highest point includes parapets; and clarify height measurement of architectural building elements and free-standing appurtenant structures.
- LD-I.5** Amend the PMC to limit the hours of operation for uses in the Mixed Use-Transitional District to remain open no later than 11:00 p.m.
- LD-I.6** Develop a maintenance program to keep sidewalks, facades, windows, awnings, signs, and other elements of the public realm clean and in good repair.

LD-I.7 Modify the Sidewalk Dining and Decorative Display Ordinance to separate the sidewalk dining requirements from sidewalk decorative display requirements in the Ordinance, and to reflect the following standards and guidelines:

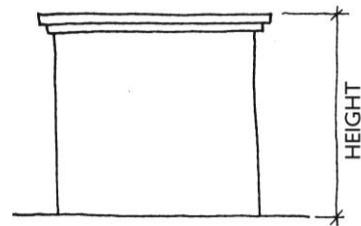
- Barriers for sidewalk dining areas may be attached to the sidewalk.
- Barriers for sidewalk dining areas may not exceed three feet in height.
- Plant materials in planters or flower pots within sidewalk dining areas may not exceed a total height of four feet from the sidewalk.
- Umbrellas used in sidewalk dining areas must maintain a minimum clearance of seven feet between the sidewalk and the bottom of the umbrella cover.



Height measured to the mean height between eaves and ridges for hip, gable, or gambrel roof



Height measured to the deck line of a mansard roof



Height measured to the highest point of a flat roof



Height measured to the highest ridge or top of structure for an accessory structure

LD-I.4: Measuring Height

- Sidewalk dining areas should remain visually open and unobtrusive.
- Tree grates should be used in lieu of decomposed granite around trees adjacent to a sidewalk dining area.

LD-I.8 Sidewalks within dining areas should be regularly steam cleaned by the business owner.

LD-I.9 Adopt and regularly update a Master Plan for the Downtown Parks and Trails System to include parks, open spaces, plazas, public art and pedestrian enhancements along the Arroyo del Valle to assist with further enhancing the community.

LD-I.10 Devise a streetscape improvement schedule with the goal of improving two streets each year.

LD-I.11 Add trash receptacles to the side streets and parallel streets in the commercial portion of the Downtown. Locations should be determined based upon the concentration of business establishments, amount of foot traffic, and presence of bus stops. The trash receptacles should match the metal receptacles used on Main Street.

LD-I.12 Develop and refine a street tree planting program for streets identified in Figure 4-1: Existing and Planned Downtown Design Projects.

LD-I.13 Prioritize design and install gateway elements as follows:

a. First Priority

- Wixom Bridge at Hopyard Road/Division Street
- Main Street at the Arroyo/near Stanley Blvd
- Main Street at Bernal Avenue

b. Second Priority

- Neal Street at First Street
- First Street Bridge at Stanley Boulevard
- Old Bernal Avenue at Bernal Avenue
- Bernal Avenue at Sunol Blvd and First Street

LD-I.14 Work with private property owners and appropriate entities (e.g., Civic Arts Commission, Planning Commission, Pleasanton Downtown Association, Pleasanton Cultural Arts Council, Pleasanton Art League, and Pleasanton Unified School District) to implement the projects identified in the Downtown Public Art Master Plan and to identify potential additional locations for temporary or permanent public art installations (including sidewalk tile art, painted utility boxes, sculptures, murals, etc.).

- LD-I.15** Initiate amendments to the Sign Ordinance to address the following:
- Delete the section of the Sign Ordinance which precludes the use of projecting signs over an awning or similar shading device.
 - Identify functional signs, (lights, clocks, temperature indicators), and communicate with property owners to ensure functional signs are compliant and in working condition.
 - Allow the use of two sign types in addition to window signs.
 - Waive design review approval for window signs that meet the criteria of the Sign Ordinance and the Design Guidelines.
 - Along the Main Street corridor, permit banners on the outside of a building for live performances, street festivals, and entertainment in order to promote such events which bring activity to the Downtown. Banners may be a maximum of 24 square feet, and use shall be limited to the day of the event, with removal required at the end of the day. Grand opening banners are also permitted in accordance with the requirements of the PMC.
 - Develop standards to regulate the size of campaign related signage.
 - Develop sign standards for the Mixed Use – Transitional designation.

- Amend existing regulations for freestanding sidewalk signs and menu displays such that the regulations are specifically tailored to apply to side streets, to ensure that adequate pedestrian passageways on sidewalks are maintained.

LD-I.16 Install standard design street lighting along St. Mary Street to the west of Peters Avenue, as indicated on Figure 4-1.

LD-I.17 Implement other all existing plans and policy documents applicable to the downtown. These include:

- Master Plan for the Downtown Parks and Trails System
- Pleasanton Downtown Public Art Master Plan
- Master Plan for Lions Wayside and Delucchi Parks
- Downtown Design Guidelines
- Civic Center Master Plan
- Pedestrian and Bicycle Master Plan
- Pleasanton Trails Master Plan
- Downtown Parking Strategy
- Pleasanton Downtown Historic Context Statement
- Downtown Hospitality Guidelines

- LD-I.18** Revise, refine, and clarify context sensitive infill guidelines as needed.
- LD-I.19** Amend the PMC definition of “mixed use” such that residential uses are not a required component of a mixed-use project, and such that it excludes industrial uses.
- LD-I.20** Amend the PMC to include a definition for live-work units.
- LD-I.21** Modify the definition of floor area such that it is clear that floor area includes both residential and non-residential uses in a building.
- LD-I.22** Amend the PMC to include a chapter for the Mixed-Use Transitional District.
- LD-I.23** Establish story pole and visual simulation standards for when they are required per the current application requirements.
- LD-I.24** Create a definition in the PMC to define “story.”

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5 Mobility and Parking

Mobility and parking are two essential issues that the Plan aims to manage and improve in order for downtown to offer the optimal experience for residents, tourists and businesses. The Plan's objective is to provide sufficient parking for the downtown, which is growing in size and vitality, while simultaneously supporting the integration of a more multimodal transportation system.

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Mobility generally refers to the movement of people and goods through one or more types of transportation modes, such as driving, transit riding, bicycling, or walking. The ease of access to and mix of various types of transportation modes can help to define the character of the area. The downtown environment with its shaded sidewalks and activity encourages foot traffic, yet private motor vehicles have been the predominant means of bringing people into and through the downtown. Public transit also serves the area and can provide further opportunities for reducing traffic congestion; new technologies will continue to change the way transportation systems are managed and operated.

Parking within the commercial district has been identified as one of the most important issues for downtown Pleasanton, since sufficient parking in convenient locations is critical for the success of downtown’s businesses. The importance of parking will continue to increase as downtown grows and intensifies. Should the existing civic center relocate, it is important that sufficient parking is also provided for new residents, visitors, and employees in the Town Square District. While parking demand can be accommodated both through City-owned and private parking lots, public parking in particular is needed for maximum parking efficiency. Adequate

parking generally exists for the residential areas but sufficient parking for the commercial portion of downtown is needed to avoid spillover parking into the residential neighborhoods. This chapter is informed and guided by the Downtown Parking Strategy and Implementation Plan (“Parking Strategy”), which was adopted in 2017. The objective of this chapter is to examine mobility issues facing the downtown and present strategies for addressing them, while strategically increasing the supply of parking to support the economic growth of businesses, all in ways which would maintain the downtown’s attractiveness and vitality.



The need to create parking spaces will increase as downtown grows and intensifies.

5-1 EXISTING CONDITIONS

Downtown Pleasanton is composed of a mix of residential streets, arterial roadways, and a walkable downtown commercial district, focused primarily along Main Street. The transportation network for downtown follows a fairly traditional grid road system that historically has been focused on efficient vehicular use. It provides varying degrees of mobility and access to non-vehicular modes of travel (i.e., bicycling and walking). There is a desire from the community to rebalance transportation options to better accommodate non-vehicular modes by making improvements to downtown's streetscapes and the transportation network as a whole.

Prior to the rise in popularity of the automobile and Pleasanton's rapid development that took place beginning in the 1960s, Main Street developed as a walkable, pedestrian-scale corridor that experienced relatively little vehicular traffic. However, reliance on the automobile has increased substantially since that time. While Main Street has preserved its small-town feel through its pedestrian-scaled streetscape and multi-modal amenities, the rest of downtown developed with a primary focus on vehicular infrastructure to support these changes while the provision of facilities for non-vehicular mode types developed secondarily. It is the roadways surrounding Main Street on which this chapter primarily focuses, and which afford the most opportunities for improvements.

STREET NETWORK

Main Street is the main activity corridor in downtown and runs approximately north-south through the plan area. In the downtown

commercial area, it is primarily a two-lane road with periodic left turn pockets and on-street parking provided on both sides. Main Street widens to become a four-lane road (two in each direction) without on-street parking north of Vineyard Avenue and connects the downtown to neighborhoods to the north and south. Main Street has pedestrian-scale features like buildings built to the sidewalk and amenities such as benches, bike racks, and shade trees. There are crosswalks at intersections. These crossings, along with curb extensions that extend the sidewalk at street corners, help to narrow the roadway, calm traffic, and shorten crossing distances for pedestrians.

Peters Avenue is located west of and roughly parallel to Main Street. It is a two-lane roadway with on-street parking provided on both sides that provides a partial by-pass of Main Street, but its lack of a through connection beyond the downtown limits its usefulness as an alternative to Main Street or First Street.

First Street runs east of and at an angle to Main Street. This roadway is very different from Main Street. The roadway provides two lanes of traffic separated by a center turn lane along most of its length. North of Ray Street, it transitions to a four-lane roadway separated by a center turn lane with a higher speed limit. Traffic congestion is experienced primarily during the peak periods. First Street serves residents living in or near the downtown and the eastern Pleasanton neighborhoods such as Vintage Hills and Ruby Hill. Additionally, a portion of First Street peak hour traffic consists of cut-through traffic to the other employment centers in the Bay Area or cut-

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through traffic to Livermore as an alternate to I-680 that provides a more direct route through town.

Division Street is an east-west, two-lane roadway located towards the center of the plan area. The eastern end of Division Street is a narrow one-way (westbound) roadway that connects Main Street to Railroad Avenue. Division Street has several commercial businesses with storefronts facing the roadway, but outdoor retail and dining space is limited. The Firehouse Arts Center, a recently developed art and community gathering space, is on Railroad Avenue at the eastern terminus of Division Street. Despite its connection to Main Street, pedestrian access along Division Street is poor, with narrow sidewalks on both sides of the street, except on the south side of the street between Railroad Avenue and 220 Division Street, which lacks a sidewalk. There is an opportunity to improve pedestrian and bicycle access to the Firehouse Arts Center and connect more effectively to the adjacent Transportation Corridor, which is envisioned as a key trail and bikeway route.

PUBLIC TRANSIT NETWORK

Bus service to and within downtown is provided by Wheels, which is operated by the Livermore Amador Valley Transit Authority (LAVTA). As of 2018, the Number 8 and 10R bus routes serve the downtown, running primarily along Peters Avenue and the northern portion of Main Street, where they continue beyond the downtown area. Transit amenities, such as bus shelters, benches, and schedules, are generally lacking at the bus stops. Wheels also provides a door-to-door shared ride transportation service to eligible people with disabilities through the Dial-A-Ride paratransit program.

Downtown is also served by passenger rail service. The Altamont Corridor Express (ACE) train provides commuter rail connection between Stockton and San Jose. The ACE rail station is located on Pleasanton Avenue at the Alameda County Fairgrounds and allows commuters to connect to the East Bay, San Francisco, and the Peninsula via the Bay Area Rapid Transit (BART) urban rail system. An extensive network of buses and private shuttles transport riders from the ACE station to BART stations, local business parks, and employment centers throughout the Bay Area.



An extensive network of buses and shuttles operate through the downtown area.

TRANSPORTATION CORRIDOR

The former Southern Pacific Railroad right-of-way, now the Transportation Corridor, extends through the downtown commercial district just west of and parallel to First Street. The railroad right-of-way was vacated in the mid-1980s when the Southern Pacific Railroad consolidated its rail operations with the Union Pacific Railroad. It now presents valuable opportunities for

use in a way which could complement and support the adjacent downtown area. Various suggestions for its use have been proposed over the years, including as an extension of the Niles Canyon Railway, a heritage railway for recreational purposes. After careful consideration of the various alternative proposals, the City developed a statement specifying that it does not support the Historic Niles Canyon Railway coming into the Downtown Specific Plan Area on the Transportation Corridor. The City does, however, support the railway coming in south of the Specific Plan Area, subject to the resolution of significant environmental impacts.

A majority of the Transportation Corridor is planned to be a bicycle and pedestrian trail system, which would be consistent with its Transportation Corridor designation and would preserve future transportation development options. The Transportation Corridor as a multi-use trail provides an off-street transportation connection for the movement of people to and within the downtown area by use of active transportation modes. The corridor would strengthen the community's connection to the downtown's commercial district, as well as other downtown destinations such as Delucchi and Lions Wayside Park, the Firehouse Arts Center and the Veterans Memorial Building. The Transportation Corridor also has the potential to connect to the Arroyo del Valle Trail.

SIDEWALK NETWORK

Main Street, with its pedestrian scaled street design, site furnishings that invite conversation and social activity, and wide, shaded sidewalks, is often described as the precedent for how the community envisions the greater downtown area. However, pedestrian mobility challenges remain. Utilities and seating located

in the sidewalk often reduce the available pedestrian zone, or the clear sidewalk area in which pedestrians walk, to widths that make it difficult for pedestrians to walk. The City has encouraged outdoor dining and allows for café tables and chairs to be located on the sidewalk, but those furnishings sometimes encroach into the pedestrian zone and enforcement is a challenge.

The sidewalks on Peters Avenue are generally between four to seven-foot wide. Though this is adequate for walking, combined with the lack of street trees and site furnishings, generally results in a less comfortable pedestrian environment than Main and First Streets. The width precludes the addition of trees in the sidewalk.

First Street's six-foot wide sidewalks are generally a sufficient width given the lower level of pedestrian traffic that it receives. Mature shade trees on the west side, coupled with landscaped parkway strips on the east side, provide some buffer against the vehicular traffic that utilizes the corridor. Block lengths along First Street are generally long, with few opportunities for pedestrians to cross, which contribute to a less convenient pedestrian experience in comparison to Main Street.

Elsewhere in downtown, sidewalks are generally of adequate width, except on Harrison Street, Augustine Street, and short segments of Division Street and Neal Street, where sidewalks are missing or are narrower than four feet. East of First Street in the residential area, sidewalks are lacking completely along the east side of Second Street between Abbie and Neal Streets, and on the west side of Third Street between East Angela and Neal Streets.

BICYCLE AND TRAIL NETWORK

Bicycle facilities can generally be found near the periphery of downtown and are generally lacking in the commercial area by Main Street. Bike lanes can be found on First Street along the segment located north of Vineyard Avenue, connecting to neighborhoods north of downtown. Bike lanes are also provided on Stanley Boulevard, an east-west roadway located on the northern edge of the plan area, on Main Street north of the Arroyo del Valle, and on Bernal Avenue between Old Bernal Avenue and First Street. The bike lanes on Bernal Avenue transition to Class I bike paths west of Old Bernal Avenue, and back again to bike lanes west of Pleasanton Avenue.

The Arroyo del Valle Trail is an unpaved path from the Arroyo de la Laguna to Division Street/Hopyard Road. East of Hopyard Road the path becomes a paved path, then descends as an unpaved path from street level to run parallel to the creek, making it subject to flooding and weather-permitted use. The trail can be accessed from several locations within the plan area, including Division Street/Hopyard Road at the west end, Harvest Circle, St. John Circle, and a point just east of the Main Street bridge.

CIVIC CENTER

The civic center is located on the southern edge of downtown, fronted by Old Bernal Avenue to the north and west, Bernal Avenue to the south, and Main Street to the east. Vehicular access to the civic center is provided via driveways located off these roadways to various surface parking lots. Wide sidewalks along the roadways provide pedestrian access to the site, but sidewalks are more limited

within the site and located primarily to provide pedestrian access between the parking lot and building.

EXISTING PARKING SUPPLY & CONDITIONS

- ***There are approximately 3,320 parking spaces in downtown, including both on-street and off-street public and private parking supplies.***
- ***On-street spaces account for 13 percent of all parking spaces in Downtown Pleasanton.***
- ***There is approximately one parking space per each 250 square feet of development.***
- ***Most of the on-street parking spaces are designated for a three-hour maximum time limit between 9AM and 6PM on weekdays and Saturdays.***

TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management involves strategies for maximizing the efficient use of existing transportation resources and infrastructure. This generally involves tools for reducing the total volume of traffic through mode shift, from vehicular-based travel to non-vehicular-based alternatives such as walking, bicycling, carpooling, and use of public transportation. The ACE train station, Wheels transit stops and routes, and Arroyo del Valle Trail are just a few existing elements in downtown that support this mode shift. In addition, the City employs synchronization of traffic signals and computerized traffic monitoring to manage traffic both inside and outside of downtown.

EXISTING PARKING AND PROGRAMS

PARKING SUPPLY AND DEMAND

Based on numbers in the 2002 Downtown Specific Plan, there were approximately 3,320 parking spaces in the Parking Strategy study area. This includes public and private parking, and both on-street and off-street spaces, but excludes parking spaces on the Transportation Corridor (91 paved spaces adjacent to the Firehouse Arts Center, 92 paved spaces between Neal St. and Abbie St. and additional unpaved spaces) or off-street parking associated with residential development. On-street spaces account for about 13 percent of all parking spaces (460 spaces) in the study area.

The Parking Strategy analyzed data from 2013 to 2015 to assess the levels at which different parking areas downtown are utilized. The Parking Strategy had the following key observations and findings about parking demand:

- On-street parking demand is at- or over-capacity on most blocks within the Main Street commercial area during peak times, although the total number of public and private spaces within downtown is adequate to meet overall parking demand.
- Demand for off-street public parking was found to have increased between 2013 and 2015, with noon-time parking demand increasing by five percent; and evening parking demand increasing by 30 percent.
- While some private lots also experience high levels of mid-day and evening demand, many are underutilized.

PARKING REQUIREMENTS AND ECONOMIC DEVELOPMENT INCENTIVES

The City regulates parking in the Pleasanton Municipal Code (PMC), with new development generally required to provide parking for all of its proposed uses on-site. However, in recognition of the fact that downtown sites are often physically constrained, and to encourage economic development, the Zoning Ordinance includes some additional flexibility for parking within downtown. This includes reduced parking ratios for projects zoned Central Commercial (C-C) and Multi-Family Residential (RM) within certain areas of the downtown; within the “Downtown Revitalization District” there are exemptions from the typical requirement to provide additional parking for some building additions and when intensifying use.

The Zoning Code also allows for off-street parking requirements to be met by requesting to pay an in-lieu parking fee. In-lieu parking fees collected are to be used for construction of parking facilities anywhere within the Downtown Revitalization District. The fee is based on the value of the deficient number of parking spaces, including land and construction costs. In-lieu parking is subject to approval of an agreement between the property owner and City on a case-by-case basis.

The Zoning Ordinance provides economic development incentives in the Downtown which allow flexibility to parking requirements. These include:

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- Allowing building additions of up to 10 percent of the existing building floor area without requiring parking or payment of in-lieu fees
- Granting parking waivers to property owners that allow their private parking lots to be used by the general public and also devise or participate in a City program to encourage employee parking in outlying areas of downtown
 - Providing parking credits for existing floor area of a building which is approved to be demolished and rebuilt as long as the replacement building is the same or better design than the original building.

DOWNTOWN PARKING STRATEGY AND IMPLEMENTATION PLAN KEY FINDINGS AND RECOMMENDATIONS

In addition to the key findings described in the “Parking Supply and Demand” section, the Parking Strategy identified the following key observations about parking conditions in the study area:

- It is often difficult for visitors to distinguish where they are allowed to park (in public or private lots) due to varying time limits, inconsistent signage, and/or identification of lots.
- Issues with the condition and breadth of pedestrian and bicycle networks tend to discourage people from walking or riding a bicycle downtown, rather than driving, thus increasing demand for parking.

- Demand for parking near the ACE train station sometimes leads to parking overflow into residential neighborhoods, particularly during peak parking periods.

The Parking Strategy includes a number of recommendations to manage existing parking demand and increase parking supply. A list of “top ten strategies” are identified as priorities for implementation, including executing plans for the Transportation Corridor that would provide additional parking in this area; refining time limit restrictions to more effectively manage parking utilization; improving access to parking with wayfinding and pedestrian and bike connectivity; making better shared use of private parking lots; and identifying sites for additional surface parking. The full “top ten” list is provided under Policy 1 and additional information about the top ten strategies, existing parking conditions, future demand scenarios, and implementation is provided in the Downtown Parking Strategy and Implementation Plan.



The Downtown Parking Strategy includes recommendations for existing parking demand and increasing supply.

5-2 FUTURE IMPROVEMENTS

The greatest change to the downtown will be the redevelopment of the existing civic center into a Town Square District, should voters approve the ballot measure to relocate the existing civic center to the Bernal Property. The Town Square District provides opportunities for implementation of complete streets that are unconstrained by existing right-of-way width and uses. Roadway extensions from the existing grid system into the Town Square District will enhance connectivity to the surrounding downtown and within the District itself. Changes to Peters Avenue through the incorporation of a two-way protected cycle track and addition of street trees to the parking lane to provide shade are also significant.

A number of intersections, referred to in the General Plan as exempted Gateway and Downtown intersections, may be allowed to degrade below the level-of-service D standard if no reasonable mitigation exists or if the necessary mitigation is contrary to other goals and policies of the City. For example, physical improvements at Downtown intersections to provide additional capacity for vehicles could degrade the pedestrian realm. For Gateway intersections, additional vehicle capacity could encourage additional vehicle traffic that should remain on the regional transportation system and could also degrade the pedestrian experience and visual character of the intersection. It is in recognition of this that the Pleasanton General Plan exempts the downtown from its policy that major intersections not exceed Level of Service (LOS) D. By making it easier and more comfortable for people to utilize alternative, non-vehicular modes such as walking

and bicycling to travel to and through downtown, these improvements can help mitigate some of the downtown congestion.

Future improvements to the roadway system in downtown will focus on improving access and comfort for non-vehicular users. Streets of primary focus include Main Street, Peters Avenue, First Street, and Division Street between Main Street and Railroad Avenue. These roadways are heavily utilized and provide the greatest potential for improving connectivity for non-vehicular modes of travel while maintaining the existing character of Main Street and extending that character to side streets. Refer to Chapter 4, Land Use and Design, for additional information about urban design and streetscape improvements.

TOWN SQUARE DISTRICT

As part of the potential future Town Square District a new right-of-way connection would be developed between Old Bernal Avenue and Main Street. This area would be accessible by all modes, including bicycles, cars, and pedestrian paths. The construction of new streets would continue the grid system into this extension of downtown and provide additional bicycle and pedestrian facilities, such as sidewalks and bike routes, to improve multi-modal circulation. A network of pedestrian paths would connect visitors to amenities in the potential Town Square District, as well as between adjacent downtown destinations, the Alameda County Fairgrounds, and the ACE Station. Pedestrian paths would connect to a new

parking structure, which would incentivize visitors to utilize the parking structure and walk to their destinations.

TOWN SQUARE DISTRICT PARKING

Although the Parking Strategy discusses a breadth of topics related to downtown parking, it does not assess parking strategies for the existing civic center or its redevelopment in the event the civic center relocates. Table 5-1 lists parking requirements for new residents, employees, and visitors in the Town Square District.

This Specific Plan establishes parking requirements and parking management strategies for the Town Square District, aiming to incorporate sufficient parking to support businesses. However, it also recognizes that an overabundance of parking can encourage vehicle trips when other means of transportation—including walking and bicycling—may be available. Parking demand strategies for the Town Square District are reflective of many of the concepts articulated in the Parking Strategy, including joint use parking agreements, shared public parking facilities (potentially funded through in-lieu parking fees, and parking management to maximize efficient use of available spaces.

MAIN STREET

Moderate changes are proposed for Main Street and are focused on improving pedestrian circulation. The allowed outdoor dining area on the sidewalk will be reduced unless existing sidewalk widths provide for an adequate pedestrian zone. The pedestrian zone would be maximized by allowing and encouraging the creation of parklets in on-street parking stalls. Parklets serve as extensions of the

Table 5-1: Town Square District Parking Requirements

Land use	Parking Requirement	
Residential¹	Studio and one-bedroom units	1 space per dwelling unit
	Two-bedroom units	1.5 spaces per dwelling unit
	Three or more bedrooms	2 spaces per dwelling unit
	Visitor parking	1 space per 7 units
Commercial²	1 space for each 300 square feet of gross floor area or 1 space for each 250 square feet of gross floor area for office uses on the ground floor of new buildings ³	
Entertainment Use	Requirement to be evaluated on a case-by-case basis.	
Hotel	1 space per room plus 1 space per employee on max shift	

Notes:

1. Residential parking ratios apply to for-sale and rental projects with more than 10 units.
2. Commercial includes all retail, office, and restaurant uses.
3. Project applicants may utilize the flexibility prescribed in the Code (e.g., shared parking, joint use parking, etc.) to achieve a lower ratio.

Source: Dyett & Bhatia, 2018

sidewalk by repurposing and re-allocating vehicular space for pedestrian use.

The pedestrian zone would also be maximized through the “relocation” of street trees from the sidewalk to the parking lane. Using a phased approach, street trees would be relocated in the parking lane between parking stalls to maximize the pedestrian zone available on the sidewalk. Additionally, the on-street parking spaces

and crosswalks would be resurfaced to have a different appearance than that of the roadway, utilizing a surface treatment such as colored stamped asphalt, to visually narrow the street to calm traffic and improve the pedestrian environment, as shown in Figure 4-4b. Strategies should be employed to improve traffic flow on Main Street, including prohibiting new driveway openings on Main Street and eliminating existing driveway wherever possible.

PETERS AVENUE

Peters Avenue will continue to serve as a parallel transportation corridor and bypass to Main Street for all forms of transportation but will be redesigned as a bicycle-focused roadway. A two-way protected bike lane, or “cycle track,” will be provided on the west side of the street, as shown in Figure 4-5b. This protected bike lane will be physically separated from the roadway and will allow bicycle movement in both directions. Parking and sidewalks on both sides of the street will be retained, though street trees will be provided between the parking stalls to provide shade and improve the pedestrian environment. The existing travel lane widths will be narrowed to help calm traffic, and, combined with curb extensions on the east side of the street, shorten pedestrian crossing distances. The curb extensions will be designed to accommodate fire truck access and final details are subject to fire department review and approval.

FIRST STREET

While bicycle connections and pedestrian-crossing improvements will be provided on First Street with the objective of minimizing this roadway as a barrier to connecting to the downtown commercial

area, the roadway will remain virtually unchanged and continue to be a vehicular-focused roadway, as shown in Figure 4-6b. The provision of a Class 1 multi-use bicycle and pedestrian trail on the nearby Transportation Corridor builds upon the vision described in the 2012 Pedestrian and Bicycle Master Plan. The downtown segment of the Transportation Corridor is the focus of the Master

Plan for the Downtown Parks and Trails System, which recommends developing the corridor to accommodate users on separate paths. A paved path would provide access for bicycle, pedestrian, skater, and other non-motorized wheeled use. An unpaved path would provide access for joggers. In addition, curb extensions at existing crosswalk locations where on-street parking is provided would shorten pedestrian crossing distances, minimize exposure to vehicles, and improve pedestrian comfort when crossing First Street.

DIVISION STREET

Division Street is infrequently used by all travel modes and lends itself to being retrofitted as a shared street for pedestrians and bicyclists, with vehicular use prohibited (except for emergency vehicle access), making it one of the most significant changes proposed for a downtown street. Improvements for Division Street are shown in Figure 4-7. Redesigning it with a focus on pedestrians and bicyclists, and closing it off to thru traffic during events, provides opportunities for better supporting retailers and businesses that front the street and creating an additional public plaza-type space where special events and activities can be held. The synergy between this new space and the Firehouse Art Center can help to

activate and draw additional visitors to the Center, and downtown overall.

Bollards would be located at both ends of the street to preclude non-emergency vehicular access and colored pavers will provide visual cues as to the pedestrian (and not vehicular) focus of the space. Planters, benches, and other site furnishings would be strategically located to create a pedestrian environment without precluding emergency vehicle access. The design of the shared street would be subject to fire department review and approval.



Improvements to Division Street will focus pedestrians and cyclists and will create opportunities for special events and activities.

OTHER IMPROVEMENTS

Mobility improvements to the other streets within downtown will focus on enhancing the pedestrian experience. While sidewalks along almost all the downtown streets are sufficiently wide, the addition of curb extensions and ADA-accessible curb ramps will help make those streets more walkable. Enhanced crosswalk pavement such as the use of colored stamped asphalt pavement at connector streets to Main will help to visually connect side streets to Main Street and allow for an expansion of commercial area activities and visitation beyond Main Street. Allowing and encouraging the creation of parklets in on-street parking stalls on side streets can help activate the street and support adjacent businesses.



Widening and installing sidewalks will improve access for pedestrians and overall safety.

On streets that have narrow sidewalks or are missing sidewalks, such as Harrison Street, Augustine Street, and parts of Division and Neal Streets, opportunities to provide a six-foot wide minimum sidewalk by reducing or eliminating existing parkway strips should be evaluated. Widening and installing sidewalks along these streets would improve access for residents traveling to the commercial district and would improve the safety of pedestrians.

Adding signage to remind drivers to share the roadway with bicyclists can help enhance cycling. Refer to Chapter 4, Land Use and Design, for policies related to signage. Proposed sidewalk improvements, bicycle facility improvements, and gateway locations are shown in Figure 5-1.

Figure 5-1: Downtown Mobility Improvements

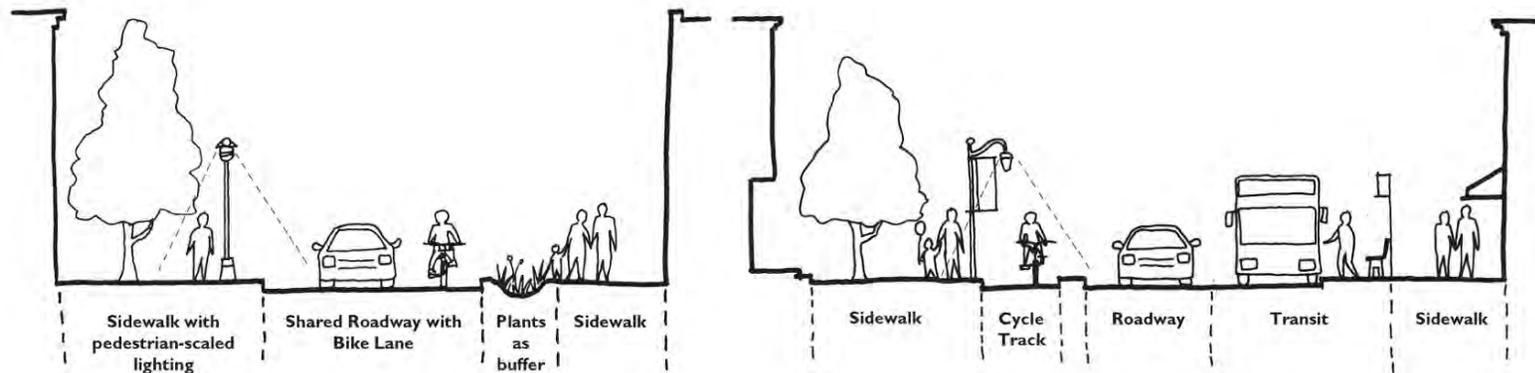


5-3 MOBILITY & PARKING GOALS

- MP-G.1** Effectively manage vehicular access to and circulation within the downtown through traffic control measures and street improvements, while maintaining downtown’s character and economic vitality.
- MP-G.2** Expand, improve and connect the network of facilities that support walking, biking and transit use, including integration of “complete streets” throughout downtown, so that these modes are safe, convenient and comfortable for users of all ages and abilities.
- MP-G.3** Strengthen connections between the commercial district, Town Square District, residential neighborhoods, transit stops, ACE station, and the

trail system to improve access to downtown destinations for all users.

- MP-G.4** Effectively manage existing parking spaces and construct new public parking spaces as feasible to maintain an appropriate balance between downtown parking supply and demand.
- MP-G.5** Ensure new development constructs sufficient parking to meet its needs.
- MP-G.6** Ensure parking standards are sufficiently flexible to respond to technological and other innovations that can reduce parking demand, and that these standards achieve efficiently used space necessary to accommodate parking.



MP-G.2: Complete Streets Balanced for All Users

5-4 MOBILITY & PARKING POLICIES

DOWNTOWN ACCESS AND CIRCULATION

TOWN SQUARE DISTRICT

- MP-P.1 Sidewalk Width.** Implement minimum ten-foot wide sidewalks to provide sufficient room for a six-foot wide pedestrian zone and four-foot wide tree wells. Locate street furnishings to maintain the minimum recommended pedestrian zone.
- MP-P.2 Roadway Grid System.** Continue the roadway grid system into the Town Square District, as shown in Figure 4-3. Keep the travel lanes to twelve-foot maximum width and parking lanes to eight-foot maximum width.
- MP-P.3 Peters Avenue Extension.** Design the Peters Avenue extension into this Town Square District to extend the two-way protected bicycle lane on the west side of the roadway. Provide curb extensions, curb ramps, and high-visibility crosswalks at intersections.

MAIN STREET

- MP-P.4 Driveways.** Eliminate or narrow existing driveway openings onto Main Street whenever possible and prohibit new driveways onto Main Street.
- MP-P.5 Roadway Treatment.** Add an enhanced paving treatment (such as colored and stamped asphalt pavement, or other approved option) to parking lanes along Main Street, to add character to the roadway, visually narrow the road to help calm

traffic, and differentiate the travel way from the parking and pedestrian zone.

- MP-P.6 Crosswalks.** Enhance crosswalks utilizing a paving treatment (such as colored and stamped asphalt pavement, or other approved option) on Main Street to improve their visibility and the pedestrian experience.
- MP-P.7 Street Furniture.** Evaluate installation locations and move or modify to remain outside of the pedestrian zone, to improve sight distance, and allow for improved circulation for pedestrians.
- MP-P.8 Pedestrian Zone.** Maximize the sidewalk pedestrian zone, or the area allocated to pedestrian circulation. This includes reducing the allowable outdoor dining area as needed to maintain an adequate pedestrian zone, providing a visual delineation of the allowed outdoor dining area edge (such as through painting, sawcutting, or other surface treatment of the concrete surface), enforcing the outdoor dining area limits, and consolidating and moving street furniture as noted in MP-P.7.
- MP-P.9 Protected Bicycle Lane.** Install a two-way protected bicycle lane ('cycle track') along Peters Avenue to physically separate bicyclists and motorists and improve cyclist comfort.

PETERS AVENUE

- MP-P.10 Curb Extensions.** Provide curb extensions, or ‘bulb-outs,’ at intersections to serve as a traffic calming measure and shorten pedestrian crossing distances.
- MP-P.11 Crosswalks.** Enhance crosswalks with special pavement treatments to improve their visibility and the pedestrian experience and provide a visual connection to Main Street.

FIRST STREET

- MP-P.12 Narrow Residential Streets.** Support the concept of visually or physically narrowing residential streets where desired by residents in order to slow traffic, enhance aesthetics, increase property values, and reinforce traditional neighborhood character. Reallocate the vehicular space to pedestrian and bicyclists where possible through the addition of bicycle facilities and/or wider sidewalks.
- MP-P.13 High-Visibility Crosswalks.** Make pedestrian crossings on First Street signalized or pedestrian-activated.
- MP-P.14 Curb Extensions.** Provide curb extensions, or ‘bulb-outs,’ at intersections to serve as a traffic calming measure and shorten pedestrian crossing distances.
- MP-P.15 Event Based Bicycle Parking.** Consider additional bicycle parking spaces for downtown special events.

DIVISION STREET

- MP-P.16 Shared Use.** Make Division Street between Main Street and Railroad Avenue a pedestrian-friendly zone that could be closed to vehicular traffic for special events and/or during specified times. At times when the street is closed to vehicular traffic, limited vehicle access for emergency access, access to private properties where no alternative access is available, deliveries, maintenance and special events would be allowed.
- MP-P.17 Paving Treatment.** Make Division Street curbsless with interlocking paver surfacing to help redefine the space.

COMPLETE STREETS AND NON-VEHICULAR USES

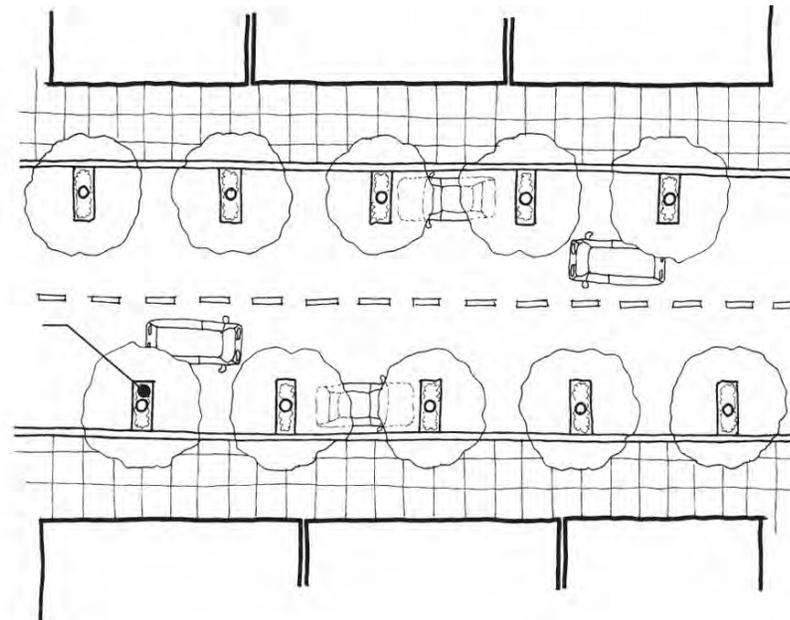
- MP-P.18 Reallocate Roadway Space.** Maximize traffic safety for all modes of travel by reallocating roadway space on all roadways from wide vehicular travel lanes to other bicycle and pedestrian uses. Maximum travel lane width to be twelve-foot. Remaining space should be dedicated to pedestrians through provision of curb extensions, or to bicyclists through the provision of a protected two-way bicycle lane on Peters Avenue.

MP-P.19 Additional Pedestrian Space. Maximize the pedestrian zone through the “relocation” of street trees from the sidewalk to the parking lane on Main Street. Using a phased approach, street trees would be relocated in the parking lane between parking stalls to maximize the pedestrian zone available on the sidewalk. Install street trees in the parking lane on Peters Avenue. Widen sidewalks to six-foot minimum widths and complete gaps in sidewalks where needed. Ensure that other Downtown streets and sidewalks are also designed to allow adequate space for street trees without hindering pedestrian flow.

MP-P.20 Bicycle Parking. Provide bicycle parking near commercial activity areas and transit stops with high boardings to support a multi-modal commute pattern and allow for “last mile” connectivity between transit stops and residences; locate bicycle parking in close proximity to building entries and in locations with good public visibility.

MP-P.21 Bicycle and Pedestrian Street Furnishings. Introduce bicycle and pedestrian furnishings to improve visibility of alternative mode types, especially at curb extension areas where there is opportunity for social activity and adequate space for seating, bike racks, and planters pots without encroaching into the pedestrian zone.

Relocate trees between street parking spaces provides more pedestrian space on sidewalks



MP-P.19: Relocation of Street Trees into Parking Lanes

- MP-P.22 Transit Connections.** Work with the Pleasanton Downtown Association (PDA) and LAVTA to promote and market public transportation options for the downtown area, including within the Town Square District, and linkages between the downtown and other transit systems such as BART and the ACE train.
- MP-P.23 Transportation Demand Management (TDM) Programming.** Amend the Transportation Demand Management Ordinance, as described in the Downtown Parking Strategy and Implementation Plan, to enable the PDA to function as a “large employer” and, therefore, to establish and promote a TDM program for the downtown businesses and employees. Investigate and pursue funding options which will encourage and enable the PDA to actively promote such a program, using incentives to reduce vehicular commuting into the downtown.
- MP-P.24 School Traffic Calming Program.** Continue and expand the School Traffic Calming Program to encourage trip reduction and the use of public transportation to schools near the downtown in order to reduce traffic congestion impacts on the downtown.
- MP-P.25 ACE Station Amenities.** Continue partnering with local transit agencies and employers to promote public transit commute options and encourage greater use by providing comfortable boarding and debarking spaces for rail, bus, and shuttle transfer

riders, such as shelters, seating, security lighting, and wayfinding signage.

- MP-P.26 Bicycle Facility and Trail Development.** Promote bicycle facility and trail development to access the downtown, as described in the Pedestrian and Bicycle Master Plan and Pleasanton Trails Master Plan, including striping travel lanes to accommodate Class II bike lanes and Class III bike routes along with sharrows and wayfindings signs, development of the Transportation Corridor, and pavement improvements to the Arroyo del Valle Trail.

STRENGTHEN CONNECTIONS TO DOWNTOWN DESTINATIONS

- MP-P.27 Transportation Corridor.** Designate the Transportation Corridor for public uses, which would allow for installation of bicycle and pedestrian trails and parking as shown in the Master Plan for the Downtown Parks and Trails System and the Downtown Parking Strategy and Implementation Plan.
- MP-P.28 Arroyo del Valle Trail Accessibility.** Upgrade the Arroyo del Valle trail to an all-weather surface to allow for seasonal use of the trail as a recreation and transportation corridor and improve accessibility.
- MP-P.29 Pedestrian and Bicycle Gateway.** Designate Division Street as the pedestrian and bicycle gateway to the Firehouse Arts Center from Main

Street and Peters Avenue as the pedestrian and bicycle gateway to the downtown commercial area.

MP-P.30 Downtown Neighborhood Connections. Provide pedestrian and bicycle facilities such as wider sidewalks, curb extensions, curb ramps, wayfinding signage and bike lanes that lead into the downtown area from the downtown neighborhoods to encourage residents to walk or bike to reach events and destinations downtown, including the ACE station.

MP-P.31 Fairgrounds Connections. Provide safe and efficient pedestrian routes with wayfinding signage that connect the Alameda County Fairgrounds and the downtown area to encourage pedestrian circulation between the two destinations during events.

MP-P.32 Pedestrian Network. Develop a pedestrian-friendly network of passages that encourage alternate modes of transportation into and through public parks, buildings, and trails.

DOWNTOWN PARKING

MP-P.33 Parking Strategy and Implementation Plan. Implement the strategies identified in the Parking Strategy and Implementation Plan, with particular attention on the following “top ten” strategies for managing existing parking supply, increasing parking supply, and implementing zoning and administrative updates in the parking study area.

- Complete Parking Strategy for Transportation Corridor (Strategy 1.5.10)

- Enhanced Time Restrictions (1.4.1)
- Wayfinding (Strategy 1.4.2)
- Designated Employee Lots or Permits (Strategy 1.3.1)
- Bicycle Access and Trail Connectivity Improvements (Strategy 1.2.1)
- Private Lot Utilization for Weekends and Evenings (Strategy 1.5.3)
- Identify Opportunity Sites for Surface Parking (Strategy 1.5.11)
- Establish Transportation Demand Management Association (Strategy 1.1.3)
- Short Term Bicycle Parking (Strategy 1.2.2)
- Loading Zone Time of Day Restrictions (Strategy 1.5.5)

MP-P.34 Monitoring of Parking Demand. Monitor existing parking demand and demand from new development and consider implementing emerging technologies such as automated driving/parking or automated parking monitors to ensure continued balance.

MP-P.35 Unbundled Parking. Encourage “unbundled parking” within residential development projects, including in the Town Square District. Unbundled parking separates the cost of parking from housing, meaning that residents with no vehicles would realize a cost savings by not leasing or owning a parking space.

MP-P.36 Parking Structures. Support the concept of parking structures in the Downtown as long as

they are designed with great care to be consistent with the scale and character of the Downtown. Parking structures fronting on Main Street should incorporate retail storefronts along the entire street frontage on the ground floor, and those fronting side or parallel streets should incorporate commercial storefronts to the greatest extent possible.

- MP-P.37 Reverse Angle Parking.** Study and consider reverse angle parking on one side of commercial side streets having adequate street width. Parking on the opposite side of those streets should remain as parallel parking. Primary candidates for diagonal parking include Abbie Street between Main Street and First Street, West Angela Street between Main Street and First Street, St. John Street between Main Street and Peters Avenue, and St. Mary Street between Main Street and Peters Avenue.
- MP-P.38 Parking In-Lieu Fee.** Update the parking in-lieu fee annually to reflect the actual costs of land acquisition and parking lot construction.

TOWN SQUARE DISTRICT PARKING

PUBLIC PARKING

- MP-P.39 Parking Structure.** Build a public parking structure on the 4-acre City-owned site adjacent to the ACE train station to provide public parking for the Town Square District. If determined in coordination with ACE and Alameda County that the parking needs of ACE commuters would be best served by additional parking in this public

parking structure, incorporate additional parking spaces into the structure to accommodate ACE parking.

- MP-P.40 Parking Structure Wayfinding.** Install wayfinding signage directing drivers to public parking in the Town Square District in order to minimize overflow parking in residential areas.
- MP-P.41 Automated Parking.** Study the feasibility of developing an automated parking system in the Town Square District. Automated parking systems, which involve a mechanical system to automatically transport and vertically stack cars, maximize the number of parking spaces on small sites.
- MP-P.42 Convertible Parking Structure in Town Square District.** Encourage design of new parking structures in the Town Square District to be convertible to other uses, such as residences, retail, and office uses, should changes in driving and parking technology change parking demand.
- MP-P.43 Bicycles.** Wherever appropriate provide the necessary spaces and amenities for bicycle parking.
- MP-P.44 On-Site Parking Requirements.** Require on-site parking in accordance with established standards, while allowing flexibility for appropriate reductions in parking requirements where essential to address factors such as lot size and shape, site location, building placement, availability of existing off-street parking, and building design.

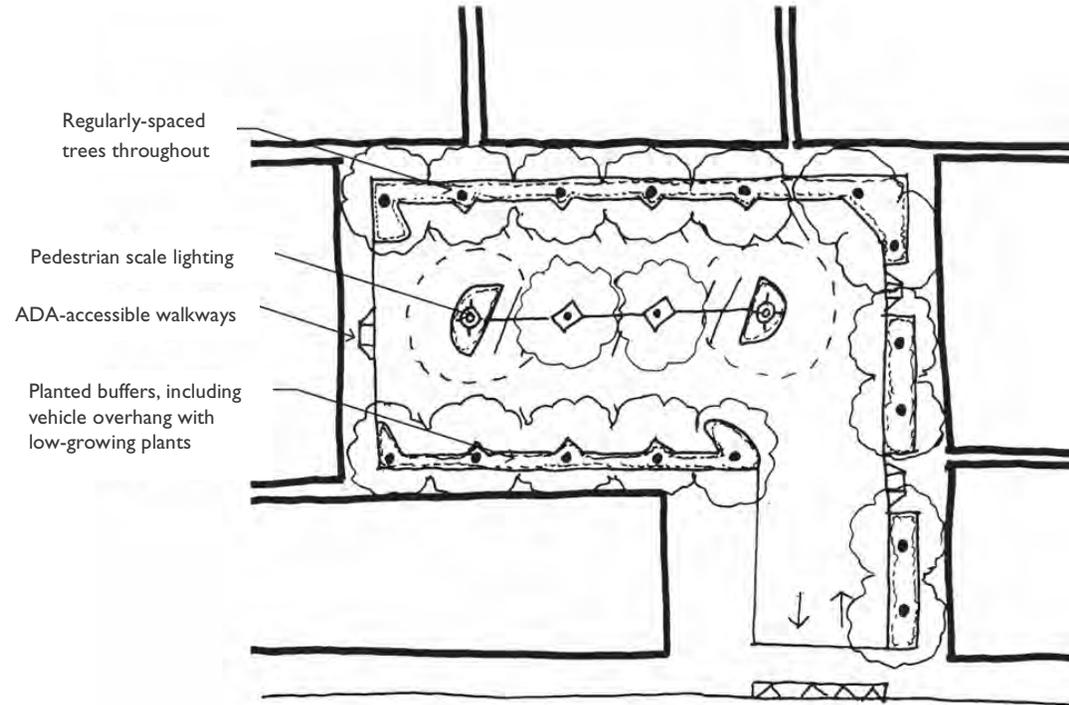
PARKING SUPPLY AND REQUIREMENTS

MP-P.45 Town Square District Parking Requirements. Should the civic center relocate, require developers of new structures in the Town Square District to adhere to off-street parking space requirements listed in the PMC.

MP-P.46 Landscaping. Require landscaping of parking facilities (including surface lots and structures), with the objectives of screening vehicles from the public right-of-way, providing adequate shading, and allowing adequate area to be dedicated for stormwater treatment.

MP-P.47 Town Square District Phasing and Parking. Ensure developers provide required parking or provide in-lieu parking fees in the Town Square District as new development occurs.

MP-P.48 Structured, Underground, and Tuck-Under Parking. Encourage structured, underground, or tuck-under parking in the Town Square District to reduce the amount of surface parking and space dedicated to parking at the ground level.



MP-P.46: Landscape Design for Parking Facilities

MP-P.49 Discrete Use Parking Reductions. Encourage developers of buildings at the Town Square District to take advantage of parking reductions for discrete uses.



Surface lots will be required to provide adequate shading and have areas dedicated to stormwater treatment.

PARKING MANAGEMENT

MP-P.50 Town Square District Parking Management. Should the civic center relocate, manage parking demand in the Town Square District by complying with applicable parking management strategies identified in the Downtown Pleasanton Parking Strategy and Implementation Plan. Key measures for the Town Square District facilitate the construction and management of district and shared parking, and include the following, subject to appropriate determination of their feasibility:

- 1.5.1: Shared Parking Agreements between businesses in Off-Street Lots
- 1.5.2: Coordination with ACE
- 1.5.6: Construct a Parking Structure
- 1.5.8: Establish a Parking Benefit District

MP-P.51 Passenger Loading and Drop-off. Design passenger loading and drop-off zones for carpool, ridesharing vehicles, and vanpools near the entrance of the ACE train station and in other areas of downtown, with Transportation Network Company (TNCs such as Uber or Lyft) and autonomous vehicles in mind.

- MP-P.52 Parking Reservation.** Discourage the reservation of parking spaces on private lots for specific businesses and impose conditions of approval to new commercial development projects prohibiting this practice.
- MP-P.53 Residential Permit Parking.** Apply residential permit parking on a case-by-case basis as provided for in the PMC for specific residential neighborhoods impacted by commercial or special event parking.

- MP-P.54 Parking Assessment Districts.** Encourage the use of parking assessment districts to create common public parking lots.
- MP-P.55 Unfulfilled Parking Requirements.** Prohibit businesses which have not yet fulfilled their parking requirements, whether on site or through payment of in-lieu fees, from restricting use of their parking lots by the general public.
- MP-P.56 Complete Streets and New Technology.** Consider ride sharing and other relevant new technologies (such as electric bicycles or scooters) in the circulation and parking network.

5-5 MOBILITY & PARKING IMPLEMENTATION PROGRAMS

- | | | | |
|---------------|---|---------------|---|
| MP-I.1 | Amend the Transportation Demand Management Ordinance, as described in the Downtown Parking Strategy and Implementation Plan, to enable the PDA to function as a “large employer” and, therefore, to establish and promote a TDM program for the downtown businesses and employees. | MP-I.5 | Implement a phased effort to pave existing unpaved segments of the Arroyo del Valle trail to begin at the Main Street Bridge and be a part of the downtown gateway design. Providing an all-weather and accessible pavement for the existing trail along Arroyo del Valle will strengthen the east-west off-street connection to downtown. |
| | Investigate and pursue funding options which will encourage and enable the PDA to actively promote such a program, using incentives to reduce vehicular commuting into the downtown. | MP-I.6 | Amend the Pedestrian and Bicycle Master Plan to include a new bicycle corridor along Peters Avenue and begin design of a two-way cycle track on the new corridor. |
| MP-I.2 | Consult the Alameda County Transportation Commission and other pertinent alternative transportation agencies before implementing alternative transportation measures or programs. | MP-I.7 | Develop long-term bicycle parking spaces in public parking lots, including a minimum of four long-term bicycle parking lockers. Once the bike lockers and bike racks are installed, monitor the need to increase capacity. Consider incentivizing private parking lot owners to convert parking stalls for long-term or short-term bicycle parking use. |
| MP-I.3 | Continue evaluating new technologies including bike-share, e-bikes, autonomous vehicles, private ridesharing, and others to help manage transportation demand and promote non-vehicular travel modes. | MP-I.8 | Conduct a study of pedestrian activity along First Street and the need for a pedestrian-activated mid-block crossing between Arendt Way and Kottinger Drive. A mid-block crossing at this location would shorten the walking distance for pedestrians to reach a signalized crossing and would increase the number of pedestrian routes into downtown. |
| MP-I.4 | Develop the Transportation Corridor into separate paved and unpaved trails to accommodate various user groups and to connect to the Arroyo del Valle at First Street, consistent with the Master Plan for the Downtown Parks and Trails System. Transportation Corridor development should be prioritized because of its value to downtown as a primary transportation corridor for non-vehicular use. The corridor should also accommodate vehicular parking to support downtown businesses. | MP-I.9 | Improve visibility of crosswalks by utilizing surface treatments such as colored and stamped asphalt pavement at signalized intersections along Main Street, or high-visibility striping such as ladder style striping at unsignalized intersections. |

City of Pleasanton **Downtown Specific Plan**

- MP-I.10** Provide sidewalks of a minimum of 6'-0" on both sides of the street for all streets in the downtown area and implement a routine maintenance program. Sidewalks adjacent to businesses should be monitored for vertical and horizontal clearances, including required minimum clearances.
- MP-I.11** Implement curb extensions (bulb-outs) along Peters Avenue and First Street, where feasible, to tighten corner radii, slow turning vehicular traffic, and shorten pedestrian crossing distances. Bulb-outs should be designed to avoid interfering with bicycles.
- MP-I.12** Transit stops with high passenger boarding numbers should include a shelter with seating and short-term bike parking for a minimum of three bicycles wherever feasible.
- MP-I.13** Amend boundaries of the Downtown Revitalization District (PMC Section 18.74) to include the City-owned 4-acre site adjacent to the ACE train station.
- MP-I.14** Conduct an initial pilot study of designated passenger loading and drop-off zones downtown.
- MP-I.15** Coordinate with ACE/ the San Joaquin Regional Rail Commission and Alameda County to provide additional parking for ACE train commuters.
- MP-I.16** Amend PMC Section 18.88 to allow joint-use parking agreements, subject to appropriate parameters and limitations to be developed as part of PMC amendments, in any zoning districts applicable to the Town Square District, and to allow parking reductions for discrete uses sharing the same site or on adjoining sites in those districts.
- MP-I.17** Amend PMC Section 18.84.230 to require landscaping of parking facilities in any zoning districts applicable to the Town Square District.
- MP-I.18** Amend PMC Section 18.56 to allow surface parking on the Transportation Corridor.
- MP-I.19** Initiate an amendment to the PMC to incorporate a parking ratio for properties in the Mixed-Use Transitional district, taking into consideration existing parameters in the PMC for "major alterations" for properties within the Downtown Revitalization District.
- MP-I.20** Establish a small working group to improve parking supply and management, consistent with the City's Parking Strategy and Implementation Plan.



6 Public Facilities and Services

A primary need of downtown residents and businesses is an adequate system of public facilities and a reliable level of public services. Adequate provision of utilities, including water, sanitary sewer, storm drainage, gas, electric, internet, telephone, and cable, as well as public services, such as fire protection and solid waste disposal are essential to residents and businesses. The following Chapter outlines the City's plan for providing these services within the planning area. Each is presented in terms of existing conditions and planned improvements necessary to support projected development, consistent with the Land Use and Design chapter.

Because downtown is the oldest developed area within Pleasanton, much of the public utility infrastructure within the planning area is also old, with many pipes ranging in age from 50 to 100 years. Through the years, water, sewer, and storm drain mains have been replaced and upsized by the City as needed to maintain the system or as part of planned Capital Improvement Programs (CIPs). With new commercial and residential development potentially occurring on the existing civic center site and throughout the rest of the planning area, it is necessary for the City to ensure it can sufficiently provide water, sanitary sewer, storm water drainage, fire protection, and other utility systems and services to accommodate future growth.

6-1 WATER

EXISTING CONDITIONS

Zone 7 of the Alameda County Flood Control and Water Conservation District (Zone 7) provides wholesale water to the Tri-Valley area and also regulates withdrawal and recharge of the underlying groundwater basin. The City of Pleasanton, as a water retailer, operates and maintains the public pumping, distribution, and storage system to deliver this water to homes and businesses within the city, and to some service areas outside city limits. In a typical year, Zone 7 provides Pleasanton with approximately 75 to 80 percent of its water.¹ The remainder is pumped through City-owned wells. The City’s water distribution system consists of 18 pressure zones with 15 pump stations and 21 reservoirs. The water infrastructure within the planning area is comprised of ductile iron pipe, steel pipe, ACP, and PVC. The planning area is located in the Lower Pressure Zone, with static pressures averaging around 60 to 70 PSI.

CURRENT DEFICIENCIES AND PROPOSED IMPROVEMENTS

As of 2018, there are no reported deficiencies or operational issues within the planning area. Should the existing civic center relocate,

proposed redevelopment of the existing civic center site would require the relocation of the existing 18 inch water main out of the proposed development footprint if in conflict with proposed improvements. The main runs between Old Bernal Avenue and Bernal Avenue within the civic center parking lot and between the Pleasanton Public Library and the Pleasanton Police Station.

A Water Supply Assessment (WSA) prepared by the City, determined that there is adequate water supply for build-out of the Specific Plan. Local distribution infrastructure modifications or improvements may be needed to ensure adequate flow and pressure to accommodate new development and redevelopment, including required fire supply. Future development projects will need to verify that required demands can be met by the available infrastructure. If local distribution infrastructure improvements are required, the City may condition the project upon construction of required improvements. New fire hydrants may also be required on a project specific basis. In the unlikely event that adequate flow cannot be achieved by the addition of new hydrants, upsizing public water mains serving the project may be required by the City.

¹ General Plan 2005-2025, City of Pleasanton, July 2009.

6-2 SANITARY SEWER

EXISTING CONDITIONS

The City of Pleasanton owns and maintains the public sanitary sewer collection system within the planning area. The sewer mains are mostly comprised of vitrified clay pipe, with some more recent replacements using fusible PVC pipe material. Sanitary sewer laterals serving private property within the city (from the public right-of-way to the point of connection at the building) do not belong to the City and are the responsibility of the land owner to maintain and repair as needed. Wastewater collected by the public sanitary sewer system is conveyed by gravity mains and/or a series of sewer pump stations to the Dublin San Ramon Services District (DSRSD) Wastewater Treatment Facility located on Johnson Drive in Pleasanton. Pump Station S-7, located just outside the planning area, is responsible for conveying a majority of the sewer flows generated within the planning area. The remaining wastewater within the planning area, collected on the north side of Arroyo del Valle, flows to the sewer shed to the north of the planning area. Treated effluent is exported from the DSRSD Wastewater Treatment Facility through a system owned and managed by Livermore Amador Valley Water Management Agency.

The latest DSRSD Wastewater Treatment Plant capacity evaluation was conducted in 2017 as part of the Wastewater Treatment and Biosolids Facilities Master Plan. This showed that the DSRSD

² Fact Sheet, Dublin San Ramon Services District, January 2018.

Wastewater Treatment Plant has spare capacity. According to the DSRSD, as of January 2018, the treatment facility handles an average of 10.7 million gallons per day and has a capacity of 17.1 million gallons per day.² Recent recycled water projects and conservation efforts for re-use of wastewater within the Tri-Valley service area have helped reduce impacts to treatment capacity.

CURRENT DEFICIENCIES AND PROPOSED IMPROVEMENTS

There are a several known deficiencies (as of 2018) within the sanitary sewer system in need of improvement.³ These improvements are most likely to be undertaken as CIP projects or as part of future development within the planning area. Areas and/or facilities with known deficiencies are as follows:

- **Pump station S-7 (located south of Bernal, just west of railroad tracks).** Based on City operation and maintenance requirements, the pump station will need to be converted from a dry well to a full submersible pump station in order to continue to operate at current capacity or any increased capacity within the planning area.
- **First Street.** The sanitary sewer system in First Street within the planning area requires system improvements to provide

³ Interview of City of Pleasanton Engineering and Utilities Operation staff, conducted by BKF, March 2018.

some flow consolidation and diversion to improve the capacity serving the area east of the planning area.

- **Angela Street.** A segment of sanitary sewer main in Angela Street in the block between Main Street and Peters Avenue requires recurring maintenance operations. As of 2018, this line serves a large number of older restaurant uses and should be reviewed for possible improvements or replacement.
- **Existing civic center site.** A 15-inch sanitary sewer main cuts through the existing civic center, running under the current Pleasanton Police Station. In the event the existing civic center relocates, this main will need to be relocated out of the future development footprint to accommodate redevelopment of this site. The proposed alignment of this relocation will depend on the improvements made to

address the sewer deficiencies within First Street discussed above.

There is sufficient capacity in the existing wastewater treatment infrastructure to accommodate existing and projected sewer demand in the planning area through 2040. However, future development projects will need to assess the need for local conveyance infrastructure improvements serving the project sites. This may require flow testing of existing downstream manholes and modeling existing and proposed development flows for the project. If local capacity is not available in existing mains, the City may condition the project to upsize downstream mains to meet current design requirements for flow and capacity.

6-3 STORM WATER DRAINAGE

EXISTING CONDITIONS

Zone 7 also oversees regional flood control for the area that includes Pleasanton. The City of Pleasanton owns and maintains the storm drainage collection system which discharges by permit to the regional flood control facilities. Storm drainage within the planning area is divided into two watersheds: the areas north of Ray Street/St. John Street flow north and discharge to the Arroyo del Valle; the rest of the planning area drains south in large underground conduits and

crosses Bernal Avenue within First Street and Case Avenue. The storm drain infrastructure is comprised of reinforced concrete pipe.

CURRENT DEFICIENCIES AND PROPOSED IMPROVEMENTS

Current storm drain system deficiencies as of 2018 within the planning area include surface ponding during heavy rain events within the roadway and gutter at Main Street and Neal Street. As of

2018, there is no public storm drain system in Main Street within two blocks of that intersection.

Stormwater requirements for construction and new development are regulated under the San Francisco Bay Municipal Regional Permit (MRP), of which the City of Pleasanton is a permittee. Future development within the planning area will need to meet trash capture regulations (C10), as well as storm water treatment regulations (C3) and hydromodification requirements (C3g). Guidelines for implementing these regulations are detailed in the Alameda Countywide Clean Water Program handbook and are reviewed and permitted by the City of Pleasanton. New development in a MRP-defined special category and/or exceeding the threshold for impervious surface creation or replacement will be required to meet storm water quality requirements by providing on-site storm water treatment using Low Impact Development (LID) methods, which typically involve diverting all storm runoff from impervious areas to properly-sized and designed landscaped treatment areas before out-falling to the public storm drainage system. If approved by the City, larger development projects could provide a regional treatment facility that provides treatment for individual parcels within the overall development. Hydromodification requirements are triggered by projects that create or replace one acre or more of impervious area, unless the post-project impervious area is less than or equal to the pre-project impervious area. Additionally, the project could be

exempt from hydromodification requirements if located in an area that is already highly developed (70 percent or more impervious). Based on this criterion, future development within the downtown planning area will likely be exempt from hydromodification requirements.

There are currently (as of 2018) no storm drainage CIP projects planned within the planning area. Available public storm drain infrastructure capacity for future development within the planning area is not a concern since the existing area is already largely impervious and will not generate additional storm runoff with future development. Future development of the former SFPUC parcel, immediately to the west of the existing civic center, may be constrained by the location of a 48-inch storm drain main that runs parallel to the railroad tracks along the western edge of parcel. This main is likely to be within a 10-foot-wide storm drainage easement along the west property line, which would prevent permanent structures from being placed within the easement. Additionally, the City will re-evaluate the need to install full trash capture devices, such as connector pipe screens in drop inlets, in the future if planned development results in increased trash generation in the planning area. As of 2018, there are no plans to install these devices in the planning area due to high local leaf loading and concerns for flooding.

6-4 GAS AND ELECTRIC

Pacific Gas and Electric (PG&E) supplies natural gas and electric service to properties within the planning area. Existing electric service lines in most residential neighborhoods and along some commercial streets are provided by way of overhead wires on poles. Service lines along Main Street, Peters Avenue, and several commercial side streets have been undergrounded. Expansions to the electrical system for future development will be the responsibility of PG&E, with costs generally to be shared between PG&E and developers. PG&E in 2017 replaced a high-pressure gas transmission pipeline on First Street between Kottinger Drive and E. Angela Street. All electric and other utility line extensions to future subdivided land are required to be installed underground.

The undergrounding of overhead utilities is a top priority of the Specific Plan. PG&E has historically provided limited funding for

undergrounding. Undergrounding projects may be scheduled by the City Council in the future for the downtown with the first priority given to arterial streets. New development is typically required to underground overhead lines in fronting streets. However, in some cases, overhead lines are allowed to remain and developers are required to pay a pro rata share of the future undergrounding. This is particularly common in the downtown, where many lots are small and narrow. In addition, the City periodically uses its General Fund to underground short sections of overhead lines which are otherwise unlikely to be completed in any other way.

With respect to gas service, expansions of this system for future development will be the responsibility of PG&E, with costs generally shared between PG&E and developers.

6-5 BROADBAND INTERNET, TELEPHONE AND CABLE TELEVISION

AT&T is the Local Exchange Carrier (LEC) that provides telephone service and allows other carriers to provide phone service on their infrastructure to the planning area, AT&T and Comcast/Xfinity also provide broadband Internet service. This allows them to provide telephone service (VoIP) along with television services. Existing service lines in most residential neighborhoods and along some commercial streets are provided by overhead wires on poles shared

with PG&E power lines. Service lines along Main Street, Peters Avenue, and several commercial side streets have been undergrounded in recent years. Future system expansion costs to supply new development are typically shared between the service provider and developers.

6-6 WIRELESS (WI-FI) NETWORK

The city provides free and open wireless internet connectivity in the commercial area of downtown. Coverage includes areas along Main Street and some areas along First Street and Peters Avenue near public parks. If more nodes are installed, the wireless network could expand to ultimately cover the entire downtown area. Additionally, this network will facilitate future smart city initiatives and strategies, and allow for private, secure internet access. More broadly, incorporation of smart city technology-such as improved wireless service, improved cell phone service, sensor technologies, etc.-may allow the City of Pleasanton to better ensure a high quality of life for downtown residents and promote a positive business climate for decades to come.

6-7 FIRE AND POLICE PROTECTION

The Livermore/Pleasanton Fire Department provides fire protection services for the City of Pleasanton. Its services include fire-fighting, medical, rescue, fire prevention, and public education. Primary fire protection service for the planning area is provided from Fire Station 4, located at 1600 Oak Vista Way. The northern part of the planning area is covered by Fire Station No. 1, located at 3560 Nevada Street. Both stations have an approximately 1.5-mile travel distance to Main Street. Fire hydrants are located at appropriate intervals throughout the planning area and provide sufficient water pressure for fire-fighting needs.

The Pleasanton Police Department is located at 4833 Bernal Avenue, within the current civic center area. It is divided into two divisions: Operations and Support Services. The Operations Division patrols the city and is responsible for traffic, parking, special events, and animal services. The Support Services Division comprises the criminal investigations unit, records, crime prevention, and human resources, including hiring and training. Downtown Pleasanton is located in Patrol District #3. If the civic center is relocated, the Police Department will be one of the facilities moved to the new location outside of the planning area.

6-8 SOLID WASTE DISPOSAL

The Pleasanton Garbage Service (PGS) provides commercial and residential solid waste, recyclable materials, and organic materials collection services in the planning area. Planning area residents may

drop off e-waste at the Pleasanton Transfer Station at 3110 Busch Road, located outside of the planning area. Household hazardous waste, including leftover paints, pesticides, automotive fluids, and

rechargeable batteries may be dropped off at a household hazardous waste drop-off facility operated by the Alameda County Environmental Health Department. The nearest household hazard waste drop-off facility is located in Livermore. Most solid waste generated by existing and future development will be collected and

transported to the Vasco Road Sanitary Landfill located north of Livermore.⁴ Because the Vasco Road Sanitary Landfill will cease operations in 2022, waste generated in the planning area will need to be deposited at a different landfill.⁵ No new refuse collection or disposal facilities are required for the planning area.

6-9 PUBLIC FACILITIES AND SERVICES GOAL

PF-G.1 Ensure that infrastructure and public facilities and services are adequate to support downtown development.

6-10 PUBLIC FACILITIES AND SERVICES POLICIES

PF-P.1 **Provision of Services.** Continue the successful provision, maintenance, and operation of water, sanitary sewer, storm water drainage, fire protection facilities, other utility, and adequate recreational and educational facilities to maintain quality of life and accommodate future growth in the planning area.

PF-P.2 **Wastewater Treatment Capacity.** Coordinate with the Dublin San Ramon Service District to ensure

wastewater treatment facilities have capacity to treat demand increases resulting from development.

PF-P.3 **Smart City Projects.** Pursue implementation of smart city development projects (e.g. wireless accessibility, improved cell phone service, etc.).

⁴ Jurisdiction Disposal By Facility, CalRecycle, 2016.

⁵ Facility/Site Summary Detail, CalRecycle, 2018.

6-11 PUBLIC FACILITIES AND SERVICES IMPLEMENTATION PROGRAMS

- | | | | |
|---------------|---|---------------|---|
| PF-I.1 | Relocate the existing 18-inch water main and 15-inch sanitary sewer main out of the development footprint of any future development on the existing civic center site, subject to voter approval. | PF-I.5 | Review and improve the storm drain system near the intersection of Main Street and Neal Street to address surface ponding during heavy rain events within the roadway and gutter. |
| PF-I.2 | Convert pump station S-7 from a dry well to a full submersible pump station in order to continue to operate at current capacity or any necessary increased capacity within the planning area. | PF-I.6 | If trash generation increases in the planning area, evaluate the need to install full trash capture devices, such as connector pipe screens in drop inlets. |
| PF-I.3 | Review and improve the sanitary sewer system in First Street within the planning area to provide flow consolidation and diversion to improve the capacity serving the area east of the planning area. | PF-I.7 | Evaluate future development projects and require construction of improvements as needed to ensure adequate capacity in water and sewer distribution/conveyance infrastructure. Flow testing shall be conducted, as appropriate, to ensure that design requirements are met. |
| PF-I.4 | Review the segment of sanitary sewer main in Angela Street in the block between Main Street and Peters Avenue for possible improvements or replacement. | | |

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7 Historic Preservation

The rich character of downtown Pleasanton stems from its abundance of historic buildings that have been constructed and preserved over the past 150 years. The architectural styles, scale of buildings, and tree-lined streets all combine to create a setting unique to Pleasanton. Unlike many other communities in the Bay Area where old town areas have long since been replaced with newer and more intensive urban development, Pleasanton's downtown has remained substantially intact. This character is highly valued by the community and desired to be preserved and enhanced wherever feasible.

Major attention is given throughout this Specific Plan to the preservation and enjoyment of historic resources (i.e., land use, design and beautification, circulation, and economic vitality). The primary purpose of this Chapter is to provide specific standards and procedures for achieving historic preservation.

Preservation of the planning area's historic character will generally rely upon protecting historic buildings from demolition and minimizing exterior changes to significant original architectural features. In addition, modifications to these buildings will need to closely reflect the existing architecture, and the construction of new ones in historic areas will need to be compatible with the downtown's traditional design character and scale.

7-1 INVENTORY OF HISTORIC RESOURCES

The downtown has played a vibrant role as a center of commerce in Pleasanton for over 150 years. It originated on one of the main routes to the gold fields in the Sierra Nevada mountains and quickly became a mercantile stopover for miners seeking their fortune in the Mother Lode.

In 1863, John Kottinger subdivided a small portion of his land holdings at the north end of Main Street into three “downtown” lots. Another property owner, Joshua Neal, began to subdivide his adjacent land at the south end of Main Street in 1867. Lots were quickly developed, and commercial activity began to flourish. With the coming of the Central Pacific Railroad in 1869, the downtown area soon became a shipping center for agricultural and manufactured products. Many of the Chinese workers that helped build the Railroad through the valley settled here and established commercial enterprises along north Main Street.

From a handful of business establishments in the 1870’s, Main Street grew to include hotels, general stores, blacksmith shops, professional offices, warehouses, and several saloons by 1894. After the turn of the 20th century, many more buildings were constructed from revenues generated by the hops, hay, and sugar beet industries located north of the downtown. In 1917, Pleasanton was chosen as the background for the movie “Rebecca of Sunnybrook Farm” starring Mary Pickford. Pleasanton

became a common filming location in the mid- to late-1920s due to its good climate, easy railroad access, and architecture in the historic downtown area that could stand in for many locations in the United States.

In addition to the historic downtown commercial area, residential neighborhoods sprung up in the outlying area to house local merchants and other workers. Homes were designed using a variety of architectural styles including Victorian, Queen Anne, Colonial Revival, and Mission Revival. Neighborhoods were laid out using the typical grid pattern with tree-lined streets. A “small-town scale” resulted which is still largely intact today.

During the 2000-2001 Specific Plan update process, a Preliminary Historic Resources List and Map of the downtown historic resources (Technical Supplement) was developed which identified the individual sites and neighborhoods that contain outstanding examples of heritage structures within the planning area. The list identified: (1) specific sites containing structures of at least 50 years in age which possess outstanding architectural and/or historic quality; and (2) five neighborhoods (residential and commercial) which contain a significant collection of historic buildings. In 2012, an updated “Historic Context” document was prepared to further establish the connection between the city’s history and the built environment, and to

establish which components of the built environment are historically significant.

The City conducted a historic resources survey in 2015 of all homes in residential zoning districts in the Downtown Specific Plan area that were built before 1942. Per the Downtown Specific Plan definition, 88 homes qualified as historic resources. Three additional homes were determined to also be historic based on prior surveys. Further, a conservation easement has been established on 309 Neal Street to prevent the demolition of this historic home, require that exterior modifications are subject to the City’s design review process for historic homes, and erect a commemorative plaque.

The high number of historic sites and neighborhoods that have been identified underscores the significance of historic resources in the downtown. Several of the prominent individual Main Street sites include:

- The **Johnston Building** located at 465 Main Street is a fine example of brick construction using Romanesque-style architecture. This two-story building was constructed in 1896 as one of Pleasanton’s first commercial speculation buildings.
- The **Kolln Hardware Store Building** at 600 Main Street is an example of Victorian Revival-style architecture. It was constructed in 1898 and was used as a hardware store for a number of years. Through the

years, it has maintained much of its original character, including oak floors and many of the original store fixtures. The building was extensively remodeled in 2008 and converted to a bank and retail stores but retains its historical significance.

- The “**Pleasanton**” **Arch Sign** has been identified as the gateway to the downtown since 1932 when it was constructed for \$538 from funds donated by the Women’s Improvement Club.



Veterans Memorial Building is a significant historical structure on Main Street.

City of Pleasanton **Downtown Specific Plan**

- The original Pleasanton Town Hall, located at 603 Main Street on land donated by the Women’s Improvement Club, was designed in the Mediterranean style in 1914 and construction was completed in 1915. The building has also housed the City library and in later years served as the headquarters for the Police Department. In 1984, after extensive historic renovation, the building became the home of the Amador-Livermore Valley Historical Society Museum, which is now known as the **Museum on Main**.
- The original Farmer’s Hotel at 855 Main Street was constructed in 1868 by Herman Detjens. Originally titled the Germania Hotel, the original hotel structure burnt to the ground in 1898. The hotel was reconstructed and survived a small fire in 1915. Once repaired, the hotel was the scene of many gala events and was later renamed the **Pleasanton Hotel**.
- Designed in the Spanish Revival style, the **Veterans Memorial Building** was initially constructed in 1933 to honor World War I veterans. In 2007, it was rehabilitated to enhance significant historic features and upgrade the building for seismic, accessibility, and life safety standards.

The five heritage neighborhoods identified within the planning area are designated with historic signage, and include the following:

- The **St. Mary Street and St. John Street** neighborhood consists of many fine examples of period revival and cottage-style architecture and represents a strong collection of similarly scaled and styled homes. Its tree-lined streets, front-yard landscaping, and generous setbacks between buildings further add to its historic quality. Many of the downtown’s early merchants and civic leaders had homes located in this neighborhood.
- The **neighborhood on the south side of Stanley Boulevard** consists of modest vernacular residences. All of the homes back onto the Arroyo del Valle, thus giving the neighborhood a uniquely unified theme. Originally called Livermore Road, this street was sparsely developed until the early twentieth century due to its distance from the downtown commercial area.

- The **First Street, Second Street, and Third Street** neighborhood presents a variety of architectural styles with homes been built over an 80-year time period. Many of the homes on First Street serve as fine examples of Victorian-style architecture. Homes located on Second and Third Streets vary from small cottages built by the Southern Pacific Railroad to more stately homes on the south end of Second Street built during the early 20th century.
- The **Spring Street and Ray Street** neighborhood was developed generally between 1920 and 1940. The building designs range from bungalow cottages on Ray Street to Mission Revival architecture on Spring Street. These groupings of small residential buildings share consistent scale, height, setbacks, and massing characteristics that further their unique character.
- The **Downtown Commercial Center** consists of a variety of architectural styles with many buildings retaining a high degree of integrity. It possesses a series of commercial storefront buildings running nearly the entire length of Main Street, with only a few modern buildings dispersed within. The side streets in this area generally have a more modest scale but also contribute to the historic character of the Center. The Main Street portion of the downtown is one of the best preserved of its type in the East Bay, thus heightening its regional significance as a center for tourism.



Many of the planning area’s historic structures are located along Main Street.

7-2 HISTORIC PRESERVATION GOALS

- HP-G.1** Protect and enhance the historic character of the downtown planning area.
- HP-G.2** Undertake measures to protect and preserve significant historic resources in the Downtown Specific Plan Area.
- HP-G.3** Prevent the demolition of appropriately-designated historic resources which can otherwise reasonably be preserved.
- HP-G.4** Ensure that the design of new buildings and modifications to existing heritage buildings and heritage neighborhoods are compatible with the downtown’s traditional design character and scale.



Murals in the planning area celebrate Pleasanton’s rich history.

7-3 HISTORIC PRESERVATION POLICIES

HP-P.1 Residential Historic Resource Eligibility. Consider a residential building in a residential zoning district to be a historic resource if it was built before 1942 and determined to be eligible for listing in the California Register using the “Pleasanton Downtown Historic Context Statement.” Revisit the 1942 date every ten years to determine if a change is warranted.

HP-P.2 Residential Demolition. Prohibit the demolition of any residential building in a residential zoning district found to be a historic resource unless such building is determined by the Chief Building Official to be unsafe or dangerous, and if no other reasonable means of rehabilitation or relocation can be achieved. Implement a 45-day public notification period for buildings proposed to be demolished which do not pose an immediate safety hazard in order to assess alternatives and give the public an opportunity to make proposals for rehabilitation or relocation.

For the purposes of this policy, “Demolition” of a residential building for purposes of historic preservation shall be defined as the removal of the front façade or the most visible façade from the street, or changes to the roof and roof line, but excluding the replacement of windows and doors, where such replacement is determined by the City to appropriately maintain the building’s historic character. The front or most visible façade shall be considered the forwardmost ten feet of the

structure and roof/roofline. If the portion(s) of a building that is (are) required to remain as described above are later determined by the Director of Community Development to be unusable (e.g., due to dry rot, termite damage, etc.), then said portion(s) may be removed and reconstructed provided the new exterior construction matches the look of the original in material, composition, design, color, texture, shape, and dimensions. Changes to the front façade or roofline as described above that are determined to be consistent with the Secretary of the Interior’s Standards for Rehabilitation shall not be considered a demolition.

HP-P.3 Other Demolition. Prohibit the demolition of any non-residential building or a residential building in a commercial or office zoning district found to be historically significant based on the California Register criteria unless such building is determined by the Chief Building Official to be unsafe or dangerous, and if no other reasonable means of rehabilitation or relocation can be achieved. Implement a 45-day public notification period for buildings proposed to be demolished which do not pose an immediate safety hazard in order to assess alternatives and give the public an opportunity to make proposals for rehabilitation or relocation.

HP-P.4 Relocation. Permit historic homes to be relocated within the downtown where: (1) the new neighborhood contains older homes; (2) the replacement home is consistent with the design quality of the relocated home; and (3) the replacement home is compatible with the neighborhood’s architectural styles and scale.

HP-P.5 Non-Residential Design. Design new non-residential buildings to draw upon the primary exterior features of the downtown’s traditional design character in terms of architectural style and materials, colors, details of construction, height, floor area, bulk, massing, and setbacks. These building elements should be consistent with those elements of buildings in the immediate neighborhood, and the design of new/replacement buildings should not represent a significant departure from the existing neighborhood character. Buildings should be designed to reflect, but not necessarily replicate, the architectural time period they represent.

Refer to Chapter 4, Land Use and Design, for development standards and the Downtown Design Guidelines for additional guidance on building design.

HP-P.6 Residential Design. New residential building design should draw upon the primary exterior features of the downtown’s traditional design character in terms of materials, colors, details of construction, and setbacks and should utilize or be based on one of the following architectural styles found downtown dating from pre-1942: Gothic Revival, Italianate, Victorian (Queen Anne, Stick,

and Folk), Bay Tradition, Craftsman, Prairie, Mission Revival, Spanish Colonial Revival, Mediterranean Revival, Minimal Traditional, Vernacular Forms, and FHA Minimum House.

Refer to Chapter 4, Land Use and Design, for development standards and the Downtown Design Guidelines for additional guidance on building design.



New residential building design should follow architectural styles found downtown from pre-1942.

HP-P.7 **Additions.** Additions and other modifications to the exteriors of buildings considered to be a historic resource should complement the original building exterior in terms of architectural style and all other exterior design elements, and should be consistent with the Secretary of the Interior’s Standards for Rehabilitation.

HP-P.8 **Consistent Massing.** New residential building design, including the design of replacement buildings for buildings constructed before 1942 which are approved for demolition, or additions to existing single-family homes should result in homes that are consistent with the floor area, bulk, and massing of homes in the immediate neighborhood.

HP-P.9 **Infill on Historic Properties.** Future residential development (i.e., when additional dwelling units are being proposed on a property that has existing homes) should generally provide for the preservation and rehabilitation of existing on-site street frontage homes built before 1942 or which otherwise substantially contribute to the “small town” character of the neighborhood in terms of architecture and scale. Exceptions may be permitted to: (1) relocate such homes to other appropriate downtown locations for permanent preservation and rehabilitation; or (2) demolish and replace such homes which are specifically found by the City to lack historic and/or architectural significance.



Historic neighborhood signs highlight neighborhoods with distinctive historical architectural character.

HP-P.10 **Consistency.** Comply with all relevant policies of the Land Use and Design Chapter of this Specific Plan and the Downtown Design Guidelines.

HP-P.11 **Maintenance.** Actively monitor and prevent the loss of historic resources through neglected maintenance.

HP-P.12 **Plaques.** Consider developing a program to commemorate known historic structures with plaques.

7-4 HISTORIC PRESERVATION IMPLEMENTATION PROGRAMS

HP-I.1 Complete Historic Context Document to identify what physical features of the built environment are important reflections of Pleasanton’s history.

HP-I.2 Prepare Comprehensive Historic Resource Survey in Downtown Specific Plan Area.

HP-I.3 Specific individual City staff representatives from the Building Inspection, Planning, and Fire Departments to review development permit applications relating to historic resources. These individuals should further be provided with the technical education adequate to perform high-level review.

HP-I.4 City departments responsible for the review of projects involving modifications to historic buildings should prepare and distribute a public informational flyer that details the application submittal requirements, step-by-step review process, and available historic preservation incentive programs.

HP-I.5 Implement an award program for the rehabilitation of historic structures.

HP-I.6 Study property owner interest in and costs associated with developing a program to commemorate known historic structures with plaques.

HP-I.7 Establish a procedure for the management of paleontological materials found on-site during a development, including the following provisions:

- If materials are found on-site during grading, require that work be halted until a qualified professional evaluates the find to determine if it represents a significant paleontological resource.
- If the resource is determined to be significant, the paleontologist shall supervise removal of the material and determine the most appropriate archival storage of the material.
- Appropriate materials shall be prepared, catalogued, and archived at the applicant’s expense and shall be retained within Alameda County if feasible.

HP-I.8 Study and consider the possibility of grant funding for homes designated or determined to be of historic value.



8 Economic Vitality

The downtown is the “heart” of Pleasanton. It is the primary gathering spot for the community and serves as a major draw for visitors. The resulting vibrancy attracts businesses to the downtown and helps to sustain them once they are established. Consequently, maintaining the downtown character contributes substantially to a healthy business environment.

Notwithstanding the condition of the regional, state, and national economies, the economic health of the downtown is dependent upon many factors addressed in other chapters of this plan: land use, transportation, parking, utilities, and design. This chapter builds on that foundation and provides policy guidance to ensure continued economic vitality in downtown Pleasanton.

8-1 EXISTING CONDITIONS

The downtown’s commercial district contains a healthy mix of retail, service, and office/institutional businesses. There is approximately 424,000 square feet of retail space in the downtown, with many businesses occupying small spaces of less than 1,000 square feet. There is also approximately 442,000 square feet of office space, characterized by local-serving businesses, such as legal, insurance, design, and real estate offices.¹

As of 2017, downtown retail space annually rents for a \$35.90 per square foot average², which is approximately \$5.00 per square foot higher than the citywide average. Compared to retail businesses in other parts of the city, establishments in downtown tend to be smaller format with a higher percentage of independently owned and managed businesses. The downtown’s success, particularly in recent years, has been largely driven by

the dining sector, which provides a wide variety of eating and drinking venues that cater to local residents, workers, and visitors.³

Average annual office rents in downtown are much lower than the citywide average: as of 2017, downtown office space rented for \$19.27 per square foot downtown, compared to \$32.48 per square foot elsewhere. This is largely due to the downtown’s lack of Class A and large-scale office spaces, both which typically command higher rents. However, historically the downtown office submarket has been less volatile to market changes than the rest of the city, given its limited supply and small-scale composition of tenants.⁴

¹ Downtown Pleasanton Market Analysis, Economics & Planning Systems, Inc., May 2017.

² Average annual rents are determined on a triple net basis (net of maintenance, utilities, and taxes).

³ Downtown Pleasanton Market Analysis, Economics & Planning Systems, Inc., May 2017.

⁴ Downtown Pleasanton Market Analysis, Economics & Planning Systems, Inc., May 2017.

8-2 ACTIVE GROUND FLOOR USES

As defined in this Specific Plan, “active ground floor use” means a use that promotes an active pedestrian environment on the ground floor of a commercial building, and includes retail establishments, restaurants, bars and brew pubs, art and craft studios, and other uses determined by the Director of Community Development to be substantially similar to the foregoing, or to have unique characteristics such that the objectives of the overlay district would be met. Leasing first-floor tenant space to active uses, particularly retail businesses and restaurants along Main Street and within the proposed Town Square District, is a priority of this Plan for multiple reasons. First, active uses such as retail shops and restaurants are generally restricted to ground-floor locations. Second, concentrations of active uses with storefront displays add interest to the streetscape and encourage pedestrian activity. In addition, retail shops and restaurants are more likely than most offices to remain open in the evenings and on weekends. This draws customers and thereby increases the downtown’s economic viability. The Pleasanton Downtown Association (PDA) is an important player in this effort, as well. The Association encourages property owners to find retail tenants for ground-floor space when it becomes available by helping to identify businesses that would be good for the downtown as a whole and for the building owner.



Active ground floor uses draws customer and increase downtown’s overall economic viability.

Requiring ground floor active uses in the Active Use Overlay district, as shown in Figure 4-2, ensures that opportunities for maintaining a critical mass of ground-floor retail and pedestrian-oriented service uses exist despite market pressure to lease to other businesses. The availability of office space on the upper floors and on streets such as Peters Avenue and Old Bernal Avenue would enable the mix and diversity of the downtown businesses to continue. For additional discussion of active ground floor uses, refer to Chapter 4, Land Use and Design.

8-3 MIXED USE DISTRICTS

Two new mixed-use areas are defined in the Downtown Specific Plan, both intended to extend the vibrant and diverse commercial environment of Main Street into adjacent areas.

The Mixed Use-Downtown land use designation is designed to extend the character of Main Street south into the Town Square District. New commercial development, including small-scale retail, restaurants, and offices, would complement existing businesses along Main Street, thereby creating potential additional opportunities to draw shoppers, diners, and workers downtown. Potential entertainment and hospitality uses in the Town Square District, such as a theater and/or a hotel, will serve locals and visitors alike, thereby positioning downtown Pleasanton as both a cherished hub of the local community as well as a regional destination.

The Mixed Use-Transitional land use designation provides a transition from the bustle of the commercial area to residential neighborhoods. Since active ground floor uses will be required along Main Street and in the Town Square District, the Mixed Use-Transitional area has great potential to attract non-active ground floor uses, such as personal service establishments, offices, and financial institutions.



The Mixed Use-Downtown land use designation will extend the vibrant and diverse commercial environment from Main Street to surrounding areas.

8-4 TOURISM, COMMUNITY EVENTS, AND STREET CLOSURES

Downtown events contribute to the strong sense of community that exists in Pleasanton. Special events and programs create additional opportunities for people to gather as a community and enjoy the unique environment of the downtown. By attracting Pleasanton residents and visitors alike, events familiarize people with the businesses and positively impact the downtown's image. New people-friendly rights-of-way and parks, such as the proposed Town Square and pedestrian-only Division Street, can strengthen downtown's image as a community gathering place and center of civic life. This people-friendly, active downtown helps encourage reinvestment by businesses and property owners to the benefit of all.

However, events can impact businesses in different ways. For example, some businesses experience disruptions to their regular operations during street closures with an attendant loss of

revenues, while others report that they gain new customers in the weeks following the closure due to exposure during the event. For events to be successful, the appropriate infrastructure must be in place, and the activities must be carefully planned and managed. This includes: safety considerations, street closure impacts on businesses, event staging areas and plazas, adequate rest/play areas, and pedestrian and bicycle facilities for safe movement through the downtown. The Downtown Hospitality Guidelines, adopted by City Council in 2012, seek to create a balance between protection of the high-quality life residents deserve, and fostering appropriate, safe activities downtown, by providing guidelines for such events. The policies and programs that follow are intended to help balance the value of events with the potential "costs" they may impose, and to build on the infrastructure recommendations contained in other parts of the Plan which also support tourism and community events.

8-5 ECONOMIC VITALITY GOALS

- EV-G.1** Ensure a positive downtown business climate to support a thriving pedestrian-friendly commercial district that attracts residents and visitors alike and maintains the downtown as the “heart” of the community.
- EV-G.2** Strengthen the downtown’s diversified economic base with measures that increase business viability and that allow businesses to respond to market demands.
- EV-G.3** Retain existing businesses and attract new businesses through the development of programs and assets that add value to the downtown and the City.
- EV-G.4** Encourage special events that attract downtown visitors and provide opportunities for people to gather as a community while limiting the impacts of street closures, traffic congestion, and other aspects of special events on local commerce and residences.



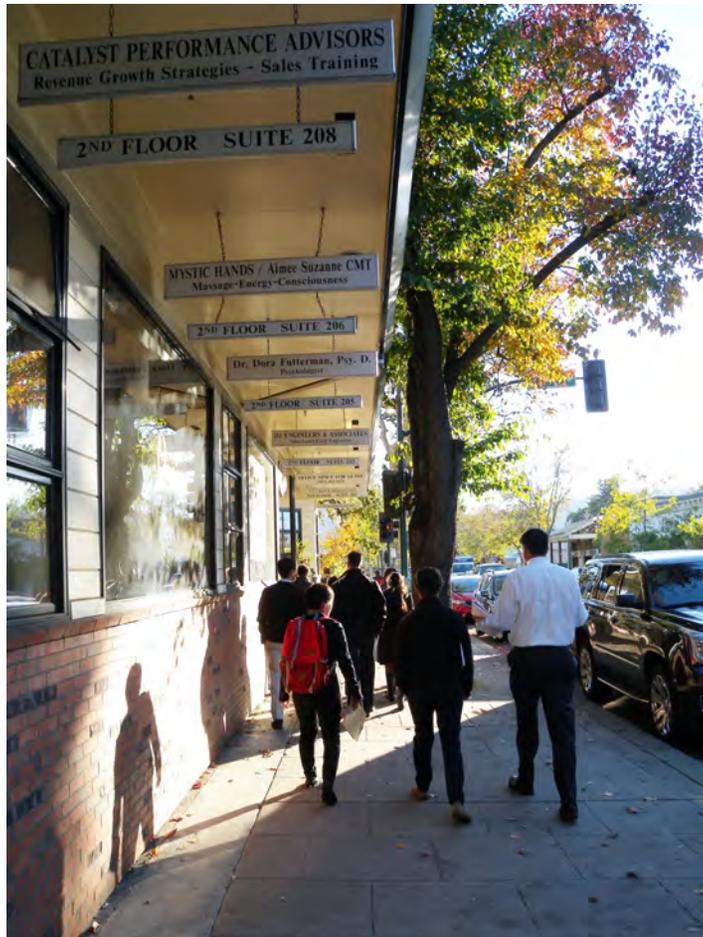
The Specific Plan aims to retain existing businesses as well as attract new businesses to the area.

8-6 ECONOMIC VITALITY POLICIES

BUSINESS VIABILITY AND GROUND FLOOR ACTIVE USES

- EV-P.1 Market Driven Business Mix.** Monitor economic trends to ensure that the mix of businesses is both performance and market driven and offers a variety of restaurants, retail, community event spaces, and office establishments that attract residents and visitors alike.
- EV-P.2 Mixed Use Development.** Encourage the development of office and residential space on upper floors in the Mixed Use-Downtown and Mixed Use-Transitional districts.
- EV-P.3 Evening Activity.** Encourage businesses to remain open at night and to light their storefront displays in the evening in order to encourage activity and promote safety.
- EV-P.4 Business Improvement District.** Continue the City’s participation in a Business Improvement District with the Pleasanton Downtown Association, with the objective of promoting economic vitality in the downtown.
- EV-P.5 Marketing Integration.** Integrate businesses and attractions located in the Town Square District into downtown branding and promotional material.

- EV-P.6 First Floor Design.** Ensure that new buildings in the Active Use Overlay are designed to accommodate a range of first-floor uses such that a variety of uses may occupy the space.
- EV-P.7 Business Attraction.** Work with the Pleasanton Downtown Association to identify desired tenants for the downtown and to lease vacant spaces to businesses that bolster the downtown.
- EV-P.8 Predictable Business Environment.** Support a predictable and welcoming business environment by continuing to refine and improve the City design review and permitting process to ensure it is as expedient and business-friendly as possible.
- EV-P.9 Pushcarts, Pop-Up Activities, and Kiosks.** Conduct a study to consider allowing pushcarts, pop-up activity spaces, and kiosks in the downtown to encourage increased activity, with the interest of ensuring a safe and convenient pedestrian traffic and can meet design standards.



Increased pedestrian and loading access to downtown businesses will increase economic vitality.

COMMUNITY EVENTS AND ACTIVITIES

- EV-P.10 Downtown Hospitality Guidelines.** Ensure special events and street closures comply with the Downtown Hospitality Guidelines.
- EV-P.11 Historic Heritage Activities.** Encourage and promote community activities and events that focus on the historic character of the downtown.
- EV-P.12 Division Street.** Support the activation of Division Street between Main Street and Railroad Avenue with events and other activities that draw people downtown. *Refer to Chapters 4 and 5 for additional policies and programs on Division Street.*
- EV-P.13 Community Events in Public Spaces.** Permit organizations to rent plazas, parks, and Division Street between Main Street and Railroad Avenue for community and special events.
- EV-P.14 Access.** Ensure adequate pedestrian and loading access to businesses along Division Street between Main Street and Railroad Avenue and businesses that operate during street closure events.

8-7 ECONOMIC VITALITY IMPLEMENTATION PROGRAMS

- EV-I.1** Work with the Pleasanton Downtown Association to develop a Downtown Guide that highlights community attractions and events and promotes downtown Pleasanton as a walkable destination where people can shop, dine, play, and stay.
- EV-I.2** Conduct a survey of downtown property owners to evaluate the feasibility of and interest in establishing a Downtown Pleasanton Business Improvement/Assessment District.
- EV-I.3** Should the existing civic center relocate, ensure that any future amenities in the proposed Town Square District are featured on the Pleasanton Downtown Association website and in promotional materials.
- EV-I.4** Work with the Pleasanton Downtown Association to keep the list of available downtown commercial properties up to date and easily accessible.
- EV-I.5** Launch a “Shop Pleasanton First” campaign to increase business activity and educate the community about the benefits of shopping locally.
- EV-I.6** Upon completion of a feasibility study, develop standards for pushcarts, pop-up activities, and kiosks in the downtown that ensure compatibility with surrounding uses, safe and convenient pedestrian traffic, and that design standards are met.
- EV-I.7** Consider using Division Street between Main Street and Railroad Avenue for community events, such as a mid-week farmers’ market, and as a pedestrian-only zone in evenings to improve connectivity between the Firehouse Arts Center and Main Street.

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9 Implementation

The following chapter summarizes the various implementation programs identified in the previous chapters to achieve the objectives for the downtown. State law requires that specific plans address implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the Plan. Many specific plans apply to largely undeveloped areas and address how and where new development will occur, how the infrastructure will be provided, and how the new public improvements will be funded by developing property owners. In contrast, Pleasanton's downtown is mostly built-out, and implementing the policies and programs of the Downtown Specific Plan will in many cases involve the City in partnership with existing property owners, the business community, and developers. Funding is expected to occur through a combination of City funds, property owner assessment districts, developer obligations, state funding, and grants. Implementation of the Plan will require action in the form of City projects and programs to be reviewed annually and funded in a phased manner, through: (1) the City's Capital Improvement Program; and (2) the City Council priority-setting process for City programs. Due to the amount and cost of the Specific Plan policies and programs, it is expected that implementation will be phased over at least the next twenty years.

9-1 IMPLEMENTATION PROGRAMS

CAPITAL IMPROVEMENT PROJECTS

The City identifies, prioritizes, and funds its major public improvement projects through the Capital Improvement Program (CIP). The construction, replacement, and repair of public infrastructure such as streets, utilities, and parks and other facilities such as public parking lots and City-owned buildings are all considered by the City Council annually through the CIP process, to ensure that the City’s needs can be met over time. The Downtown Specific Plan identifies a number of capital improvement projects that will be considered alongside other planned projects and constructed in phases as funds become available.

CITY PROGRAMS

City programs are actions undertaken to implement City policies as expressed in the General Plan and specific plans. Programs are carried out by City staff and others at the direction of the City Council and can be one-time work assignments or on-going activities. The City Council regularly prioritizes the major work programs, and funding for them is accomplished through the City’s budget process.

The following table of implementation programs, as identified in the previous chapters, is presented so that they may be included in the CIP and/or scheduled and undertaken by other means.

Table 9-1: Implementation Programs*

#	Implementation Program	CIP	City Program
Land Use and Design			
LD-I.1	Request voter approval to amend the Bernal Property Phase II Specific Plan and of a financing plan for the potential relocation of the existing civic center. Ensure that the Library and Community Center are included as part of Phase I of the new Civic Center. Implementation of the Downtown Specific Plan components related to the new Civic Center shall not occur unless voters approve the Bernal Property Phase II Specific Plan amendment affirmatively. If the vote is not affirmatively approved, amend the Downtown Specific Plan as it relates to the existing civic center site.		X
LD-I.2	Initiate Land Use Amendments to modify land use designations for various properties to address inconsistencies between the General Plan, Specific Plan, and zoning designations. Table B-1 in Appendix B includes a list of properties preliminarily identified as having such inconsistencies. The final list of properties and their preferred land use designations will be determined as part of the land use amendment process.		X
LD-I.3	Amend the PMC to allow existing single-family residential units as permitted uses in the Downtown Commercial and Mixed Use -Transitional districts, allow for additions or enlargements to these structures, and establish applicable development standards.		X
LD-I.4	Initiate an amendment to the PMC to: limit building height in all residential zoning districts in the downtown (including future Planned Unit Development Districts) to not more than 30 feet; clarify that height should be measured from the lower of natural or finished grade and that the highest point includes parapets; and clarify height measurement of architectural building elements and free-standing appurtenant structures.		X
LD-I.5	Amend the PMC to limit the hours of operation for uses in the Mixed Use-Transitional District to remain open no later than 11:00 p.m.		X
LD-I.6	Develop a maintenance program to keep sidewalks, facades, windows, awnings, signs, and other elements of the public realm clean and in good repair.		X

Table 9-1: Implementation Programs*

#	Implementation Program	CIP	City Program
LD-I.7	Modify the Sidewalk Dining and Decorative Display Ordinance to separate the sidewalk dining requirements from sidewalk decorative display requirements in the Ordinance, and to reflect the following standards and guidelines: <ul style="list-style-type: none"> a. Barriers for sidewalk dining areas may be attached to the sidewalk. b. Barriers for sidewalk dining areas may not exceed three feet in height. c. Plant materials in planters or flower pots within sidewalk dining areas may not exceed a total height of four feet from the sidewalk. d. Umbrellas used in sidewalk dining areas must maintain a minimum clearance of seven feet between the sidewalk and the bottom of the umbrella cover. e. Sidewalk dining areas should remain visually open and unobtrusive. f. Tree grates should be used in lieu of decomposed granite around trees adjacent to a sidewalk dining area. 		X
LD-I.8	Sidewalks within dining areas should be regularly steam cleaned by the business owner.		X
LD-I.9	Adopt and regularly update a Master Plan for the Downtown Parks and Trails System to include parks, open spaces, plazas, public art and pedestrian enhancements along the Arroyo del Valle to assist with further enhancing the community.		X
LD-I.10	Devise a streetscape improvement schedule with the goal of improving two streets each year.		X
LD-I.11	Add trash receptacles to the side streets and parallel streets in the commercial portion of the Downtown. Locations should be determined based upon the concentration of business establishments, amount of foot traffic, and presence of bus stops. The trash receptacles should match the metal receptacles used on Main Street.	X	
LD-I.12	Develop and refine a street tree planting program for streets identified in Figure 4-1: Existing and Planned Downtown Design Projects.		X

Table 9-1: Implementation Programs*

#	Implementation Program	CIP	City Program
LD-I.13	Prioritize design and install gateway elements as follows: <ul style="list-style-type: none"> a. First Priority <ul style="list-style-type: none"> • Wixom Bridge at Hopyard Road/Division Street • Main Street at the Arroyo/near Stanley Blvd • Main Street at Bernal Avenue b. Second Priority <ul style="list-style-type: none"> • Neal Street at First Street • First Street Bridge at Stanley Boulevard • Old Bernal Avenue at Bernal Avenue • Bernal Avenue at Sunol Blvd and First Street 	X	X
LD-I.14	Work with private property owners and appropriate entities (e.g., Civic Arts Commission, Planning Commission, Pleasanton Downtown Association, Pleasanton Cultural Arts Council, Pleasanton Art League, and Pleasanton Unified School District) to implement the projects identified in the Downtown Public Art Master Plan and to identify potential additional locations for temporary or permanent public art installations (including sidewalk tile art, painted utility boxes, sculptures, murals, etc.).	X	X

Table 9-1: Implementation Programs*

#	Implementation Program	CIP	City Program
LD-I.15	Initiate amendments to the Sign Ordinance to address the following: <ul style="list-style-type: none"> a. Delete the section of the Sign Ordinance which precludes the use of projecting signs over an awning or similar shading device. b. Identify functional signs, (lights, clocks, temperature indicators), and communicate with property owners to ensure functional signs are compliant and in working condition. c. Allow the use of two sign types in addition to window signs. d. Waive design review approval for window signs that meet the criteria of the Sign Ordinance and the Design Guidelines. e. Along the Main Street corridor, permit banners on the outside of a building for live performances, street festivals, and entertainment in order to promote such events which bring activity to the Downtown. Banners may be a maximum of 24 square feet, and use shall be limited to the day of the event, with removal required at the end of the day. Grand opening banners are also permitted in accordance with the requirements of the PMC. f. Develop standards to regulate the size of campaign related signage. g. Develop sign standards for the Mixed Use – Transitional designation. h. Amend existing regulations for freestanding sidewalk signs and menu displays such that the regulations are specifically tailored to apply to side streets, to ensure that adequate pedestrian passageways on sidewalks are maintained. 		X
LD-I.16	Install standard design street lighting along St. Mary Street to the west of Peters Avenue, as indicated on Figure 4-1.	X	

Table 9-1: Implementation Programs*

#	Implementation Program	CIP	City Program
LD-I.17	Implement other all existing plans and policy documents applicable to the downtown. These include: <ul style="list-style-type: none"> a. Master Plan for the Downtown Parks and Trails System b. Pleasanton Downtown Public Art Master Plan c. Master Plan for Lions Wayside and Delucchi Parks d. Downtown Design Guidelines e. Civic Center Master Plan f. Pedestrian and Bicycle Master Plan g. Pleasanton Trails Master Plan h. Downtown Parking Strategy i. Pleasanton Downtown Historic Context Statement j. Downtown Hospitality Guidelines 		X
LD-I.18	Review, refine, and clarify context sensitive infill guidelines as needed.		X
LD-I.19	Amend the PMC definition of “mixed use” such that residential uses are not a required component of a mixed-use project, and such that it excludes industrial uses.		X
LD-I.20	Amend the PMC to include a definition for live-work units.		X
LD-I.21	Modify the definition of floor area such that it is clear that floor area includes both residential and non-residential uses in a building.		X
LD-I.22	Amend the PMC to include a chapter for the Mixed-Use Transitional District.		X
LD-I.23	Establish story pole and visual simulation standards for when they are required per the current application requirements.		X
LD-I.24	Create a definition in the PMC to define “story.”		X

Table 9-1: Implementation Programs*

#	Implementation Program	CIP	City Program
Mobility and Parking			
MP-I.1	Amend the Transportation Demand Management Ordinance, as described in the Downtown Parking Strategy and Implementation Plan, to enable the PDA to function as a “large employer” and, therefore, to establish and promote a TDM program for the downtown businesses and employees. Investigate and pursue funding options which will encourage and enable the PDA to actively promote such a program, using incentives to reduce vehicular commuting into the downtown.		X
MP-I.2	Consult the Alameda County Transportation Commission and other pertinent alternative transportation agencies before implementing alternative transportation measures or programs.		X
MP-I.3	Continue evaluating new technologies including bike- share, e-bikes, autonomous vehicles, private ridesharing, and others to help manage transportation demand and promote non-vehicular travel modes.		X
MP-I.4	Develop the Transportation Corridor into separate paved and unpaved trails to accommodate various user groups and to connect to the Arroyo del Valle at First Street, consistent with the Master Plan for the Downtown Parks and Trails System. Transportation Corridor development should be prioritized because of its value to downtown as a primary transportation corridor for non-vehicular use. The corridor should also accommodate vehicular parking to support downtown businesses.	X	
MP-I.5	Implement a phased effort to pave existing unpaved segments of the Arroyo del Valle trail to begin at the Main Street Bridge and be a part of the downtown gateway design. Providing an all-weather and accessible pavement for the existing trail along Arroyo del Valle will strengthen the east-west off- street connection to downtown.	X	
MP-I.6	Amend the Pedestrian and Bicycle Master Plan to include a new bicycle corridor along Peters Avenue and begin design of a two-way cycle track on the new corridor.		X

Table 9-1: Implementation Programs*

#	Implementation Program	CIP	City Program
MP-1.7	Develop long-term bicycle parking spaces in public parking lots, including a minimum of four long-term bicycle parking lockers. Once the bike lockers and bike racks are installed, monitor the need to increase capacity. Consider incentivizing private parking lot owners to convert parking stalls for long-term or short-term bicycle parking use.	X	X
MP-1.8	Conduct a study of pedestrian activity along First Street and the need for a pedestrian-activated mid-block crossing between Arendt Way and Kottinger Drive. A mid-block crossing at this location would shorten the walking distance for pedestrians to reach a signalized crossing and would increase the number of pedestrian routes into downtown.	X	
MP-1.9	Improve visibility of crosswalks by utilizing surface treatments such as colored and stamped asphalt pavement at signalized intersections along Main Street, or high-visibility striping such as ladder style striping at unsignalized intersections.	X	
MP-1.10	Provide sidewalks of a minimum of 6'-0" on both sides of the street for all streets in the downtown area and implement a routine maintenance program. Sidewalks adjacent to businesses should be monitored for vertical and horizontal clearances, including required minimum clearances.	X	X
MP-1.11	Implement curb extensions ("bulb-outs) along Peters Avenue and First Street, where feasible, to tighten corner radii, slow turning vehicular traffic, and shorten pedestrian crossing distances. Bulb-outs should be designed to avoid interfering with bicycles.	X	
MP-1.12	Transit stops with high passenger boarding numbers should include a shelter with seating and short-term bike parking for a minimum of three bicycles wherever feasible.	X	
MP-1.13	Amend boundaries of the Downtown Revitalization District (PMC Section 18.74) to include the City-owned 4-acre site adjacent to the ACE train station.		X
MP-1.14	Conduct an initial pilot study of designated passenger loading and drop-off zones downtown.		X

Table 9-1: Implementation Programs*

#	Implementation Program	CIP	City Program
MP-I.15	Coordinate with ACE/ the San Joaquin Regional Rail Commission and Alameda County to provide additional parking for ACE train commuters.	X	X
MP-I.16	Amend PMC Section 18.88 to allow joint-use parking agreements, subject to appropriate parameters and limitations to be developed as part of PMC amendments, in any zoning districts applicable to the Town Square District, and to allow parking reductions for discrete uses sharing the same site or on adjoining sites in those districts.		X
MP-I.17	Amend PMC Section 18.84.230 to require landscaping of parking facilities in any zoning districts applicable to the Town Square District.		X
MP-I.18	Amend PMC Section 18.56 to allow surface parking on the Transportation Corridor.		X
MP-I.19	Initiate an amendment to the PMC to incorporate a parking ratio for properties in the Mixed-Use Transitional district, taking into consideration existing parameters in the PMC for “major alterations” for properties within the Downtown Revitalization District.		X
Public Facilities			
PF-I.1	Relocate the existing 18-inch water main and 15-inch sanitary sewer main out of the development footprint of any future development on the existing civic center site, subject to voter approval.	X	
PF-I.2	Convert pump station S-7 from a dry well to a full submersible pump station in order to continue to operate at current capacity or any necessary increased capacity within the planning area.	X	
PF-I.3	Review and improve the sanitary sewer system in First Street within the planning area to provide flow consolidation and diversion to improve the capacity serving the area east of the planning area.	X	X
PF-I.4	Review the segment of sanitary sewer main in Angela Street in the block between Main Street and Peters Avenue for possible improvements or replacement.	X	X

Table 9-1: Implementation Programs*

#	Implementation Program	CIP	City Program
PF-I.5	Review and improve the storm drain system near the intersection of Main Street and Neal Street to address surface ponding during heavy rain events within the roadway and gutter.	X	X
PF-I.6	If trash generation increases in the planning area, evaluate the need to install full trash capture devices, such as connector pipe screens in drop inlets.		
PF-I.7	Evaluate future development projects and require construction of improvements as needed to ensure adequate capacity in water and sewer distribution/conveyance infrastructure. Flow testing shall be conducted, as appropriate, to ensure that design requirements are met.		
Historic Preservation			
HP-I.1	Complete Historic Context Document to identify what physical features of the built environment are important reflections of Pleasanton’s history.		Complete
HP-I.2	Prepare Comprehensive Historic Resource Survey in Downtown Specific Plan Area.		Complete
HP-I.3	Specific individual City staff representatives from the Building Inspection, Planning, and Fire Departments to review development permit applications relating to historic resources. These individuals should further be provided with the technical education adequate to perform high-level review.		X
HP-I.4	City departments responsible for the review of projects involving modifications to historic buildings should prepare and distribute a public informational flyer that details the application submittal requirements, step-by-step review process, and available historic preservation incentive programs.		X
HP-I.5	Implement an award program for the rehabilitation of historic structures.		X
HP-I.6	Study property owner interest in and costs associated with developing a program to commemorate known historic structures with plaques.		X

Table 9-1: Implementation Programs*

#	Implementation Program	CIP	City Program
HP-I.7	Establish a procedure for the management of paleontological materials found on-site during a development, including the following provisions: <ul style="list-style-type: none"> • If materials are found on-site during grading, require that work be halted until a qualified professional evaluates the find to determine if it represents a significant paleontological resource. • If the resource is determined to be significant, the paleontologist shall supervise removal of the material and determine the most appropriate archival storage of the material. • Appropriate materials shall be prepared, catalogued, and archived at the applicant’s expense and shall be retained within Alameda County if feasible. 		
Economic Vitality			
EV-I.1	Work with the Pleasanton Downtown Association to develop a Downtown Guide that highlights community attractions and events and promotes downtown Pleasanton as a walkable destination where people can shop, dine, play, and stay.		X
EV-I.2	Conduct a survey of downtown property owners to evaluate the feasibility of and interest in establishing a Downtown Pleasanton Business Improvement/Assessment District.		X
EV-I.3	Should the existing civic center relocate, ensure that any future amenities in the proposed Town Square District are featured on the Pleasanton Downtown Association website and in promotional materials.		X
EV-I.4	Work with the Pleasanton Downtown Association to keep the list of available downtown commercial properties up to date and easily accessible.		X
EV-I.5	Launch a “Shop Pleasanton First” campaign to increase business activity and educate the community about the benefits of shopping locally.		X
EV-I.6	Upon completion of a feasibility study, develop standards for pushcarts, pop-up activities, and kiosks in the downtown that ensure compatibility		X

Table 9-1: Implementation Programs*

#	<i>Implementation Program</i>	<i>CIP</i>	<i>City Program</i>
	with surrounding uses, safe and convenient pedestrian traffic, and that design standards are met.		
EV-1.7	Consider using Division Street between Main Street and Railroad Avenue for community events, such as a mid-week farmers' market, and as a pedestrian- only zone in evenings to improve connectivity between the Firehouse Arts Center and Main Street.		X

*Note: This table subject to change.

9-2 FINANCING

Most of the implementation programs listed above will be coordinated by the City, and funding will most likely involve the use of both private and public funds. Public works and trail improvement projects will be funded through the City’s Capital Improvement Program (CIP), which receives money from various sources. These include the General Fund, public facilities fees, gas tax funds, and some developer funds. In addition, as of 2018, the City has a limited amount of parking in-lieu fees (and more could potentially be available in the future) to help fund the acquisition of land and improvements for public parking facilities, and property owner assessment district financing can be used with the agreement of affected property owners for developing public parking facilities. Furthermore, State and Federal grants are sometimes available for various types of public improvement projects. Projects will be considered by the City Council as part of the annual CIP planning process, which will determine funding status (funded or unfunded) and year of

construction based upon priority and availability of funds. City Programs listed above will be carried out by City of Pleasanton staff and others as appropriate and will be assigned and updated annually based on Council priorities and availability of funds. In addition, as the Plan’s various improvements are implemented, it is likely that maintenance costs will increase. Funding will be allocated through the City’s budget process.

In addition to the above, other funding and financing tools may be available to address the costs of various projects. These include grants, establishment of assessment districts, issuance of bonds, collection of in-lieu fees and requiring developers to contribute a pro-rata share for project-related public improvements. Each of these tools would be evaluated on a case-by-case basis and in most instances would require action by the City Council to initiate or implement.

9-3 CIVIC CENTER RELOCATION AND PHASING

In November 2016, the City Council accepted the Civic Center Master Plan for a new civic center at the Bernal property. The Master Plan was put forward by the Civic Center Task Force with the understanding that moving the existing civic center and library would require a vote of the people, since in 2006 the Bernal property site had been designated, with voter approval, as the site for a cultural and performing arts center. Following the completion of the Downtown Specific Plan update, the Council will revisit the Civic Center Master Plan. Final approval of the Civic Center Master Plan is subject to voter approval.

As described in this specific plan's Land Use and Design chapter and illustrated in Figure 4-3: Town Square District Concept Diagram, if approved, redevelopment of the civic center site would occur in two phases. In Phase 1, the eastern portion of the existing civic center site fronting Main Street at the southern gateway to downtown would be redeveloped and the parking structure proposed near the ACE train station could be constructed (this parking structure could also be constructed in Phase 2, if desired). The new Pleasanton Public Library, the Community Center, and the parking structure for these uses at

the Bernal Property would also be constructed on as part of Phase 1, if approved. The development of the remainder of the Town Square District, including entertainment uses, mixed-uses, and reuse of the building that currently (as of 2018) accommodates the Pleasanton Public Library, is anticipated to be finalized in Phase 2. Timing for each of the phases is not determined at this time, since it will depend on securing necessary funding, agreements being reached with future developers and other partners, and completion of detailed site, infrastructure and building plans.

Relocation of the Civic Center will require approval of a vote by the people.

The Pleasanton Unified School District (PUSD) site at Bernal and First Street was considered to be included in the Downtown Specific Plan planning area, but the PUSD Board decided in February 2017 not to be included in the planning area.

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10 General Plan Relationship to Specific Plan

The Pleasanton General Plan is the primary City planning document with which all other City specific plans, ordinances, regulations, policies, and programs must be consistent. The key General Plan policies and programs which relate to the Downtown Specific Plan are presented in Table 10-1 in the order of the Element (Chapter) of the General Plan in which they are found. Conforming Specific Plan policies and programs are listed for each General Plan policy and program. These are to be implemented equally along with other applicable General Plan provisions for individual development projects within the planning area.

City of Pleasanton **Downtown Specific Plan**

Table 10-1: General Plan/Specific Plan Policy Consistency

General Plan Policies and Programs		Conforming Specific Plan Policies and Programs
Land Use Element		
Program 1.5	Support more locally-serving shopping opportunities in neighborhoods so that people do not have to drive far to purchase goods.	<u>Policies:</u> LD-P.5, LD-P.6, LD-P.25, LD-P.29, EV-P.1, EV-P.3 <u>Programs:</u> EV-I.5
Program 2.1	Reduce the need for vehicular traffic by locating employment, residential, and service activities close together, and plan development so it is easily accessible by transit, bicycle, and on foot.	<u>Policies:</u> LD-P.5, LD-P.6, LD-P.33, MP-P.18, MP-P.22, MP-P.30 <u>Programs:</u> LD-I.2, MP-I.8, MP-I.11
Program 2.3	Require transit-compatible development near BART stations, along transportation corridors, in business parks and the Downtown, and at other activity centers, where feasible.	<u>Policies:</u> LD-P.25, LD-P.26, LD-P.27, LD-P.29, LD-P.38 <u>Programs:</u> LD-I.1, LD-I.2,
Program 2.4	Require higher residential and commercial densities in the proximity of transportation corridors and hubs, where feasible.	<u>Policies:</u> LD-P.27, LD-P.28, LD-P.44 <u>Programs:</u> LD-I.2,
Policy 8	Preserve and enhance the character of existing residential neighborhoods.	<u>Policies:</u> LD-P.2, LD-P.9, LD-P.10, LD-P.32, LD-P.50, HP-P.2, HP-P.6, HP-P.9, <u>Programs:</u> LD-I.3
Policy 9	Develop new housing in infill and peripheral areas which are adjacent to existing residential development, near transportation hubs or local-serving commercial area.	<u>Policies:</u> LD-P.27, LD-P.28 <u>Programs:</u> LD-I.3
Policy 12	Preserve the character of the Downtown while improving its retail and residential viability and preserving the traditions of its small-town character.	<u>Policies:</u> LD-P.2, LD-P.7, LD-P.25, LD-P.27, LD-P.29, LD-P.32, EV-P.1 <u>Programs:</u> LD-I.3
Program 12.3	In the Downtown, implement mixed-use development which incorporates higher density and affordable residential units consistent with the Downtown Specific Plan, where feasible.	<u>Policies:</u> LD-P.6, LD-P.17, LD-P.18, LD-P.25, LD-P.26, LD-P.27

Table 10-1: General Plan/Specific Plan Policy Consistency

General Plan Policies and Programs		Conforming Specific Plan Policies and Programs
Program 12.4	Encourage second-floor apartments above first-floor commercial uses and live-work units in the Downtown. Also allow mixed-use development in the Downtown where residences are located behind commercial uses.	<u>Policies:</u> LD-P.5, LD-P.17, LD-P.18, LD-P.19, LD-P.27
Policy 16	Encourage mixed-use development which encompasses any combination of commercial development, housing units, or community facilities in an integrated development. In areas served by transit, encourage mixed use and residential densities that support affordable housing and transit.	<u>Policies:</u> LD-P.5, LD-P.17, LD-P.18, LD-P.27
Circulation Element		
Policy 4	In the Downtown, facilitate the flow of traffic and access to Downtown businesses and activities consistent with maintaining a pedestrian-friendly environment.	<u>Policies:</u> LD-P.8, LD-P.31, LD-P.33, MP-P.2, MP-P.18, MP-P.19, MP-P.30 <u>Programs:</u> MP-I.9, MP-I.11
Program 10.3	Develop the Downtown section of the Transportation Corridor with parking, a pedestrian and bicycle trail, and landscaping, consistent with the 2002 Master Plan for the Downtown Parks and Trails System and with the Downtown Specific Plan.	<u>Policies:</u> MP-P.26, MP-P.27 <u>Programs:</u> MP-I.4
Program 15.3	Maximize transportation opportunities, enabling more people to live close to their places of work, such as with transit-oriented development (TOD).	<u>Policies:</u> LD-P.5, LD-P.23
Policy 22	Create and maintain a safe, convenient, and effective bicycle system which encourages increased bicycle use.	<u>Policies:</u> MP-P.3, MP-P.9, MP-P.15, MP-P.18, MP-P.20, MP-P.21, MP-P.26, MP-P.27, MP-P.29, MP-P.30 <u>Programs:</u> MP-I.3, MP-I.4, MP-I.6, MP-I.7, MP-I.12
Program 22.3	Integrate bicycle lanes or separate bikeways into street projects, wherever feasible.	<u>Policies:</u> MP-P.3, MP-P.9, MP-P.18, MP-P.26, MP-P.30 <u>Programs:</u> MP-I.6
Program 22.10	Develop the Downtown portion of the Transportation Corridor for pedestrian, bicyclists and parking,	<u>Policies:</u> MP-P.26, MP-P.27 <u>Programs:</u> MP-I.4

City of Pleasanton **Downtown Specific Plan**

Table 10-1: General Plan/Specific Plan Policy Consistency

General Plan Policies and Programs		Conforming Specific Plan Policies and Programs
	consistent with the 2002 Master Plan for the Downtown Parks and Trails System and with the Downtown Specific Plan.	
Policy 23	Create and maintain a safe and convenient pedestrian system which encourages walking as an alternative to driving.	<u>Policies:</u> LD-P.33, MP-P.1, MP-P.3, MP-P.4, MP-P.6, MP-P.7, MP-P.8, MP-P.10, MP-P.11, MP-P.13, MP-P.14, MP-P.16, MP-P.18, MP-P.19, MP-P.21, MP-P.27, MP-P.28, MP-P.29, MP-P.30 <u>Programs:</u> MP-I.4, MP-I.5, MP-I.8, MP-I.9, MP-I.10, MP-I.11
Housing Element		
Policy 1	At a minimum, maintain the amount of high-density residential acreage currently designated on the General Plan Map and permitting high density housing.	<u>Policies:</u> LD-P.1, LD-P.42
Policy 3	Encourage developments on sites designated for multiple-family residential uses which are adjacent to commercial districts to be designed at the maximum height allowed for multiple-family residential zoning districts, consistent with neighborhood character, however in the Downtown, multiple-family residential building height should be consistent with the design policies of the Downtown Specific Plan and the Downtown Design Guidelines.	<u>Policies:</u> LD-P.2, LD-P.42
Policy 34	Encourage the preservation of historically and architecturally significant residential structures citywide including in the Downtown area, pursuant to the General Plan and the Downtown Specific Plan.	<u>Policies:</u> HP-P.2, HP-P.3, HP-P.4, HP-P.9, HP-P.11 <u>Programs:</u> HP-I.4, HP-I.5
Policy 41	Increase housing in the commercial portion of the Downtown area by permitting three-story construction in the Downtown area pursuant to the Downtown	<u>Policies:</u> LD-P.6, LD-P.20, LD-P.44

Table 10-1: General Plan/Specific Plan Policy Consistency

General Plan Policies and Programs		Conforming Specific Plan Policies and Programs
	Specific Plan, with one or two stories of residential over commercial in mixed-use buildings.	
Policy 43	Provide for special-needs of large families, the elderly, persons with disabilities including developmental disabilities, extremely low income households, the homeless, farmworkers, and families with single-parent heads of households.	<u>Policies:</u> LD-P.46
Program 20.7	Encourage the provision of special-needs housing, such as community care facilities for the elderly, and persons with disabilities (including developmental disabilities) in residential and mixed-use areas, especially near transit and other services. The City will provide regulatory incentives such as expedited permit processing in conformance with the Community Care Facilities Act and fee reductions where the development would result in an agreement to provide below-market housing or services. The City provides fee reductions per Pleasanton municipal Code Chapter 18.86 (Reasonable Accommodations) on the basis of hardship. The City will maintain flexibility within the Zoning Ordinance to permit such uses in non-residential zoning districts.	<u>Policies:</u> LD-P.46
Public Safety Element		
Program 4.3	Comply with State requirements regarding the removal or retrofitting of unreinforced masonry structures susceptible to seismic hazards and damage.	<u>Policies:</u> HP-P.2, HP-P.3
Public Facilities Element		
Policy 17	Make Pleasanton’s downtown into a visitor-friendly location by providing public amenities that enhance the downtown for Pleasanton residents and visitors.	<u>Policies:</u> LD-P.6, LD-P.8, LD-P.31, LD-P.38

City of Pleasanton **Downtown Specific Plan**

Table 10-1: General Plan/Specific Plan Policy Consistency

General Plan Policies and Programs		Conforming Specific Plan Policies and Programs
Program 26.13	Provide accessible disposal containers, including recycling containers, at appropriate locations downtown, at outdoor events, and in City parks.	<u>Policies:</u> LD-P.73 <u>Programs:</u> LD-I.11
Conservation and Open Space Element		
Policy 1.12	Support appropriate development intensity adjacent to areas designated as Wildlands Overlay.	<u>Policies:</u> LD-P.64, LD-P.65, LD-P.66
Policy 3	Preserve and enhance stream beds and channels in a natural state.	<u>Policies:</u> LD-P.64, LD-P.65, LD-P.66
Policy 5	Preserve and rehabilitate those cultural and historic resources which are significant to Pleasanton because of their age, appearance, or history.	<u>Policies:</u> HP-P.2, HP-P.3, HP-P.4, HP-P.11
Community Character Element		
Policy 1	Encourage the retention, reuse, and enhancement of older buildings of historical importance and architectural heritage.	<u>Policies:</u> LD-P.4, HP-P.2, HP-P.3, HP-P.4, HP-P.9 <u>Programs:</u> HP-I.5
Policy 2	Improve the visual appearance of the Downtown.	<u>Policies:</u> LD-P.7, LD-P.8, LD-P.9, LD-P.10, LD-P.11, LD-P.12, LD-P.13, LD-P.32, LD-P.34, LD-P.36, LD-P.37, LD-P.57, LD-P.58, LD-P.64, LD-P.65, LD-P.68, LD-P.69, LD-P.70, LD-P.71, LD-P.72, LD-P.83, LD-P.84, LD-P.86, LD-P.87, MP-P.7, MP-P.17, MP-P.19, MP-P.21, HP-P.5, HP-P.6, HP-P.7, HP-P.8, HP-P.9, <u>Programs:</u> MP-I.4, HP-I.5,
Program 2.1	Improve the major gateways into the Downtown to create a sense of arrival and to enhance the aesthetics along these roadways, as described in the Downtown Specific Plan.	<u>Policies:</u> LD-P.80, LD-P.81 <u>Programs:</u> LD-I.13
Program 2.2	Implement the design and beautification goals, policies, and objectives of the Downtown Specific Plan.	<u>Policies:</u> All Land Use and Design chapter policies <u>Programs:</u> All Land Use and Design chapter programs

Table 10-1: General Plan/Specific Plan Policy Consistency

General Plan Policies and Programs		Conforming Specific Plan Policies and Programs
Program 2.3	Concentrate immediate Building Code enforcement efforts on the old residential areas of the Downtown.	<u>Programs:</u> HP-P.3
Policy 3	Maintain the scale and character of the historic Downtown and surrounding residential areas	<u>Policies:</u> LD-P.2, LD-P.7, LD-P.9, LD-P.10, LD-P.11, LD-P.12, LD-P.13, LD-P.32, HP-P.5, HP-P.6, HP-P.7, HP-P.8, HP-P.9, <u>Programs:</u> LD-I.4, HP-I.1
Program 3.1	Require the height, mass, setbacks, and architectural style of new buildings to reflect the unique character and pedestrian scale of the Downtown, as exemplified in the Downtown Design Guidelines.	<u>Policies:</u> LD-P.2, LD-P.7, LD-P.9, LD-P.11, LD-P.12, LD-P.13, LD-P.32, LD-P.38 <u>Programs:</u> LD-I.4
Policy 4	Enhance the Downtown as a focus of community activity.	<u>Policies:</u> LD-P.29, LD-P.36, LD-P.59 <u>Programs:</u> EV-I.1, EV-I.7
Program 4.1	Provide opportunities for people to gather as a community and enjoy the unique environment of the Downtown while limiting the impacts of street closures on local commerce.	<u>Policies:</u> LD-P.6, LD-P.8, LD-P.29, LD-P.34, LD-P.36, LD-P.59, EV-P.10, EV-P.14
Policy 5	Encourage commercial development with frontages on arroyos and canals to orient outside activity areas, decks, and views to the arroyos and canals.	<u>Policies:</u> LD-P.64, LD-P.65, LD-P.66
Policy 6	Enhance the visual appearance and natural condition of the arroyos.	<u>Policies:</u> LD-P.64, LD-P.65, LD-P.66
Program 6.1	Improve the appearance of bridges over the arroyos with new railings, landscaping, lighting, signage, and other design techniques.	<u>Policies:</u> LD-P.82 <u>Programs:</u> LD-I.11
Program 11.2	Implement the design and beautification policies in the Downtown Specific Plan related to the Main Street Bridge.	<u>Policies:</u> LD-P.82 <u>Programs:</u> LD-I.11

City of Pleasanton **Downtown Specific Plan**

Table 10-1: General Plan/Specific Plan Policy Consistency

General Plan Policies and Programs		Conforming Specific Plan Policies and Programs
Policy 16	Discourage franchise and prototype architecture and signage.	<u>Policies:</u> LD-P.7, LD-P.11
Economic and Fiscal Element		
Policy 3	Strengthen the retail sector.	<u>Policies:</u> LD-P.4, LD-P.6, EV-P.1, LD-P.29, EV-P.3, EV-P.6, EV-P.7, EV-P.8 <u>Programs:</u> EV-I.1, EV-I.2, EV-I.3, EV-I.4, EV-I.5
Policy 4	Promote tourism, cultural, and recreational activities.	<u>Policies:</u> LD-P.29, LD-P.59, LD-P.61, LD-P.89, EV-P.11, EV-P.12, EV-P.13 <u>Programs:</u> EV-I.7
Program 4.3	Identify a desirable mix of businesses that will produce tax revenue on a continuing basis.	<u>Policies:</u> EV-P.1, EV-P.7
Policy 5	Focus City efforts on supporting and assisting Pleasanton businesses success.	<u>Policies:</u> EV-P.4, EV-P.5, LD-P.70, LD-P.71, LD-P.72, LD-P.73, LD-P.74, LD-P.82, LD-P.83, LD-P.84 <u>Programs:</u> EV-I.1, EV-I.2, EV-I.5

APPENDIX A: Goals, Policies, and Implementation Programs

#	Goal/Policy/Implementation Program
Goals	
LD-G. 1	Preserve the character and development traditions of the downtown while improving upon its commercial and residential viability.
LD-G.2	Retain the small-town scale and physical character of the downtown through the implementation of appropriate land use and development standards, including infill development that is sensitive to the context, scale and character of existing neighborhoods.
LD-G.3	Encourage attractive building architecture that reinforces the traditional, pedestrian-oriented design character and scale of downtown.
LD-G.4	If relocation of the existing Civic Center is approved by the voters, support a dynamic mixed-use Town Square district at the southern end of downtown, with a central public open space and a mix of retail, entertainment, visitor, residential, and employment uses.
LD-G.5	Encourage and proactively coordinate the redevelopment of underutilized commercial properties, while preserving historic buildings and structures.
	<i>Refer to Chapter 7 for further goals, policies, and implementation programs regarding historic preservation.</i>
LD-G.6	Design residential projects so that the scale, architecture, and massing enhance and preserve the character of existing residential neighborhoods.
LD-G.7	Promote the provision of affordable, live-work, and special-needs housing.
LD-G.8	Retain and encourage public uses that strengthen the sense of community and civic pride.
LD-G.9	Encourage the creation of publicly accessible open spaces, plazas, public art, trails, bike routes, and parks throughout the planning area.
LD-G.10	Encourage future land use development that enhances the Arroyo del Valle as a riparian habitat resource.

#	<i>Goal/Policy/Implementation Program</i>
LD-G.11	Provide streetscape enhancements and improvements that are compatible with downtown’s buildings.
LD-G.12	Continue to upgrade the Main Street streetscape and extend improvements to surrounding streets.
LD-G.13	Improve the major gateways into downtown to create a sense of arrival and to enhance the aesthetics along these roadways.
LD-G.14	Enrich the artistic, cultural, and historic aspects of downtown Pleasanton.
LD-G.15	Encourage signs that are creative, artistically designed, and pedestrian in orientation and scale.
MP-G.1	Effectively manage vehicular access to and circulation within the downtown through traffic control measures and street improvements, while maintaining downtown’s character and economic vitality.
MP-G.2	Expand, improve and connect the network of facilities that support walking, biking and transit use, including integration of “complete streets” throughout downtown, so that these modes are safe, convenient and comfortable for users of all ages and abilities.
MP-G.3	Strengthen connections between the commercial district, Town Square District, residential neighborhoods, transit stops, ACE station, and the trail system to improve access to downtown destinations for all users.
MP-G.4	Effectively manage existing parking spaces and construct new public parking spaces as feasible to maintain an appropriate balance between downtown parking supply and demand.
MP-G.5	Ensure new development constructs sufficient parking to meet its needs.
MP-G.6	Ensure parking standards are sufficiently flexible to respond to technological and other innovations that can reduce parking demand, and that these standards achieve efficiently used space necessary to accommodate parking.
PF-G.1	Ensure that infrastructure and public facilities and services are adequate to support downtown development.
HP-G.1	Protect and enhance the historic character of the downtown planning area.
HP-G.2	Undertake measures to protect and preserve significant historic resources in the Downtown Specific Plan Area.
HP-G.3	Prevent the demolition of appropriately-designated historic resources which can otherwise reasonably be preserved.
HP-G.4	Ensure that the design of new buildings and modifications to existing heritage buildings and heritage neighborhoods are compatible with the downtown’s traditional design character and scale.
EV-G.1	Ensure a positive downtown business climate to support a thriving pedestrian-friendly commercial district that attracts residents and visitors alike and maintains the downtown as the “heart” of the community.

#	Goal/Policy/Implementation Program
EV-G.2	Strengthen the downtown’s diversified economic base with measures that increase business viability and that allow businesses to respond to market demands.
EV-G.3	Retain existing businesses and attract new businesses through the development of programs and assets that add value to the downtown and the City.
EV-G.4	Encourage special events that attract downtown visitors and provide opportunities for people to gather as a community while limiting the impacts of street closures, traffic congestion, and other aspects of special events on local commerce and residences.
Policies	
LD-P.1	Land Use Designations. Enact the land use designations as shown in Figure 4-2 and detailed in this chapter for the purposes of this Specific Plan.
LD-P.2	Downtown Character and Height. In order to preserve the historic character of the Downtown, new or remodeled buildings, whether commercial or residential in nature, shall not exceed the maximum prescribed height prescribed for the district in which they are located. Buildings must be pedestrian in scale, as determined through the design review process. Commercial buildings should include design features such as first-story storefront windows, recessed entries, building details, and awnings. For all buildings, techniques such as dormer windows, stepping back upper floors, and modifying design features between building levels should be used to assist in maintaining an overall horizontal design character. Height standards should allow for and encourage varied roof forms, articulation across rooflines, and architectural features and projections such as cupolas, gables, and towers at corners.
LD-P.3	Right to Do Business: Downtown operations shall not be considered a nuisance under this chapter unless such operations are deemed to be a nuisance under California Civil Code Section 3479. Downtown operations shall comply with all state, federal and local laws and regulations applicable to the operations, including applicable noise and other operational standards contained in the general plan and/or downtown specific plan. New residential projects in the downtown shall include Conditions of Approval requiring disclosure of potential impacts due to proximity to downtown business operations and activities.

#	Goal/Policy/Implementation Program
LD-P.4	<p>Commercial Revitalization. The Downtown contains several multi-parcel areas that are underutilized from the standpoint of supporting pedestrian-oriented commercial businesses because they are either:</p> <ul style="list-style-type: none"> (1) partially vacant; (2) contain large parking lots which front on Main Street; and/or (3) are in poor physical condition. The City should work with property owners to proactively plan for the rebuilding of these areas, while preserving historic buildings and structures, so that the design and layout of future development are coordinated in advance of market pressure for construction. Such sites include: <ul style="list-style-type: none"> • Northern Gateway, including the five lots located east of 900 Main Street building between Stanley Boulevard and Vervais Street; and Del Valle Plaza located at the northwest corner of Del Valle Parkway and Main Street. • Southern Main Street Properties, including the 100 and 200 blocks of Main Street. • Main Street Properties in the commercial area, including the properties at 652 Main Street; 530 Main Street; and 337 Main Street. • First Street Properties in the commercial area, including Pleasant Plaza located at the southwest corner of Ray Street and First Street; and the six contiguous lots located along the west side of First Street immediately south of Spring Street.
LD-P.5	<p>Commercial Frontage. Require new development that includes residential in the Downtown Commercial, Mixed Use – Transitional, and Mixed Use – Downtown Districts to also include ground floor commercial uses fronting the street. Ground floor residential uses are subject to Policy LD-P.20.</p>
LD-P.6	<p>Pedestrian-Friendly Design. Protect and enhance the pedestrian-friendly quality of the Downtown Commercial area by locating building facades at the sidewalk’s edge to maintain a defined streetwall and ensuring that building entrances and display windows are frequent and oriented to the street. Incorporate outdoor spaces such as outdoor dining areas and plazas into building design along street fronts outside of the public right-of-way, and for dining, on upper floors as feasible.</p>
LD-P.7	<p>Original Architectural Elements. Maintain the existing architectural character of downtown by encouraging that original facade materials and storefront elements, such as transom windows, are uncovered, rehabilitated, and maintained, where appropriate.</p>
LD-P.8	<p>Sidewalk Arcades. Enhance Pleasanton’s unique series of sidewalk arcades by encouraging existing and new arcades to be open, attractively-detailed, landscaped, and appropriately-scaled to both pedestrians and the building facade.</p>

Existing residential uses may remain and may be remodeled.

#	<i>Goal/Policy/Implementation Program</i>
LD-P.9	Materials. Maintain downtown’s variety of stucco, brick, and wood facades with high quality materials in new construction appropriate to the architectural style of the building. Simulated materials may be used for resource conservation, if determined to have an authentic appearance.
LD-P.10	Diversity of Architectural Styles. Encourage a diversity of architectural styles in new construction that employ varied rooflines, upper facades, and storefronts.
LD-P.11	Design of Chain Businesses and Corporate Offices. Discourage use of generic or corporate architecture in chain businesses and corporate offices and instead require building design to be unique, fit with the aesthetic of existing buildings downtown and incorporate high quality design, materials and construction.
LD-P.12	Storefronts. Use consistent storefront elements in buildings with multiple storefronts, including recessed entries, display and transom windows, and bulkheads. Materials may be varied for buildings with several storefronts.
LD-P.13	Public Realm. Maintain sidewalks, facades, windows, awnings, signs, and other elements of the public realm to be clean and in good repair.
LD-P.14	Landscaping in Building Design. Encourage the use of landscaping in building design, such as flowering vines on trellises or arcades, ivy over blank side walls, and flower pots and window boxes.
LD-P.15	<p>Map Annotations. The following provisions shall apply to the two annotated properties indicated on Figure 4-2, with respect to development potential at the following locations:</p> <ul style="list-style-type: none"> • 4212 First Street is designated Downtown Commercial; however, it may redevelop to a residential only or to a mixed-use project with approval of a Planned Unit Development (PUD) application, which will rezone the property and evaluate appropriate density and design. A workshop will be required prior to a formal application. Land use Policy LD-P.17 will not apply to this property at the time of redevelopment (i.e., a commercial frontage will not be required). • 475/493 St. John is designated Downtown Commercial; The property may redevelop to a mixed-use project, which includes residential with approval of a PUD application, which will rezone the property and evaluate the appropriate density and design (a residential-only project is not desirable). The existing residence is required to remain.

#	Goal/Policy/Implementation Program
LD-P.16	<p>In order to preserve the historic character of the Downtown, new or remodeled buildings within the Downtown Commercial area should be limited to two-stories, except three-story buildings may be allowed on a case-by-case basis, subject to the following criteria:</p> <ul style="list-style-type: none"> • The building must be pedestrian in scale, as determined through the design review process, and shall include design features such as first-story storefront windows, recessed entries, building details, and awnings. • The building must be designed to minimize its three-story appearance through use of techniques such as dormer windows, stepper back upper floors, and using design features between building levels to assist in maintaining an overall horizontal design character to the building. • The building must conform to the Municipal Code height limits.
LD-P.17	<p>Active Ground Floor Use Requirements for Multi-Tenant Buildings. For buildings that have multiple tenant spaces, apply the requirements of the Active Ground Floor Use Overlay to tenant spaces with frontage on Main Street, and certain streets within portions of the Mixed Use- Downtown District “designated active streets”. Exceptions to this requirement may be granted in accordance with LD-P.19.</p>
LD-P.18	<p>Active Ground Floor Use Requirements for Multi-Use Spaces. All uses in a tenant space accommodating multiple uses shall consist of active uses. Exceptions to this requirement may be granted, in accordance with LD-P.19.</p>

#	<i>Goal/Policy/Implementation Program</i>
LD-P.19	<p data-bbox="573 289 1841 378">Exceptions to Active Ground Floor Use Requirement: The director of community development may grant an exception to the requirements of the Active Ground Floor Use Overlay district for uses meeting any of the following criteria:</p> <ul data-bbox="621 391 1841 711" style="list-style-type: none"> <li data-bbox="621 391 1841 573">• The lease for the existing use has ended and existing use has been abandoned or discontinued for a period of at least six months. Evidence of attempts to lease the tenant space shall include all the following measures: (1) copies of posted advertisements or active listings, (2) date- and time-stamped photographs of "for lease" signage at the vacant space or storefront and (3) other materials to demonstrate proactive marketing of the tenant space such as written correspondence with prospective tenants. These materials shall be provided to the director of community development. <li data-bbox="621 581 1841 641">• The configuration of the tenant space is such that it would have a storefront frontage of less than 10 feet (as determined by the director of community development) on a designated active street. <li data-bbox="621 649 1841 711">• The tenant is located in an existing, purpose-built building containing a bank or financial institution as its primary tenant/occupant. <p data-bbox="573 719 1822 898">In cases when an exception to the active ground floor use requirement is granted, the provisions of Chapter 18.120 of the PMC with respect to non-conforming uses shall not apply, and a new tenant shall be required to conform to the Active Ground Floor Use Overlay, unless another exception is granted by the director of community development based on the above criteria. Notice of the determination of the director of community development shall be provided to the Planning Commission and City Council, and any appeal of the decision shall be referred to the Planning Commission in accordance with the provisions of Chapter 18.44 of the PMC.</p>

#	Goal/Policy/Implementation Program
LD-P.20	<p>Ground Floor Residential Use. Residential uses fronting the street are only permitted on the upper floors of commercial buildings. Unless otherwise expressly stated below, ground floor residential is not permitted, including in the rear portion of and/or behind an existing or proposed non-residential building.</p> <ul style="list-style-type: none"> • Mixed Use – Downtown: New ground floor residential is not permitted, including in the rear portion of a non-residential building. Where upper-floor residential uses are proposed, parking (e.g., a garage) for the residential uses may be provided on the ground floor behind commercial uses, provided that it does not include habitable space. Commercial uses shall be located on both the primary and secondary ground floor frontages of corner properties to the maximum extent feasible. • Downtown Commercial: New ground floor residential is not permitted on properties with frontage on Main Street, including in the rear portion of an/or behind an existing or proposed non-residential building. Residential uses fronting Main Street are only permitted on upper floors. Where upper-floor residential uses are proposed, parking (e.g., a garage) for the residential uses may be provided on the ground floor behind commercial uses, provided that it does not include habitable space. Existing ground floor residential uses may remain and/or be remodeled and are subject to the PMC Chapter 18.120. Ground floor residential may be located behind commercial uses elsewhere (on properties without frontage on Main Street) in the Downtown Commercial district provided that: <ul style="list-style-type: none"> ○ Street fronting commercial space is required, with a minimum building depth of 50-feet to ensure viable commercial uses; ○ Re-development sites have no net loss of commercial square footage; ○ Residential at the rear of the site designed to minimize visibility from the commercial street-front; ○ Corner lots maintain a commercial character on secondary frontages to the maximum extent feasible; and ○ The proposed residential is fully parked on-site • Mixed Use – Transitional: Ground floor residential may be located behind commercial uses in Mixed Use – Transitional district provided that: <ul style="list-style-type: none"> ○ Street fronting commercial space is required, with a minimum building depth of 50-feet to ensure viable commercial uses; ○ Re-development sites have no net loss of commercial square footage; ○ Residential at the rear of the site designed to minimize visibility from the commercial street-front; ○ Corner lots maintain commercial character on secondary frontages to the maximum extent feasible; and ○ The proposed residential is fully parked on-site

#	Goal/Policy/Implementation Program
LD-P.21	<p>Entrances. Design entrances to be visible and accessible.</p> <ul style="list-style-type: none"> • Residential entrances: In mixed-use projects with a residential component, design residential entrances to be separate and clearly distinguishable from commercial entrances or office lobbies. Street fronting residential entrances are allowed in areas designated as Mixed-Use Downtown and Mixed-Use Transitional. In areas designated Downtown Commercial, street fronting residential entrances are discouraged. If proposed, the entrance may not occupy more than the minimum width necessary to provide access to the upper floor, and shall be designated and integrated in such a way as to maintain a predominantly commercial frontage for the subject building or property, as determined by the director of community development. • Commercial entrances: In commercial projects, emphasize building entrances with architectural details and/or enhanced transparency. • Primary and secondary entrances: Locate main entrances to face onto public streets or the Town Square. Secondary building entrances are encouraged to access pedestrian connections and side streets.
LD-P.22	<p>Flexible Ground Floor Space. Design ground floor spaces to accommodate a variety of uses, by providing spaces of sufficient size and equipped with necessary building infrastructure (gas lines, ventilation, water, etc.) for food service establishments.</p>
LD-P.23	<p>Parking. In the Town Square District, allow for on-site underground, podium, or tucked-under parking, or within additional smaller (1-2 story) parking decks.</p>
LD-P.24	<p>Phasing. Encourage sites shown as Phase 1 in Figure 4-2 to develop prior to those shown as Phase 2.</p>
LD-P.25	<p>Retail Uses. Allow retail uses in the Town Square District on the ground floor and upper floors.</p>
LD-P.26	<p>Office Uses. In areas without the Active Ground Floor Use Overlay, allow office on all floors. In areas with the active ground floor use overlay, allow office on all floors except the ground floor.</p>
LD-P.27	<p>Residential Uses in Town Square District. Allow residential only on upper floors in the Town Square District.</p>
LD-P.28	<p>Live-Work. Allow housing units on top of commercial uses to be used as live-work units. Live-work units are not permitted on the ground floor.</p>
LD-P.29	<p>Community Destination. Encourage land uses that will make the Town Square District a community destination, including entertainment uses, hotel, meeting spaces, and food halls.</p>
LD-P.30	<p>Existing Library Building. The existing Pleasanton Public Library building should be retained, with the objective of repurposing it for a commercial or public use, including potentially as City Hall, as determined by the outcomes of the Civic Center phasing plan.</p>

#	<i>Goal/Policy/Implementation Program</i>
LD-P.31	Driveways and Access. Allow driveways and access roads in the Town Square District to connect to Bernal Avenue, Old Bernal Avenue, Main Street, and new roads in the Town Square District.
LD-P.32	Downtown Compatibility. Ensure that development within the Town Square District reflects one or more of the styles of traditional architecture found in the downtown as well as the high-quality design and construction standards of the Downtown Design Guidelines. The perceived size and scale of new buildings should be in keeping with that of existing buildings located elsewhere within the downtown.
LD-P.33	Pedestrian Pathways. Establish pedestrian pathways throughout the district that provide direct and comfortable access between district parking, sidewalks, and the Town Square and to the rest of the downtown, the ACE station, and the Fairgrounds.
LD-P.34	Town Square. Establish a public open space area in the new Town Square District. The open space must be at least 0.7 contiguous acres in size, with a minimum side dimension of 100 feet. Design of the Town Square could provide fountains or interactive water features, an open turf area, paved gathering spaces, and a perimeter path along adjacent active uses. This policy does not preclude establishment of additional, smaller public open spaces such as pedestrian plazas or pocket parks in the District.
LD-P.35	Development. Any new project in the Mixed Use – Downtown district requires a Planned Unit Development application.
LD-P.36	District Focal Point. For buildings abutting and across from the Town Square, incorporate signature architectural features into the building design, particularly at building corners and where streets terminate, to draw activity and attention to this focal point of the district.
LD-P.37	Public Spaces and Art. Ensure public spaces and public art are integrated into redevelopment of the existing civic center area, including smaller “pocket parks” and plazas as part of private development projects.
LD-P.38	Parking Structure. Ensure that any new district-serving parking structure in the Town Square District provides an attractive design, with particular emphasis along street fronting facades. Consider allowing the garage to exceed 40 feet in height if the design includes pedestrian-scale and architectural features that fit in with the overall character of the district.
LD-P.39	Location of Concept Uses. Specific uses shown in Figure 4-3: Town Square District Concept Diagram (entertainment uses, hotel, Town Square) may be moved around within the Mixed Use-Downtown district, subject to City Council review.
LD-P.40	Adequate Public Access. Encourage outdoor dining that adds to the active and pedestrian-oriented streetscape and contributes to the economic and social vitality of Main Street and properties in the Mixed Use – Transitional and Mixed-Use Downtown designations, while ensuring that adequate sidewalk access is maintained.

#	Goal/Policy/Implementation Program
LD-P.41	Rooftop and Upper Floor Dining. Where feasible, encourage rooftop and upper floor dining to retain outdoor dining as a downtown amenity while preserving sidewalks for pedestrian use.
LD-P.42	Drive-Through Establishments. Discourage drive-through establishments in the planning area.
LD-P.43	Existing Residential Uses. Existing residential uses, including historic homes, in non-residential or mixed-use districts may remain and may be remodeled or enlarged in accordance with applicable development standards.
LD-P.44	Affordability. Encourage the inclusion of affordable housing in all future multi-family residential projects beyond what it already required by the PMC and State law, through measures such as financial assistance programs, expedited permit processing, fee waivers, assistance in providing public improvements, reduced parking requirements, etc.
LD-P.45	Density. Encourage development at densities that generally exceed the General Plan range midpoints in order to enhance the opportunities for affordable housing, unique housing types, and economic growth in the downtown.
LD-P.46	Range of Housing Types. Promote a diverse range of housing types to accommodate a variety of household sizes, including smaller units that are “affordable by design.”
LD-P.47	<p>Special-Needs Housing. Develop special-needs housing through the following efforts:</p> <ul style="list-style-type: none"> • Encourage and support housing in the downtown for large families, single-parent households, the homeless, the elderly, and the disabled through city participation in joint partnership projects, implementation of the “First-Time Homebuyer Program,” the grant of housing-density bonuses, and other means. • Encourage and support housing for the disabled through city participation in joint housing projects with organizations such as Bay Area Community Services, HOUSE, Inc., Regional Center of the East Bay, etc. • Encourage the distribution of special-needs housing throughout the Downtown.
LD-P.48	Rehabilitation. Encourage the use of the City’s Housing Rehabilitation Program by low-income homeowners by promoting the program on the city website and in mailed material.
LD-P.49	Referral Program. Develop a program of referring needy homeowners requiring housing rehabilitation in the downtown to local volunteer organizations that provide home repair services.
LD-P.50	Residential Height Limits. In the interest of ensuring infill development is sensitive to the character and context of existing development, limit residential building heights to no more than 30 feet and a maximum of two stories in all residential districts.
LD-P.51	Residential Character. Preserve and enhance the character of downtown residential neighborhoods by avoiding inappropriately-scaled new construction, additions, and excessive lot coverage, and by encouraging architectural elements and details, such as porches, picket fences, flower boxes, and street-facing entrances and windows.

#	Goal/Policy/Implementation Program
LD-P.52	Additions and Second Units. Encourage additions and second units to be located in the rear of existing homes and designed to maintain the original character of the homes and the visual scale of the neighborhood.
LD-P.53	Enhancement of Existing Residential Properties. Upgrade existing residential buildings and landscaping on the same property as part of new residential infill projects.
LD-P.54	Design Compatibility. Foster harmonious visual transitions between apartment buildings and single-family homes with the stepping down of forms, spacing, and landscaping. Avoid placement of new buildings more than 15 feet taller than an existing adjacent primary structure as measured in accordance with the PMC.
LD-P.55	Transitional Streets. Maintain the mixed residential/commercial character of side streets at the edges of the commercial area to serve as a buffer to adjacent residential neighborhoods.
LD-P.56	Detached Garages. Require detached garages to be located to the rear of the site, when possible. Exceptions can be granted due to a physical constraint that prevents compliance such as an existing heritage-sized tree or inadequate lot width or depth. Minimize visibility of rear parking for multi-family units as viewed from the public right-of-way.
LD-P.57	Open Space System. Locate, size, and design a variety of open spaces to create a system of publicly-accessible and usable public spaces throughout the downtown.
LD-P.58	Parklets and Pedestrian Activity. Encourage the creation of temporary or permanent parklets (extensions of the sidewalk, usually over an on-street parking space that serves as a small public park, bicycle parking, or space for outdoor dining) and mini plazas along Main Street and side streets with the purpose of linking the Main Street commercial blocks and promoting pedestrian activity.
LD-P.59	<p>Mini Plaza Design, Programming, and Maintenance. Create a system of mini plazas along Main Street and on other commercial streets where appropriate. Design, program and maintain these mini plazas based on the following criteria:</p> <ul style="list-style-type: none"> • Mini-plazas should be attractively designed and used for small public gatherings, such as musical, dance, or dramatic performances; art displays; and special events. • They should enhance and be compatible with the design elements found in adjacent structures and public streetscape improvements, whenever feasible. • They should typically be lighted. • They should feature decorative paving and benches or other form of seating. • Wherever possible, raised planters with landscaping, vertical accent features such as arbors or kiosks, and public art should be incorporated within the plaza. • Mini-plazas should be designed so as not to interfere with the use and visibility of nearby tenant spaces. • Mini-plazas should be accessible and functionally relate to the public sidewalk.

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	<ul style="list-style-type: none"> Provisions for the on-going maintenance of the mini-plazas should be made prior to construction.
LD-P.60	Division Street as a Public Space. Prioritize programming of events, festivals, and activities on Division Street between Main Street and Railroad Avenue.
LD-P.61	Firehouse Arts Center and Veterans Memorial Building. Retain, preserve and enhance the Firehouse Arts Center and Veterans Memorial Building as venues for arts, cultural and civic events.
LD-P.62	Large Parks. Large public spaces downtown, including Delucchi Park, Lions Wayside Park, and the new Town Square should be programmed with public festivals, events, and activities that will draw people downtown. Facilities and programming for the Lion Wayside and Delucci Parks should implement the requirements of the applicable Master Plan.
LD-P.63	Public Restrooms. When planning and designing public spaces and facilities, consider locations for construction of public restrooms.
LD-P.64	Connectivity and Accessibility. Ensure parks, plazas, and open spaces are connected via greenbelts, and uninterrupted sidewalks, pathways., and bike routes. Ensure open spaces are accessible to seniors and people with disabilities via multiple entry points.
LD-P.65	<p>Design within the Arroyo del Valle. Enhance use of, access to, and appreciation of the Arroyo del Valle through the following strategies:</p> <ul style="list-style-type: none"> Construct boardwalks and multiple-use paths at the top of the bank along the Arroyo, where feasible. Encourage provision of additional public access point and overlooks to the Arroyo. Work with Zone 7 to maintain existing water levels in the Arroyo and to maintain the Arroyo in a clean condition. Install signage directing people from Main Street to Arroyo trails. Install educational signage and plaques along Arroyo trails.
LD-P.66	<p>Conservation of the Arroyo del Valle. Require developers of future projects involving land within and adjacent to the Arroyo del Valle to implement the following measures to minimize potentially negative impacts to the Arroyo:</p> <ul style="list-style-type: none"> Coordinate with the appropriate environmental regulatory agencies and secure all required construction and grading permits. Conduct an assessment of existing conditions, including topography, waterline location, trees, and other major natural site features. Identify the existing plant and wildlife communities and species.

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	<ul style="list-style-type: none"> • Prepare detailed channel/habitat restoration and enhancement plans for project impact areas that retain or enhance existing channel hydraulic capacity. • Prepare wildlife and habitat monitoring programs to ensure the long-term success of channel/habitat restoration and enhancement plans.
LD-P.67	<p>Best Management Practices. Require developers and business owners to operate projects to minimize impacts to the Arroyo.</p> <ul style="list-style-type: none"> • Require the owners of new businesses that locate adjacent to the Arroyo to implement strategies to avoid trash and other waste from entering the Arroyo, including, covering trash cans so that wildlife cannot access them; properly disposing of food waste; and prohibiting dumping. • Require new outdoor lighting to be subtle, low, and directed toward the building and away from the channel bed.
LD-P.68	<p>Streetscape as Part of Transportation Improvements. Streetscape improvements should be implemented concurrently and designed as an integral part of all transportation related improvements within the downtown. (Proposed improvements are described in Chapter 5, Mobility and Parking.)</p>
LD-P.69	<p>Main Street. Enhance the streetscape design of Main Street to include “Pleasanton green” metal benches, colored stamped asphalt in on-street parking zones, colored pavers at corners/bulb-outs, bus stop improvements where feasible, seating and shelter at bus stops where feasible, planters and flower baskets, as illustrated in Figure 4-4b. When replacement of existing trees is required to provide a wider unobstructed pedestrian path on the sidewalk, shift street trees to new wells within the parking zone, in a manner that retains as many of the on-street parking spaces as possible.</p>
LD-P.70	<p>Peters Avenue. Enhance the streetscape design of Peters Avenue to include street trees within the on-street parking zones and pavers on the sidewalk to match the aesthetic of Main Street, as illustrated in Figure 4-5b.</p>
LD-P.71	<p>First Street. Enhance the streetscape design of First Street to include new street furnishings such as bike racks, benches, and pedestrian-scaled lighting along the existing sidewalk and proposed bike and pedestrian path along the Transportation Corridor, as illustrated in Figure 4-6b.</p>
LD-P.72	<p>Division Street. Enhance the streetscape design of the one block segment of Division Street between Main Street and Railroad Avenue to create a pedestrian-friendly zone that could be closed to vehicular traffic for special events and/or during specified times. In coordination with local property owners, limited vehicular access for emergency and maintenance vehicles, loading and delivery, and local property access where no alternative is available would be allowed at all times. As illustrated in Figure 4-7, make the following streetscape improvements:</p> <ul style="list-style-type: none"> • Remove the existing sidewalks and install colored pavers across the entire space.

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	<ul style="list-style-type: none"> • Furnish with seating, outdoor dining areas, pedestrian scaled and/or festoon lighting, and trees and landscaping planters. • Remove overhead utilities and relocate underground.
LD-P.73	<p>Secondary Streets. Enhance the streetscapes of secondary streets, including Neal Street, Rose Avenue, West Angela Street, and St. Mary Street. Prioritize improving sections of these streets immediately adjacent to Main Street so that they serve as an extension of this corridor. While the details for these streetscape projects will be developed during a later stage, design enhancements should generally include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Install new concrete sidewalks, curb, and gutter using the standard “downtown” sidewalk treatment of 24-inch uncolored concrete square pavers with a stacked bond pattern. • Pave bare planter strips with concrete to widen new sidewalks and/or install new tree wells. • Remove and replace street trees that are in poor condition and add new trees and grate in places that do not have street trees. • Provide planters and benches where appropriate, including bus stops where feasible, plazas, parks, and in places where there is no seating. Use planter and bench designs which complement or match those on Main Street. • Construct appropriately-sized bulb-outs at the corner of Neal Street and Railroad Avenue, and at other applicable side street intersections, in order to accommodate street furniture and decrease walking distances across streets. • Provide enhanced treatments for crosswalks, such as special paving, flashing beacons, lighted crosswalks. • Add crosswalks at the intersection of Neal Street and Railroad Avenue to increase pedestrian safety.
LD-P.74	<p>Trash Receptacles. Ensure that sufficient trash receptacles and trash pick-up on Main Street and adjacent streets with commercial uses, including requirements for businesses to provide outdoor trash receptacles, particularly food service businesses and financial institutions.</p>
LD-P.75	<p>Undergrounding Electrical Lines. Continue to require private development projects to underground electrical lines downtown or pay a pro-rata share of the future undergrounding. Allocate funding for undergrounding along public streets as it is available.</p>
LD-P.76	<p>Visible Utility Equipment. Design and locate visible utility equipment such as utility boxes, manholes, and grates to maintain a cohesive streetscape design, permit regular spacing of plantings and lighting, and minimize streetscape clutter. Coordinate with appropriate agencies on the design of visible utility equipment located in the public realm (see “Public Art and Placemaking”).</p>

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LD-P.77	Street Tree and Sidewalk Consistency. Require planting of street trees and uninterrupted sidewalks in residential neighborhoods. Street trees should be planted with consistent spacing and use a consistent palette of species to establish a regular streetscape pattern.
LD-P.78	Mature and Heritage Trees. Preserve mature and heritage trees.
LD-P.79	Tree Survey. Conduct a street tree survey of the existing species and condition of trees in residential neighborhoods and determine which trees are doing well and are preferred by residents. Use this as the basis of a street tree master plan which specifies new tree species, tree spacing and location, and criteria for tree removal. Include tree monitoring and maintenance as part of the plan.
LD-P.80	Tree Grates. Use ADA compatible tree grates for street trees throughout the Downtown Specific Plan area, where appropriate. Where tree grates cannot be used, fill in tree wells should be stabilized to maintain an accessible path of travel.
LD-P.81	Gateways. Improve major gateways into the Downtown as identified in Figure 4-1 to create a sense of arrival and to enhance the aesthetics along these roadways. Gateway design elements should include landscaping, public art, decorative paving, new decorative fencing, lighting, and downtown entrance signs that complement the design of nearby architectural features and bridges. Coordinate with appropriate agencies and departments to develop a thematic design for downtown gateways.
LD-P.82	Priority Gateway Improvements. Prioritize design and implementation of gateway improvements at the Wixom Bridge on the southwest side of Hopyard Road at the Arroyo del Valle trail staging area and at the Main Street Bridge.
LD-P.83	<p>Main Street Bridge. Enhance the Main Street Bridge with the following improvements:</p> <ul style="list-style-type: none"> • Upgraded metal rails • New decorative street lights • Decorative concrete elements • Sculpture and/or planter pots • Widened sidewalk • Decorative paving • Gateway element or arch feature that does not compete with the Pleasanton Sign
LD-P.84	Public Art. Enhance the presence of public art in the planning area for the enjoyment of businesses and residents, in accordance with the Downtown Public Art Master Plan.

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LD-P.85	Public Art in Parks and Open Spaces. Install public art in the Downtown parks and within the Transportation Corridor in accordance with the Master Plan for Lions Wayside and Delucci Parks, the Master Plan for the Downtown Parks and Trails System, and the Downtown Public Art Master Plan.
LD-P.86	Public Art in Mini Plazas. Promote public art as part of the mini-plaza concept and at the northern and southern entryways to Main Street.
LD-P.87	Murals. Encourage property owners to paint murals on blank building walls subject to high quality design standards and using high quality materials, where appropriate.
LD-P.88	Temporary Public Art. Encourage property owners of sites with vacant tenant spaces or where construction fencing is utilized, to install or display temporary public art within the vacant storefront or on the fencing, so as to beautify these locations.
LD-P.89	Informational Kiosks. Work with the Pleasanton Downtown Association (PDA) and other stakeholders to install informational kiosks in strategic Downtown locations.
LD-P.90	Evening Programming. Identify opportunities to expand evening-hour cultural programming in Downtown Pleasanton (e.g., monthly gallery walks, evening concerts, etc.).
LD-P.91	Pedestrian-Oriented Signage. Require signage within downtown to be pedestrian-scaled and oriented, and to include high quality materials and design detail.
LD-P.92	Sign Lighting. Prohibit internally-illuminated signs such as cabinet signs, raceway signs, and digital and LED displays. Halo-illuminated, externally illuminated and neon signs are permitted.
LD-P.93	Street Lighting. Provide pedestrian-oriented street lighting along all residential, commercial, and mixed-use streets. Ornamental double-head or “high-low” pedestrian- and roadway-oriented lighting is recommended to ensure proper illumination for vehicles, pedestrians, and cyclists.
LD-P.94	Standard Lighting. Replace the existing street lights located on telephone poles and on metal light standards with more decorative street lights. This should take place concurrently with the undergrounding of electrical utility lines.
LD-P.95	Building Lighting Design. Require new building lighting to be shielded and down-directed to minimize off-site glare; use appropriate decorative fixture styles that complement the building’s architecture, and to be thoughtfully placed to accentuate building entries, signage and architectural elements, and maintain public safety.
LD-P.96	Lighting for Outdoor Dining. Ensure that outdoor dining areas are adequately lit by pedestrian-scale fixtures that illuminate the dining area while minimizing off site glare.

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MP-P.1	Sidewalk Width. Implement minimum ten-foot wide sidewalks to provide sufficient room for a six-foot wide pedestrian zone and four-foot wide tree wells. Locate street furnishings to maintain the minimum recommended pedestrian zone.
MP-P.2	Roadway Grid System. Continue the roadway grid system into the Town Square District, as shown in Figure 4-3. Keep the travel lanes to twelve-foot maximum width and parking lanes to eight-foot maximum width.
MP-P.3	Peters Avenue Extension. Design the Peters Avenue extension into this Town Square District to extend the two-way protected bicycle lane on the west side of the roadway. Provide curb extensions, curb ramps, and high-visibility crosswalks at intersections.
MP-P.4	Driveways. Eliminate or narrow existing driveway openings onto Main Street whenever possible and prohibit new driveways onto Main Street.
MP-P.5	Roadway Treatment. Add an enhanced paving treatment (such as colored and stamped asphalt pavement, or other approved option) to parking lanes along Main Street, to add character to the roadway, visually narrow the road to help calm traffic, and differentiate the travel way from the parking and pedestrian zone.
MP-P.6	Crosswalks. Enhance crosswalks utilizing a paving treatment (such as colored and stamped asphalt pavement, or other approved option) on Main Street to improve their visibility and the pedestrian experience.
MP-P.7	Street Furniture. Evaluate installation locations and move or modify to remain outside of the pedestrian zone, to improve sight distance, and allow for improved circulation for pedestrians.
MP-P.8	Pedestrian Zone. Maximize the sidewalk pedestrian zone, or the area allocated to pedestrian circulation. This includes reducing the allowable outdoor dining area as needed to maintain an adequate pedestrian zone, providing a visual delineation of the allowed outdoor dining area edge (such as through painting, sawcutting, or other surface treatment of the concrete surface), enforcing the outdoor dining area limits, and consolidating and moving street furniture as noted in MP-P.7.
MP-P.9	Protected Bicycle Lane. Install a two-way protected bicycle lane ('cycle track') along Peters Avenue to physically separate bicyclists and motorists and improve cyclist comfort.
MP-P.10	Curb Extensions. Provide curb extensions, or 'bulb-outs,' at intersections to serve as a traffic calming measure and shorten pedestrian crossing distances.
MP-P.11	Crosswalks. Enhance crosswalks with special pavement treatments to improve their visibility and the pedestrian experience and provide a visual connection to Main Street.
MP-P.12	Narrow Residential Streets. Support the concept of visually or physically narrowing residential streets where desired by residents in order to slow traffic, enhance aesthetics, increase property values, and reinforce traditional

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	neighborhood character. Reallocate the vehicular space to pedestrian and bicyclists where possible through the addition of bicycle facilities and/or wider sidewalks.
MP-P.13	High-Visibility Crosswalks. Make pedestrian crossings on First Street signalized or pedestrian-activated.
MP-P.14	Curb Extensions. Provide curb extensions, or ‘bulb-outs,’ at intersections to serve as a traffic calming measure and shorten pedestrian crossing distances.
MP-P.15	Event Based Bicycle Parking. Consider additional bicycle parking spaces for downtown special events.
MP-P.16	Shared Use. Make Division Street between Main Street and Railroad Avenue a pedestrian-friendly zone that could be closed to vehicular traffic for special events and/or during specified times. At times when the street is closed to vehicular traffic, limited vehicle access for emergency access, access to private properties where no alternative access is available, deliveries, maintenance and special events would be allowed.
MP-P.17	Paving Treatment. Make Division Street curbless with interlocking paver surfacing to help redefine the space.
MP-P.18	Reallocate Roadway Space. Maximize traffic safety for all modes of travel by reallocating roadway space on all roadways from wide vehicular travel lanes to other bicycle and pedestrian uses. Maximum travel lane width to be twelve-foot. Remaining space should be dedicated to pedestrians through provision of curb extensions, or to bicyclists through the provision of a protected two-way bicycle lane on Peters Avenue.
MP-P.19	Additional Pedestrian Space. Maximize the pedestrian zone through the “relocation” of street trees from the sidewalk to the parking lane on Main Street. Using a phased approach, street trees would be relocated in the parking lane between parking stalls to maximize the pedestrian zone available on the sidewalk. Install street trees in the parking lane on Peters Avenue. Widen sidewalks to six-foot minimum widths and complete gaps in sidewalks where needed. Ensure that other Downtown streets and sidewalks are also designed to allow adequate space for street trees without hindering pedestrian flow.
MP-P.20	Bicycle Parking. Provide bicycle parking near commercial activity areas and transit stops with high boardings to support a multi-modal commute pattern and allow for “last mile” connectivity between transit stops and residences; locate bicycle parking in close proximity to building entries and in locations with good public visibility.
MP-P.21	Bicycle and Pedestrian Street Furnishings. Introduce bicycle and pedestrian furnishings to improve visibility of alternative mode types, especially at curb extension areas where there is opportunity for social activity and adequate space for seating, bike racks, and planter pots without encroaching into the pedestrian zone.
MP-P.22	Transit Connections. Work with the Pleasanton Downtown Association (PDA) and LAVTA to promote and market public transportation options for the downtown area, including within the Town Square District, and linkages between the downtown and other transit systems such as BART and the ACE train.

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MP-P.23	Transportation Demand Management (TDM) Programming. Amend the Transportation Demand Management Ordinance, as described in the Downtown Parking Strategy and Implementation Plan, to enable the PDA to function as a “large employer” and, therefore, to establish and promote a TDM program for the downtown businesses and employees. Investigate and pursue funding options which will encourage and enable the PDA to actively promote such a program, using incentives to reduce vehicular commuting into the downtown.
MP-P.24	School Traffic Calming Program. Continue and expand the School Traffic Calming Program to encourage trip reduction and the use of public transportation to schools near the downtown in order to reduce traffic congestion impacts on the downtown.
MP-P.25	ACE Station Amenities. Continue partnering with local transit agencies and employers to promote public transit commute options and encourage greater use by providing comfortable boarding and deboarding spaces for rail, bus, and shuttle transfer riders, such as shelters, seating, security lighting, and wayfinding signage.
MP-P.26	Bicycle Facility and Trail Development. Promote bicycle facility and trail development to access the downtown, as described in the Pedestrian and Bicycle Master Plan and Pleasanton Trails Master Plan, including striping travel lanes to accommodate Class II bike lanes and Class III bike routes along with sharrows and wayfindings signs, development of the Transportation Corridor, and pavement improvements to the Arroyo del Valle Trail.
MP-P.27	Transportation Corridor. Designate the Transportation Corridor for public uses, which would allow for installation of bicycle and pedestrian trails and parking as shown in the Master Plan for the Downtown Parks and Trails System and the Downtown Parking Strategy and Implementation Plan.
MP-P.28	Arroyo del Valle Trail Accessibility. Upgrade the Arroyo del Valle trail to an all-weather surface to allow for seasonal use of the trail as a recreation and transportation corridor and improve accessibility.
MP-P.29	Pedestrian and Bicycle Gateway. Designate Division Street as the pedestrian and bicycle gateway to the Firehouse Arts Center from Main Street and Peters Avenue as the pedestrian and bicycle gateway to the downtown commercial area.
MP-P.30	Downtown Neighborhood Connections. Provide pedestrian and bicycle facilities such as wider sidewalks, curb extensions, curb ramps, wayfinding signage and bike lanes that lead into the downtown area from the downtown neighborhoods to encourage residents to walk or bike to reach events and destinations downtown, including the ACE station.
MP-P.31	Fairgrounds Connections. Provide safe and efficient pedestrian routes with wayfinding signage that connect the Alameda County Fairgrounds and the downtown area to encourage pedestrian circulation between the two destinations during events.

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MP-P.32	Pedestrian Network. Develop a pedestrian-friendly network of passages that encourage alternate modes of transportation into and through public parks, buildings, and trails.
MP-P.33	<p>Parking Strategy and Implementation Plan. Implement the strategies identified in the Parking Strategy and Implementation Plan, with particular attention on the following “top ten” strategies for managing existing parking supply, increasing parking supply, and implementing zoning and administrative updates in the parking study area.</p> <ul style="list-style-type: none"> • Complete Parking Strategy for Transportation Corridor (Strategy 1.5.10) • Enhanced Time Restrictions (1.4.1) • Wayfinding (Strategy 1.4.2) • Designated Employee Lots or Permits (Strategy 1.3.1) • Bicycle Access and Trail Connectivity Improvements (Strategy 1.2.1) • Private Lot Utilization for Weekends and Evenings (Strategy 1.5.3) • Identify Opportunity Sites for Surface Parking (Strategy 1.5.11) • Establish Transportation Demand Management Association (Strategy 1.1.3) • Short Term Bicycle Parking (Strategy 1.2.2) • Loading Zone Time of Day Restrictions (Strategy 1.5.5)
MP-P.34	Monitoring of Parking Demand. Monitor existing parking demand and demand from new development and consider implementing emerging technologies such as automated driving/parking or automated parking monitors to ensure continued balance.
MP-P.35	Unbundled Parking. Encourage “unbundled parking” within residential development projects, including in the Town Square District. Unbundled parking separates the cost of parking from housing, meaning that residents with no vehicles would realize a cost savings by not leasing or owning a parking space.
MP-P.36	Parking Structures. Support the concept of parking structures in the Downtown as long as they are designed with great care to be consistent with the scale and character of the Downtown. Parking structures fronting on Main Street should incorporate retail storefronts along the entire street frontage on the ground floor, and those fronting side or parallel streets should incorporate commercial storefronts to the greatest extent possible.
MP-P.37	Reverse Angle Parking. Study and consider reverse angle parking on one side of commercial side streets having adequate street width. Parking on the opposite side of those streets should remain as parallel parking. Primary candidates for diagonal parking include Abbie Street between Main Street and First Street, West Angela Street between Main Street and First Street, St. John Street between Main Street and Peters Avenue, and St. Mary Street between Main Street and Peters Avenue.

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MP-P.38	Parking In-Lieu Fee. Update the parking in-lieu fee annually to reflect the actual costs of land acquisition and parking lot construction.
MP-P.39	Parking Structure. Build a public parking structure on the 4-acre City-owned site adjacent to the ACE train station to provide public parking for the Town Square District. If determined in coordination with ACE and Alameda County that the parking needs of ACE commuters would be best served by additional parking in this public parking structure, incorporate additional parking spaces into the structure to accommodate ACE parking.
MP-P.40	Parking Structure Wayfinding. Install wayfinding signage directing drivers to public parking in the Town Square District in order to minimize overflow parking in residential areas.
MP-P.41	Automated Parking. Study the feasibility of developing an automated parking system in the Town Square District. Automated parking systems, which involve a mechanical system to automatically transport and vertically stack cars, maximize the number of parking spaces on small sites.
MP-P.42	Convertible Parking Structure in Town Square District. Encourage design of new parking structures in the Town Square District to be convertible to other uses, such as residences, retail, and office uses, should changes in driving and parking technology change parking demand.
MP-P.43	Bicycles. Wherever appropriate provide the necessary spaces and amenities for bicycle parking.
MP-P.44	On-Site Parking Requirements. Require on-site parking in accordance with established standards, while allowing flexibility for appropriate reductions in parking requirements where essential to address factors such as lot size and shape, site location, building placement, availability of existing off-street parking, and building design.
MP-P.45	Town Square District Parking Requirements. Should the civic center relocate, require developers of new structures in the Town Square District to adhere to off-street parking space requirements listed in the PMC.
MP-P.46	Landscaping. Require landscaping of parking facilities (including surface lots and structures), with the objectives of screening vehicles from the public right-of-way, providing adequate shading, and allowing adequate area to be dedicated for stormwater treatment.
MP-P.47	Town Square District Phasing and Parking. Ensure developers provide required parking or provide in-lieu parking fees in the Town Square District as new development occurs.
MP-P.48	Structured, Underground, and Tuck-Under Parking. Encourage structured, underground, or tuck-under parking in the Town Square District to reduce the amount of surface parking and space dedicated to parking at the ground level.
MP-P.49	Discrete Use Parking Reductions. Encourage developers of buildings at the Town Square District to take advantage of parking reductions for discrete uses.

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MP-P.50	<p>Town Square District Parking Management. Should the civic center relocate, manage parking demand in the Town Square District by complying with applicable parking management strategies identified in the Downtown Pleasanton Parking Strategy and Implementation Plan. Key measures for the Town Square District facilitate the construction and management of district and shared parking, and include the following, subject to appropriate determination of their feasibility:</p> <ul style="list-style-type: none"> • I.5.1: Shared Parking Agreements between businesses in Off-Street Lots • I.5.2: Coordination with ACE • I.5.6: Construct a Parking Structure • I.5.8: Establish a Parking Benefit District
MP-P.51	<p>Passenger Loading and Drop-off. Design passenger loading and drop-off zones for carpool, ridesharing vehicles, and vanpools near the entrance of the ACE train station and in other areas of downtown, with Transportation Network Company (TNCs such as Uber or Lyft) and autonomous vehicles in mind.</p>
MP-P.52	<p>Parking Reservation. Discourage the reservation of parking spaces on private lots for specific businesses and impose conditions of approval to new commercial development projects prohibiting this practice.</p>
MP-P.53	<p>Residential Permit Parking. Apply residential permit parking on a case-by-case basis as provided for in the PMC for specific residential neighborhoods impacted by commercial or special event parking.</p>
MP-P.54	<p>Parking Assessment Districts. Encourage the use of parking assessment districts to create common public parking lots.</p>
MP-P.55	<p>Unfulfilled Parking Requirements. Prohibit businesses which have not yet fulfilled their parking requirements, whether on site or through payment of in-lieu fees, from restricting use of their parking lots by the general public.</p>
MP-P.56	<p>Complete Streets and New Technology. Consider ride sharing and other relevant new technologies (such as electric bicycles or scooters) in the circulation and parking network.</p>
PF-P.1	<p>Provision of Services. Continue the successful provision, maintenance, and operation of water, sanitary sewer, storm water drainage, fire protection facilities, other utility, and adequate recreational and educational facilities to maintain quality of life and accommodate future growth in the planning area.</p>
PF-P.2	<p>Wastewater Treatment Capacity. Coordinate with the Dublin San Ramon Service District to ensure wastewater treatment facilities have capacity to treat demand increases resulting from development.</p>
PF-P.3	<p>Smart City Projects. Pursue implementation of smart city development projects (e.g. wireless accessibility, improved cell phone service, etc.).</p>

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HP-P.1	Residential Historic Resource Eligibility. Consider a residential building in a residential zoning district to be a historic resource if it was built before 1942 and determined to be eligible for listing in the California Register using the “Pleasanton Downtown Historic Context Statement.” Revisit the 1942 date every ten years to determine if a change is warranted.
HP-P.2	Residential Demolition. Prohibit the demolition of any residential building in a residential zoning district found to be a historic resource unless such building is determined by the Chief Building Official to be unsafe or dangerous, and if no other reasonable means of rehabilitation or relocation can be achieved. Implement a 45-day public notification period for buildings proposed to be demolished which do not pose an immediate safety hazard in order to assess alternatives and give the public an opportunity to make proposals for rehabilitation or relocation. For the purposes of this policy, “Demolition” of a residential building for purposes of historic preservation shall be defined as the removal of the front façade or the most visible façade from the street, or changes to the roof and roof line, but excluding the replacement of windows and doors, where such replacement is determined by the City to appropriately maintain the building’s historic character. The front or most visible façade shall be considered the forwardmost ten feet of the structure and roof/roofline. If the portion(s) of a building that is (are) required to remain as described above are later determined by the Director of Community Development to be unusable (e.g., due to dry rot, termite damage, etc.), then said portion(s) may be removed and reconstructed provided the new exterior construction matches the look of the original in material, composition, design, color, texture, shape, and dimensions. Changes to the front façade or roofline as described above that are determined to be consistent with the Secretary of the Interior’s Standards for Rehabilitation shall not be considered a demolition.
HP-P.3	Other Demolition. Prohibit the demolition of any non-residential building or a residential building in a commercial or office zoning district found to be historically significant based on the California Register criteria unless such building is determined by the Chief Building Official to be unsafe or dangerous, and if no other reasonable means of rehabilitation or relocation can be achieved. Implement a 45-day public notification period for buildings proposed to be demolished which do not pose an immediate safety hazard in order to assess alternatives and give the public an opportunity to make proposals for rehabilitation or relocation. to ensure proper illumination for vehicles, pedestrians, and cyclists.
HP-P.4	Relocation. Permit historic homes to be relocated within the downtown where: (1) the new neighborhood contains older homes; (2) the replacement home is consistent with the design quality of the relocated home; and (3) the replacement home is compatible with the neighborhood’s architectural styles and scale.
HP-P.5	Non-Residential Design. Design new non-residential buildings to draw upon the primary exterior features of the downtown’s traditional design character in terms of architectural style and materials, colors, details of construction, height, floor area, bulk, massing, and setbacks. These building elements should be consistent with those elements of

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	<p>buildings in the immediate neighborhood, and the design of new/replacement buildings should not represent a significant departure from the existing neighborhood character. Buildings should be designed to reflect, but not necessarily replicate, the architectural time period they represent.</p> <p>Refer to Chapter 4, Land Use and Design, for development standards and the Downtown Design Guidelines for additional guidance on building design.</p>
HP-P.6	<p>Residential Design. New residential building design should draw upon the primary exterior features of the downtown’s traditional design character in terms of materials, colors, details of construction, and setbacks and should utilize or be based on one of the following architectural styles found downtown dating from pre-1942: Gothic Revival, Italianate, Victorian (Queen Anne, Stick, and Folk), Bay Tradition, Craftsman, Prairie, Mission Revival, Spanish Colonial Revival, Mediterranean Revival, Minimal Traditional, Vernacular Forms, and FHA Minimum House.</p> <p>Refer to Chapter 4, Land Use and Design, for development standards and the Downtown Design Guidelines for additional guidance on building design.</p>
HP-P.7	<p>Additions. Additions and other modifications to the exteriors of buildings considered to be a historic resource should complement the original building exterior in terms of architectural style and all other exterior design elements, and should be consistent with the Secretary of the Interior’s Standards for Rehabilitation.</p>
HP-P.8	<p>Consistent Massing. New residential building design, including the design of replacement buildings for buildings constructed before 1942 which are approved for demolition, or additions to existing single-family homes should result in homes that are consistent with the floor area, bulk, and massing of homes in the immediate neighborhood.</p>
HP-P.9	<p>Infill on Historic Properties. Future residential development (i.e., when additional dwelling units are being proposed on a property that has existing homes) should generally provide for the preservation and rehabilitation of existing on-site street frontage homes built before 1942 or which otherwise substantially contribute to the “small town” character of the neighborhood in terms of architecture and scale. Exceptions may be permitted to: (1) relocate such homes to other appropriate downtown locations for permanent preservation and rehabilitation; or (2) demolish and replace such homes which are specifically found by the City to lack historic and/or architectural significance.</p>
HP-P.10	<p>Consistency. Comply with all relevant policies of the Land Use and Design Chapter of this Specific Plan and the Downtown Design Guidelines.</p>
HP-P.11	<p>Maintenance. Actively monitor and prevent the loss of historic resources through neglected maintenance.</p>
HP-P.12	<p>Plaques. Consider developing a program to commemorate known historic structures with plaques.</p>
EV-P.1	<p>Market Driven Business Mix. Monitor economic trends to ensure that the mix of businesses is both performance and market driven and offers a variety of restaurants, retail, community event spaces, and office establishments that attract residents and visitors alike.</p>

#	Goal/Policy/Implementation Program
EV-P.2	Mixed Use Development. Encourage the development of office and residential space on upper floors in the Mixed Use-Downtown and Mixed Use-Transitional districts.
EV-P.3	Evening Activity. Encourage businesses to remain open at night and to light their storefront displays in the evening in order to encourage activity and promote safety.
EV-P.4	Business Improvement District. Continue the City's participation in a Business Improvement District with the Pleasanton Downtown Association, with the objective of promoting economic vitality in the downtown.
EV-P.5	Marketing Integration. Integrate businesses and attractions located in the Town Square District into downtown branding and promotional material.
EV-P.6	First Floor Design. Ensure that new buildings in the Active Use Overlay are designed to accommodate a range of first-floor uses such that a variety of uses may occupy the space.
EV-P.7	Business Attraction. Work with the Pleasanton Downtown Association to identify desired tenants for the downtown and to lease vacant spaces to businesses that bolster the downtown.
EV-P.8	Predictable Business Environment. Support a predictable and welcoming business environment by continuing to refine and improve the City design review and permitting process to ensure it is as expedient and business-friendly as possible.
EV-P.9	Pushcarts, Pop-Up Activities, and Kiosks. Conduct a study to consider allowing pushcarts, pop-up activity spaces, and kiosks in the downtown to encourage increased activity, with the interest of ensuring a safe and convenient pedestrian traffic and can meet design standards.
EV-P.10	Downtown Hospitality Guidelines. Ensure special events and street closures comply with the Downtown Hospitality Guidelines.
EV-P.11	Historic Heritage Activities. Encourage and promote community activities and events that focus on the historic character of the downtown.
EV-P.12	Division Street. Support the activation of Division Street between Main Street and Railroad Avenue with events and other activities that draw people downtown. <i>Refer to Chapters 4 and 5 for additional policies and programs on Division Street.</i>
EV-P.13	Community Events in Public Spaces. Permit organizations to rent plazas, parks, and Division Street between Main Street and Railroad Avenue for community and special events.
EV-P.14	Access. Ensure adequate pedestrian and loading access to businesses along Division Street between Main Street and Railroad Avenue and businesses that operate during street closure events.

#	Goal/Policy/Implementation Program
Implementation Programs	
LD-I.1	Request voter approval to amend the Bernal Property Phase II Specific Plan and of a financing plan for the potential relocation of the existing civic center. Ensure that the Library and Community Center are included as part of Phase I of the new Civic Center. Implementation of the Downtown Specific Plan components related to the new Civic Center shall not occur unless voters approve the Bernal Property Phase II Specific Plan amendment affirmatively. If the vote is not affirmatively approved, amend the Downtown Specific Plan as it relates to the existing civic center site.
LD-I.2	Initiate Land Use Amendments to modify land use designations for various properties to address inconsistencies between the General Plan, Specific Plan, and zoning designations. Table B in Appendix B includes a list of properties preliminarily identified as having such inconsistencies. The final list of properties and their preferred land use designations will be determined as part of the land use amendment process.
LD-I.3	Amend the PMC to allow existing single-family residential units as permitted uses in the Downtown Commercial and Mixed Use – Transitional districts, allow for additions or enlargements to these structures, and establish applicable development standards.
LD-I.4	Initiate an amendment to the PMC to: limit building height in all residential zoning districts in the downtown to not more than 30 feet and a maximum of two stories; clarify that height should be measured from the lower of natural or finished grade and that the highest point includes parapets; and clarify height measurement of architectural building elements and free-standing appurtenant structures.
LD-I.5	Amend the PMC to limit the hours of operation for uses in the Mixed Use-Transitional District to remain open no later than 11:00 p.m.
LD-I.6	Develop a maintenance program to keep sidewalks, facades, windows, awnings, signs, and other elements of the public realm clean and in good repair.
LD-I.7	<p>Modify the Sidewalk Dining and Decorative Display Ordinance to separate the sidewalk dining requirements from sidewalk decorative display requirements in the Ordinance, and to reflect the following standards and guidelines:</p> <ol style="list-style-type: none"> a. Barriers for sidewalk dining areas may be attached to the sidewalk. b. Barriers for sidewalk dining areas may not exceed three feet in height. c. Plant materials in planters or flower pots within sidewalk dining areas may not exceed a total height of four feet from the sidewalk. d. Umbrellas used in sidewalk dining areas must maintain a minimum clearance of seven feet between the sidewalk and the bottom of the umbrella cover. e. Sidewalk dining areas should remain visually open and unobtrusive. f. Tree grates should be used in lieu of decomposed granite around trees adjacent to a sidewalk dining area.

#	<i>Goal/Policy/Implementation Program</i>
LD-I.8	Sidewalks within dining areas should be regularly steam cleaned by the business owner.
LD-I.9	Adopt and regularly update a Master Plan for the Downtown Parks and Trails System to include parks, open spaces, plazas, public art and pedestrian enhancements along the Arroyo del Valle to assist with further enhancing the community.
LD-I.10	Devise a streetscape improvement schedule with the goal of improving two streets each year.
LD-I.11	Add trash receptacles to the side streets and parallel streets in the commercial portion of the Downtown. Locations should be determined based upon the concentration of business establishments, amount of foot traffic, and presence of bus stops. The trash receptacles should match the metal receptacles used on Main Street.
LD-I.12	Develop and refine a street tree planting program for streets identified in Figure 4-1: Existing and Planned Downtown Design Projects.
LD-I.13	<p>Prioritize design and install gateway elements as follows:</p> <ol style="list-style-type: none"> a. First Priority <ul style="list-style-type: none"> • Wixom Bridge at Hopyard Road/Division Street • Main Street at the Arroyo/near Stanley Blvd • Main Street at Bernal Avenue b. Second Priority <ul style="list-style-type: none"> • Neal Street at First Street • First Street Bridge at Stanley Boulevard • Old Bernal Avenue at Bernal Avenue • Bernal Avenue at Sunol Blvd and First Street
LD-I.14	Work with private property owners and appropriate entities (e.g., Civic Arts Commission, Planning Commission, Pleasanton Downtown Association, Pleasanton Cultural Arts Council, Pleasanton Art League, and Pleasanton Unified School District) to implement the projects identified in the Downtown Public Art Master Plan and to identify potential additional locations for temporary or permanent public art installations (including sidewalk tile art, painted utility boxes, sculptures, murals, etc.).

#	Goal/Policy/Implementation Program
LD-I.15	<p>Initiate amendments to the Sign Ordinance to address the following:</p> <ol style="list-style-type: none"> a. Delete the section of the Sign Ordinance which precludes the use of projecting signs over an awning or similar shading device. b. Identify functional signs, (lights, clocks, temperature indicators), and communicate with property owners to ensure functional signs are compliant and in working condition. c. Allow the use of two sign types in addition to window signs. d. Waive design review approval for window signs that meet the criteria of the Sign Ordinance and the Design Guidelines. e. Along the Main Street corridor, permit banners on the outside of a building for live performances, street festivals, and entertainment in order to promote such events which bring activity to the Downtown. Banners may be a maximum of 24 square feet, and use shall be limited to the day of the event, with removal required at the end of the day. Grand opening banners are also permitted in accordance with the requirements of the PMC. f. Develop standards to regulate the size of campaign related signage. g. Develop sign standards for the Mixed Use – Transitional designation. h. Amend existing regulations for freestanding sidewalk signs and menu displays such that the regulations are specifically tailored to apply to side streets, to ensure that adequate pedestrian passageways on sidewalks are maintained.
LD-I.16	Install standard design street lighting along St. Mary Street to the west of Peters Avenue, as indicated on Figure 4-I.
LD-I.17	<p>Implement other all existing plans and policy documents applicable to the downtown. These include:</p> <ol style="list-style-type: none"> a. Master Plan for the Downtown Parks and Trails System b. Pleasanton Downtown Public Art Master Plan c. Master Plan for Lions Wayside and Delucchi Parks d. Downtown Design Guidelines e. Civic Center Master Plan f. Pedestrian and Bicycle Master Plan g. Pleasanton Trails Master Plan h. Downtown Parking Strategy i. Pleasanton Downtown Historic Context Statement j. Downtown Hospitality Guidelines

#	<i>Goal/Policy/Implementation Program</i>
LD-I.18	Review, refine, and clarify context sensitive infill guidelines as needed.
LD-I.19	Amend the PMC definition of “mixed use” such that residential uses are not a required component of a mixed-use project, and such that it excludes industrial uses.
LD-I.20	Amend the PMC to include a definition for live-work units.
LD-I.21	Modify the definition of floor area such that it is clear that floor area includes both residential and non-residential uses in a building.
LD-I.22	Amend the PMC to include a chapter for the Mixed-Use Transitional District.
LD-I.23	Establish story pole and visual simulation standards for when they are required per the current application requirements.
LD-I.24	Create a definition in the PMC to define “story.”
MP-I.1	Amend the Transportation Demand Management Ordinance, as described in the Downtown Parking Strategy and Implementation Plan, to enable the PDA to function as a “large employer” and, therefore, to establish and promote a TDM program for the downtown businesses and employees. Investigate and pursue funding options which will encourage and enable the PDA to actively promote such a program, using incentives to reduce vehicular commuting into the downtown.
MP-I.2	Consult the Alameda County Transportation Commission and other pertinent alternative transportation agencies before implementing alternative transportation measures or programs.
MP-I.3	Continue evaluating new technologies including bike- share, e-bikes, autonomous vehicles, private ridesharing, and others to help manage transportation demand and promote non-vehicular travel modes.
MP-I.4	Develop the Transportation Corridor into separate paved and unpaved trails to accommodate various user groups and to connect to the Arroyo del Valle at First Street, consistent with the Master Plan for the Downtown Parks and Trails System. Transportation Corridor development should be prioritized because of its value to downtown as a primary transportation corridor for non-vehicular use. The corridor should also accommodate vehicular parking to support downtown businesses.
MP-I.5	Implement a phased effort to pave existing unpaved segments of the Arroyo del Valle trail to begin at the Main Street Bridge and be a part of the downtown gateway design. Providing an all-weather and accessible pavement for the existing trail along Arroyo del Valle will strengthen the east-west off- street connection to downtown.

#	<i>Goal/Policy/Implementation Program</i>
MP-I.6	Amend the Pedestrian and Bicycle Master Plan to include a new bicycle corridor along Peters Avenue and begin design of a two-way cycle track on the new corridor.
MP-I.7	Develop long-term bicycle parking spaces in public parking lots, including a minimum of four long-term bicycle parking lockers. Once the bike lockers and bike racks are installed, monitor the need to increase capacity. Consider incentivizing private parking lot owners to convert parking stalls for long-term or short-term bicycle parking use.
MP-I.8	Conduct a study of pedestrian activity along First Street and the need for a pedestrian-activated mid-block crossing between Arendt Way and Kottinger Drive. A mid-block crossing at this location would shorten the walking distance for pedestrians to reach a signalized crossing and would increase the number of pedestrian routes into downtown.
MP-I.9	Improve visibility of crosswalks by utilizing surface treatments such as colored and stamped asphalt pavement at signalized intersections along Main Street, or high-visibility striping such as ladder style striping at unsignalized intersections.
MP-I.10	Provide sidewalks of a minimum of 6'-0" on both sides of the street for all streets in the downtown area and implement a routine maintenance program. Sidewalks adjacent to businesses should be monitored for vertical and horizontal clearances, including required minimum clearances.
MP-I.11	Implement curb extensions ("bulb-outs) along Peters Avenue and First Street, where feasible, to tighten corner radii, slow turning vehicular traffic, and shorten pedestrian crossing distances. Bulb-outs should be designed to avoid interfering with bicycles.
MP-I.12	Transit stops with high passenger boarding numbers should include a shelter with seating and short-term bike parking for a minimum of three bicycles wherever feasible.
MP-I.13	Amend boundaries of the Downtown Revitalization District (PMC Section 18.74) to include the City-owned 4-acre site adjacent to the ACE train station.
MP-I.14	Conduct an initial pilot study of designated passenger loading and drop-off zones downtown.
MP-I.15	Coordinate with ACE/ the San Joaquin Regional Rail Commission and Alameda County to provide additional parking for ACE train commuters.
MP-I.16	Amend PMC Section 18.88 to allow joint-use parking agreements, subject to appropriate parameters and limitations to be developed as part of PMC amendments, in any zoning districts applicable to the Town Square District, and to allow parking reductions for discrete uses sharing the same site or on adjoining sites in those districts.

#	<i>Goal/Policy/Implementation Program</i>
MP-I.17	Amend PMC Section 18.84.230 to require landscaping of parking facilities in any zoning districts applicable to the Town Square District.
MP-I.18	Amend PMC Section 18.56 to allow surface parking on the Transportation Corridor.
MP-I.19	Initiate an amendment to the PMC to incorporate a parking ratio for properties in the Mixed-Use Transitional district, taking into consideration existing parameters in the PMC for “major alterations” for properties within the Downtown Revitalization District.
MP-I.20	Establish a small working group to improve parking supply and management, consistent with the City’s Parking Strategy and Implementation Plan.
PF-I.1	Relocate the existing 18-inch water main and 15-inch sanitary sewer main out of the development footprint of any future development on the existing civic center site, subject to voter approval.
PF-I.2	Convert pump station S-7 from a dry well to a full submersible pump station in order to continue to operate at current capacity or any necessary increased capacity within the planning area.
PF-I.3	Review and improve the sanitary sewer system in First Street within the planning area to provide flow consolidation and diversion to improve the capacity serving the area east of the planning area.
PF-I.4	Review the segment of sanitary sewer main in Angela Street in the block between Main Street and Peters Avenue for possible improvements or replacement.
PF-I.5	Review and improve the storm drain system near the intersection of Main Street and Neal Street to address surface ponding during heavy rain events within the roadway and gutter.
PF-I.6	If trash generation increases in the planning area, evaluate the need to install full trash capture devices, such as connector pipe screens in drop inlets.
PF-I.7	Evaluate future development projects and require construction of improvements as needed to ensure adequate capacity in water and sewer distribution/conveyance infrastructure. Flow testing shall be conducted, as appropriate, to ensure that design requirements are met.
HP-I.1	Complete Historic Context Document to identify what physical features of the built environment are important reflections of Pleasanton’s history.
HP-I.2	Prepare Comprehensive Historic Resource Survey in Downtown Specific Plan Area.

#	Goal/Policy/Implementation Program
HP-I.3	Specific individual City staff representatives from the Building Inspection, Planning, and Fire Departments to review development permit applications relating to historic resources. These individuals should further be provided with the technical education adequate to perform high-level review.
HP-I.4	City departments responsible for the review of projects involving modifications to historic buildings should prepare and distribute a public informational flyer that details the application submittal requirements, step-by-step review process, and available historic preservation incentive programs.
HP-I.5	Implement an award program for the rehabilitation of historic structures.
HP-I.6	Study property owner interest in and costs associated with developing a program to commemorate known historic structures with plaques.
HP-I.7	<p>Establish a procedure for the management of paleontological materials found on-site during a development, including the following provisions:</p> <ul style="list-style-type: none"> • If materials are found on-site during grading, require that work be halted until a qualified professional evaluates the find to determine if it represents a significant paleontological resource. • If the resource is determined to be significant, the paleontologist shall supervise removal of the material and determine the most appropriate archival storage of the material. • Appropriate materials shall be prepared, catalogued, and archived at the applicant's expense and shall be retained within Alameda County if feasible.
HP-I.8	Study and consider the possibility of grant funding for homes designated or determined to be of historic value.
EV-I.1	Work with the Pleasanton Downtown Association to develop a Downtown Guide that highlights community attractions and events and promotes downtown Pleasanton as a walkable destination where people can shop, dine, play, and stay.
EV-I.2	Conduct a survey of downtown property owners to evaluate the feasibility of and interest in establishing a Downtown Pleasanton Business Improvement/Assessment District.
EV-I.3	Should the existing civic center relocate, ensure that any future amenities in the proposed Town Square District are featured on the Pleasanton Downtown Association website and in promotional materials.

#	<i>Goal/Policy/Implementation Program</i>
EV-I.4	Work with the Pleasanton Downtown Association to keep the list of available downtown commercial properties up to date and easily accessible.
EV-I.5	Launch a “Shop Pleasanton First” campaign to increase business activity and educate the community about the benefits of shopping locally.
EV-I.6	Upon completion of a feasibility study, develop standards for pushcarts, pop-up activities, and kiosks in the downtown that ensure compatibility with surrounding uses, safe and convenient pedestrian traffic, and that design standards are met.
EV-I.7	Consider using Division Street between Main Street and Railroad Avenue for community events, such as a mid-week farmers’ market, and as a pedestrian- only zone in evenings to improve connectivity between the Firehouse Arts Center and Main Street.

*Note: This table subject to change.

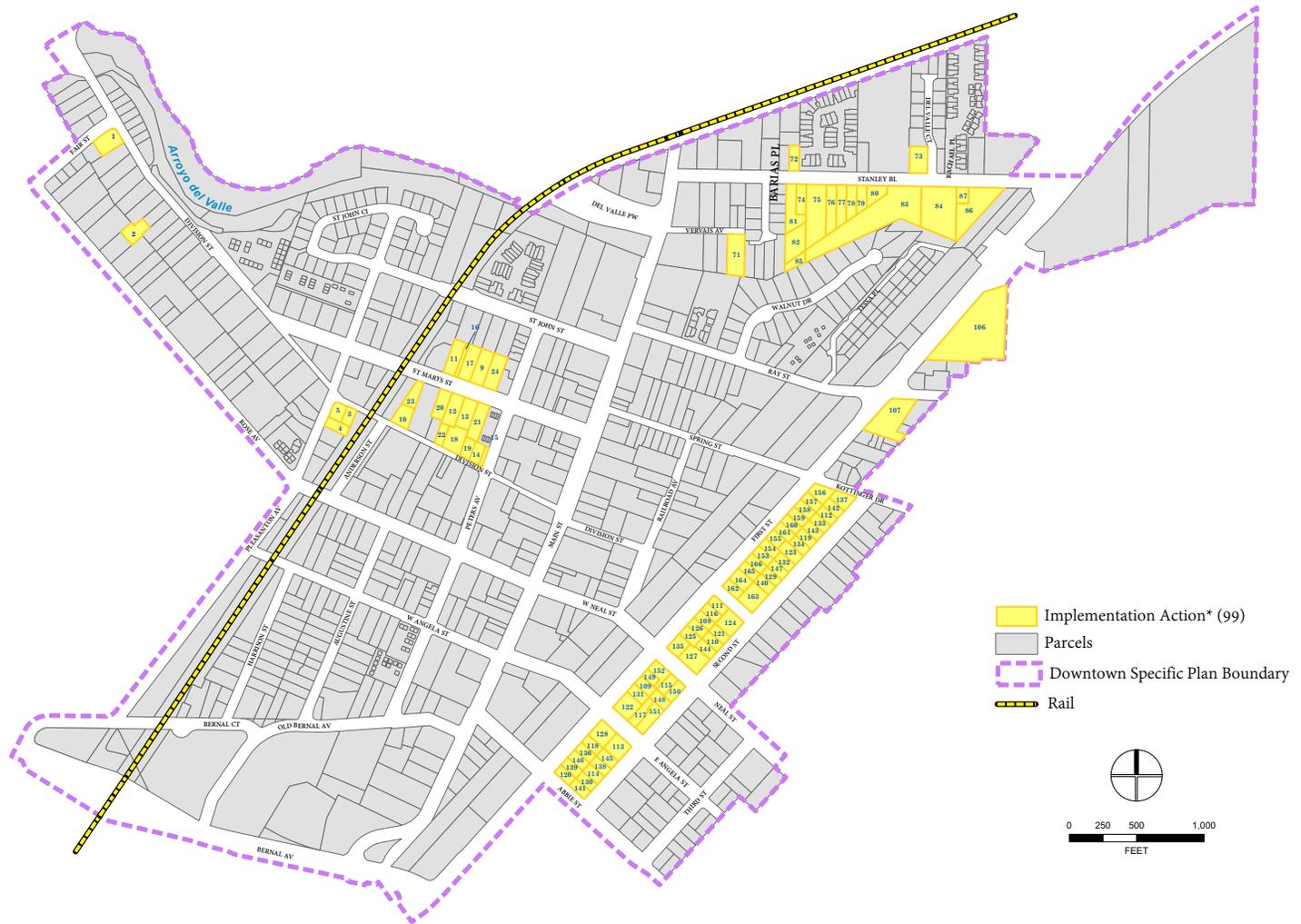
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APPENDIX B: Land Use Designations and Discrepancies

During the Downtown Specific Plan update process, a number of properties were identified to have inconsistent land use designations between the General Plan, specific plan, and/or zoning. City Council adopted Resolution 19-1108 and Ordinance 2193 to reconcile some of these inconsistencies.

Figure B-1 and Table B-1 represent the remaining properties identified to have inconsistent land use designations. Modifications to land use designation(s) for these properties warrant further discussion and outreach and are therefore identified as an implementation action (see LD-1.2 of this specific plan). The final list of properties and their preferred land use designations will be determined as part of the implementation action through the land use amendment process.

Figure B-1: Land Use Inconsistencies



Data Source: City of Pleasanton, 2016; Alameda County Open GIS, 2017.

*Note: Refer to Table B-1: Land Use Inconsistencies Table

Table B-1: Land Use Inconsistencies Table

Property ID	APN	Address	Existing Land Use	<u>Current</u> Designation			<u>Potential</u> Designation		
				General Plan	Specific Plan	Zoning	General Plan	Specific Plan	Zoning
1	094 012700702	1056 Division St	Office	MDR	MDR	Office	No change	No change	R-1-6,500
2	094 012701403	938 Division St	Single-family Residential	HDR	MDR	R-1-6,500	MDR	No change	No change
3	094 015102104	540 Division St	Single-family Residential	MDR	MDR	RM-1,500	No change	No change	RM-4,000
4	094 015102101	4430 Pleasanton Ave	Single-family Residential	MDR	MDR	RM-1,500	No change	No change	RM-4,000
5	094 015102106	560 Division St	Duplex/Triplex	MDR	MDR	RM-1,500	No change	No change	RM-4,000
9	094 012201200	431 St Marys St	Single-family Residential	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
10	094 012500102	479 Division St	Single-family Residential	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
11	094 012201402	459 St Marys St	Single-family Residential	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
12	094 012301401	444 St Marys St	Multi-family Residential	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
13	094 012301403	430 St Marys St	Duplex/Triplex	HDR	HDR	R-1-6,500	No change	No change	RM-4,000

Land use designations modified by City Council with adoption of Resolution No. 19-1108 and Ordinance No. 2193 are excluded from this list.			
Legend			
MDR: Medium Density Residential	RM: Multi-family Residential	MU: Mixed Use	MU-D: Mixed Use Downtown
P&I: Public and Institutional	R-1: One-family Residential	MU-T: Mixed Use Transitional	C-F: Freeway Interchange Commercial
HDR: High Density Residential	PUD: Planned Unit Development	C-C: Central Commercial	C-S: Service Commercial

Table B-1: Land Use Inconsistencies Table

Property ID	APN	Address	Existing Land Use	<u>Current</u> Designation			<u>Potential</u> Designation		
				General Plan	Specific Plan	Zoning	General Plan	Specific Plan	Zoning
14	094 012300900	377 Division St	Single-family Residential	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
15	094 012301707	Peters Ave	Open Space	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
16	094 012201302	St Mary St	Single-family Residential	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
17	094 012201303	443 St Marys St	Single-family Residential	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
18	094 012301404	411 Division St	Single-family Residential	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
19	094 012301000	383 Division St	Single-family Residential	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
20	094 012301301	462 St Marys St	Single-family Residential	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
21	094 012301501	418 St Marys St	Duplex/Triplex	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
22	094 012301405	423 Division St	Single-family Residential	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
23	094 012500101	496 St Marys St	Single-family Residential	HDR	HDR	R-1-6,500	No change	No change	RM-4,000

Land use designations modified by City Council with adoption of Resolution No. 19-1108 and Ordinance No. 2193 are excluded from this list.

Legend

MDR: Medium Density Residential	RM: Multi-family Residential	MU: Mixed Use	MU-D: Mixed Use Downtown
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Table B-1: Land Use Inconsistencies Table

Property ID	APN	Address	Existing Land Use	<u>Current</u> Designation			<u>Potential</u> Designation		
				General Plan	Specific Plan	Zoning	General Plan	Specific Plan	Zoning
24	094 012201101	417 St Marys St	Duplex/Triplex	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
71	946 169100300	4230 Vervais Ave	Single-family Residential	Parks and Recreation, Public Health and Safety, Wildland Overlay	Park, Open Space	C-S	No change	Park, Open Space – Arroyo	A
72	946 168901000	4151 Stanley Blvd	Single-family Residential	HDR	HDR	R-1-6,500	No change	No change	RM-4,000
73	946 168900200	4017 Stanley Blvd	Single-family Residential	HDR	HDR	R-1- 20,000	No change	No change	RM-4,000
74	946 169500700	4140 Stanley Blvd	Single-family Residential	MDR	MDR	R-1- 20,000	No change	No change	R-1-6,500
75	946 169500500	4128 Stanley Blvd	Single-family Residential	MDR	MDR	R-1- 20,000	No change	No change	R-1-6,500
76	946 169500400	4120 Stanley Blvd	Single-family Residential	MDR	MDR	R-1- 20,000	No change	No change	R-1-6,500
77	946 169500300	4112 Stanley Blvd	Single-family Residential	MDR	MDR	R-1- 20,000	No change	No change	R-1-6,500

Land use designations modified by City Council with adoption of Resolution No. 19-1108 and Ordinance No. 2193 are excluded from this list.			
Legend			
MDR: Medium Density Residential	RM: Multi-family Residential	MU: Mixed Use	MU-D: Mixed Use Downtown
P&I: Public and Institutional	R-I: One-family Residential	MU-T: Mixed Use Transitional	C-F: Freeway Interchange Commercial
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Table B-1: Land Use Inconsistencies Table

Property ID	APN	Address	Existing Land Use	<u>Current</u> Designation			<u>Potential</u> Designation		
				General Plan	Specific Plan	Zoning	General Plan	Specific Plan	Zoning
78	946 169500200	4086 Stanley Blvd	Single-family Residential	MDR	MDR	R-1-20,000	No change	No change	R-1-6,500
79	946 169500101	4070 Stanley Blvd	Single-family Residential	MDR	MDR	R-1-20,000	No change	No change	R-1-6,500
80	946 169500102	4062 Stanley Blvd	Single-family Residential	MDR	MDR	R-1-20,000	No change	No change	R-1-6,500
81	946 169500602	4160 Stanley Blvd	Single-family Residential	MDR	MDR	R-1-20,000	No change	No change	R-1-6,500
82	946 169500800	Stanley Blvd	Vacant	MDR	MDR	R-1-20,000	No change	No change	R-1-6,500
83	946 169700700	3970 Stanley Blvd	Single-family Residential	Public Health and Safety, Wildland Overlay, MDR	Open Space, MDR	R-1-20,000	No change	Open Space – Arroyo, MDR	R-1-6,500
84	946 169700300	3950 Stanley Blvd	Single-family Residential	Public Health and Safety, Wildland Overlay, MDR	Open Space, MDR	R-1-20,000	No change	Open Space – Arroyo, MDR	R-1-6,500

Land use designations modified by City Council with adoption of Resolution No. 19-1108 and Ordinance No. 2193 are excluded from this list.

Legend

MDR: Medium Density Residential	RM: Multi-family Residential	MU: Mixed Use	MU-D: Mixed Use Downtown
P&I: Public and Institutional	R-1: One-family Residential	MU-T: Mixed Use Transitional	C-F: Freeway Interchange Commercial
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Table B-1: Land Use Inconsistencies Table

Property ID	APN	Address	Existing Land Use	<u>Current</u> Designation			<u>Potential</u> Designation		
				General Plan	Specific Plan	Zoning	General Plan	Specific Plan	Zoning
85	946 169700800	3970 Stanley Blvd	Vacant	Public Health and Safety, Wildland Overlay	Open Space	R-1-20,000	No change	Open Space – Arroyo	R-1-6,500
86	946 169700100	3988 Stanley Blvd	Single-family Residential	MDR, Public Health and Safety, Wildland Overlay	MDR, Open Space	Agriculture	No change	Open Space – Arroyo, MDR	R-1-6,500
87	946 169700200	3900 Stanley Blvd	Single-family Residential	MDR	MDR	Agriculture	No change	No change	R-1-6,500
106	094 009501101	4050 1st St	Religious/ Institutional	P&I	Public	RM-15, RM-4,000	No change	No change	P&I
107	094 009502503	4212 1st St	General/Retail Commercial	Commercial	Downtown Commercial	C-F	HDR	HDR	RM-4,000
108	094 003600205	4432 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
109	094 003301000	4552 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
110	094 003600204	4453 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500

Land use designations modified by City Council with adoption of Resolution No. 19-1108 and Ordinance No. 2193 are excluded from this list.

Legend

MDR: Medium Density Residential	RM: Multi-family Residential	MU: Mixed Use	MU-D: Mixed Use Downtown
P&I: Public and Institutional	R-1: One-family Residential	MU-T: Mixed Use Transitional	C-F: Freeway Interchange Commercial
HDR: High Density Residential	PUD: Planned Unit Development	C-C: Central Commercial	C-S: Service Commercial

Table B-1: Land Use Inconsistencies Table

Property ID	APN	Address	Existing Land Use	<u>Current</u> Designation			<u>Potential</u> Designation		
				General Plan	Specific Plan	Zoning	General Plan	Specific Plan	Zoning
111	094 003600100	4408 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
112	094 003700400	4329 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
113	094 003200301	4625 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
114	094 003200500	4673 Second St	Duplex/Triplex	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
115	094 003300200	113 Neal St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
116	094 003600800	4420 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
117	094 003300703	110 E Angela St	Duplex/Triplex	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
118	094 003201100	4630 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
119	094 003700700	4349 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
120	094 003200800	104 Abbie St	Duplex/Triplex	MDR	MDR	RM-4,000	No change	No change	R-1-6,500

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Table B-1: Land Use Inconsistencies Table

Property ID	APN	Address	Existing Land Use	<u>Current</u> Designation			<u>Potential</u> Designation		
				General Plan	Specific Plan	Zoning	General Plan	Specific Plan	Zoning
121	094 003600203	4443 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
122	094 003300800	4584 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
123	094 003700900	4363 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
124	094 003600201	4419 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
125	094 003600600	4456 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
126	094 003600700	4444 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
127	094 003601000	118 Neal St	Religious/ Institutional	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
128	094 003200100	4622 1st St	Multi-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
129	094 003701200	4383 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
130	094 003200600	4687 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500

Land use designations modified by City Council with adoption of Resolution No. 19-1108 and Ordinance No. 2193 are excluded from this list.			
Legend			
MDR: Medium Density Residential	RM: Multi-family Residential	MU: Mixed Use	MU-D: Mixed Use Downtown
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Table B-1: Land Use Inconsistencies Table

Property ID	APN	Address	Existing Land Use	<u>Current</u> Designation			<u>Potential</u> Designation		
				General Plan	Specific Plan	Zoning	General Plan	Specific Plan	Zoning
131	094 003300900	4568 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
132	094 003701000	4371 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
133	094 003700500	4333 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
134	094 003700800	4355 Second St	Duplex/Triplex	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
135	094 003600900	100 Neal St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
136	094 003201002	4646 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
137	094 003700200	4307 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
138	094 003200402	4649 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
139	094 003200900	4678 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
140	094 003701300	4389 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500

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Legend

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Table B-I: Land Use Inconsistencies Table

Property ID	APN	Address	Existing Land Use	<u>Current</u> Designation			<u>Potential</u> Designation		
				General Plan	Specific Plan	Zoning	General Plan	Specific Plan	Zoning
141	094 003200700	4699 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
142	094 003700300	4319 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
143	094 003700600	4341 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
144	094 003600300	4467 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
145	094 003200401	4637 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
146	094 003201001	4662 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
147	094 003701100	4377 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
148	094 003300400	4543 Second St	Duplex/Triplex	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
149	094 003301100	4536 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
150	094 003300300	119 Neal St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500

Land use designations modified by City Council with adoption of Resolution No. 19-1108 and Ordinance No. 2193 are excluded from this list.			
Legend			
MDR: Medium Density Residential	RM: Multi-family Residential	MU: Mixed Use	MU-D: Mixed Use Downtown
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Table B-1: Land Use Inconsistencies Table

Property ID	APN	Address	Existing Land Use	<u>Current</u> Designation			<u>Potential</u> Designation		
				General Plan	Specific Plan	Zoning	General Plan	Specific Plan	Zoning
151	094 003300601	4559 Second St	Duplex/Triplex	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
152	094 003300100	101 Neal St	Duplex/Triplex	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
153	094 003701900	4358 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
154	094 003702000	4350 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
155	094 003702100	4342 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
156	094 003700100	4306 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
157	094 003702500	4312 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
158	094 003702400	4318 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
159	094 003702300	4324 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
160	094 003702201	4330 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500

Land use designations modified by City Council with adoption of Resolution No. 19-1108 and Ordinance No. 2193 are excluded from this list.

Legend			
MDR: Medium Density Residential	RM: Multi-family Residential	MU: Mixed Use	MU-D: Mixed Use Downtown
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Table B-1: Land Use Inconsistencies Table

Property ID	APN	Address	Existing Land Use	<u>Current</u> Designation			<u>Potential</u> Designation		
				General Plan	Specific Plan	Zoning	General Plan	Specific Plan	Zoning
161	094 003702202	4336 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
162	094 003701501	4390 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
163	094 003701402	4397 Second St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
164	094 003701600	4382 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
165	094 003701700	4374 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500
166	094 003701800	4366 1st St	Single-family Residential	MDR	MDR	RM-4,000	No change	No change	R-1-6,500

<i>Land use designations modified by City Council with adoption of Resolution No. 19-1108 and Ordinance No. 2193 are excluded from this list.</i>			
Legend			
MDR: Medium Density Residential	RM: Multi-family Residential	MU: Mixed Use	MU-D: Mixed Use Downtown
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APPENDIX C: Streetscape Design Options

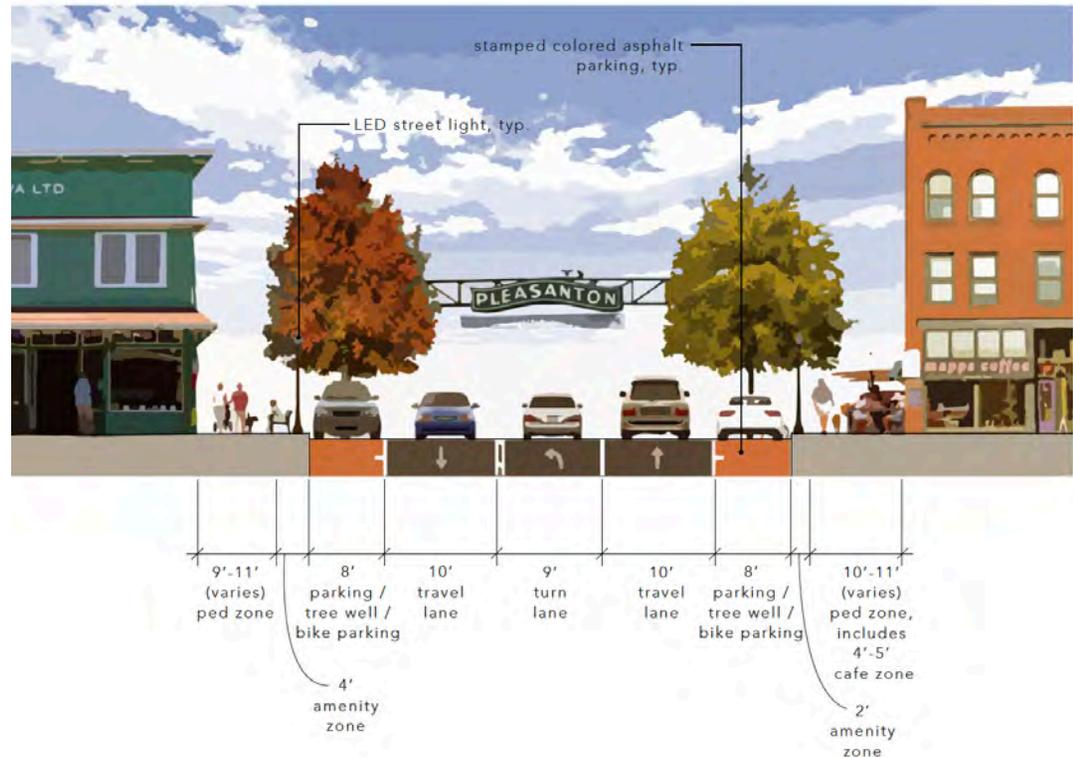
This appendix contains streetscape options for Main Street, Peters Avenue, First Street, and Division Street. The streetscape options were first presented to the Task Force at the October 10, 2017 Task Force meeting. The single option that was selected for each roadway by the Task Force is shown in Chapter 5 of this Plan.

Figure C- I: Main Street Streetscape Design Options

Medium-Degree Change

This option retains many of the existing site furnishings and sidewalk pavement on Main Street.

- Proposed features include Pleasanton green metal benches and the use of a colored stamped asphalt for the parking zones.
- The shade trees are relocated to the parking zone as a phased process and provide a canopy over the street and sidewalk areas.
- To maximize the pedestrian zone, outdoor dining is reduced, unless the pedestrian sidewalk area can be kept at 6'-0" minimum.
- Additional features include visible parking signs, wayfinding signs, hanging flower baskets, replacement of corner/bulb-out paving with colored pavers to complement those at the existing clock tower, and addition of seating and shelter at bus stops.



High-Degree Change

This option proposes Pleasanton green, thematic metal site furnishings in addition to benches, such as bike racks and trash bins, and brick-like paver pavements on Main Street to enhance the small-town aesthetic.

- Shade trees are moved to the parking zone as a phased process.
- The parking zone is a shared use area with parklets for business use and bike corral parking.
- Where outdoor dining is desired, it would be accommodated through a parklet, which would replace parking and extend the pedestrian zone.
- Other amenities and enhancements to the street are as noted in the medium-degree changes.

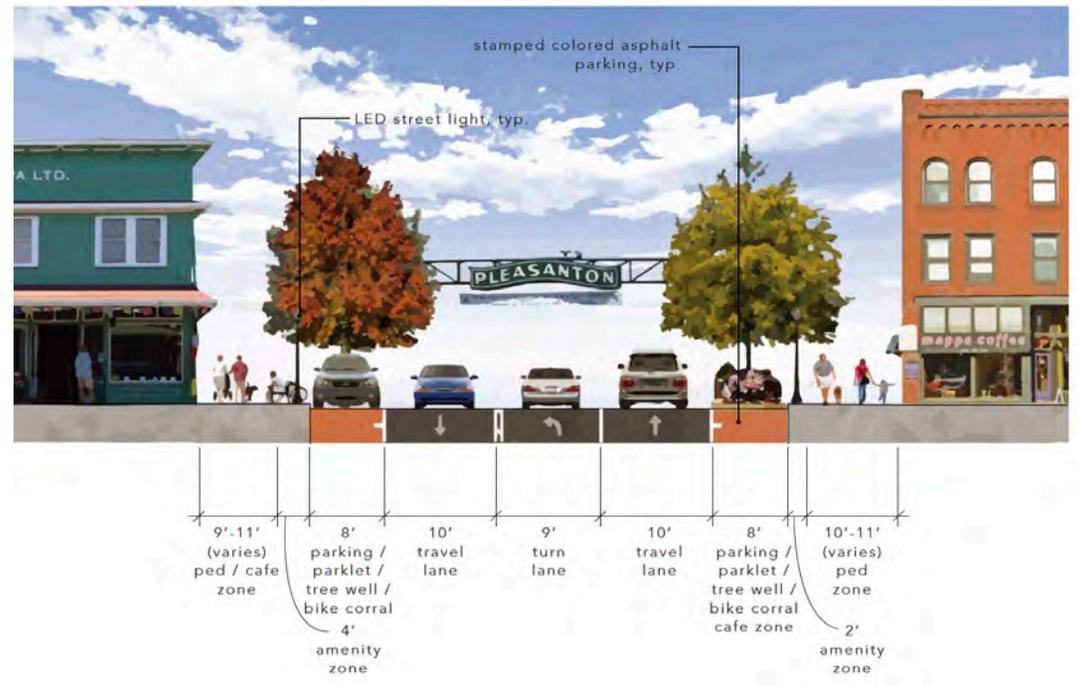


Figure C-2: Peters Avenue Streetscape Design Options

Medium-Degree Change

This option introduces street trees, bike facilities, and additional lighting.

- Parking areas and travel lanes are narrowed to accommodate two bike lanes.
- Parking is used as a buffer for the bike lane on the west side.
- Parking on the east side is on the curb to provide bulbouts and shorten walking distances.
- In both parking areas, street trees are introduced to create a shade canopy over the street and sidewalk areas.
- Travel lanes are narrowed to 11'-0" to control travel speeds and provide a quieter and safer environment for pedestrian and bicycle users and match the feel of Main Street.



High-Degree Change

This option carries forward the enhancements from the medium-degree change option, and is supplemented by infrastructure changes including:

- Pavers at sidewalk to match the aesthetic of Main Street.
- Providing a raised contra-flow cycle track.

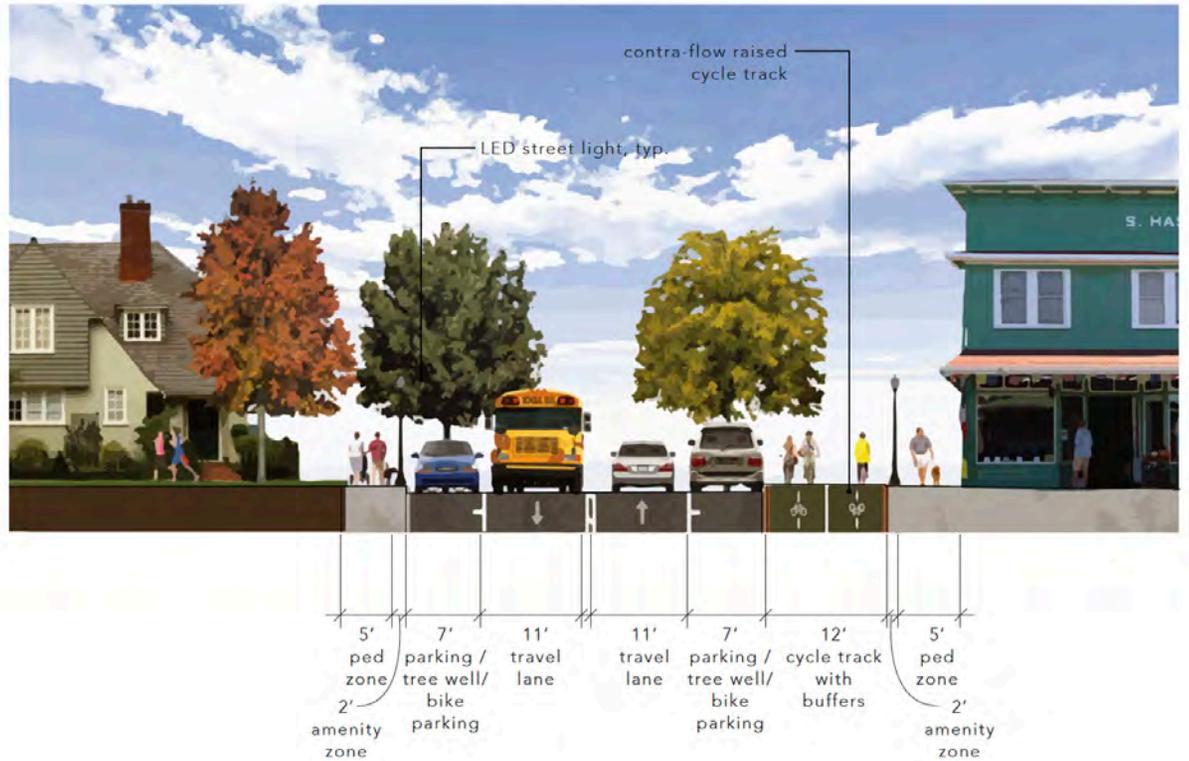
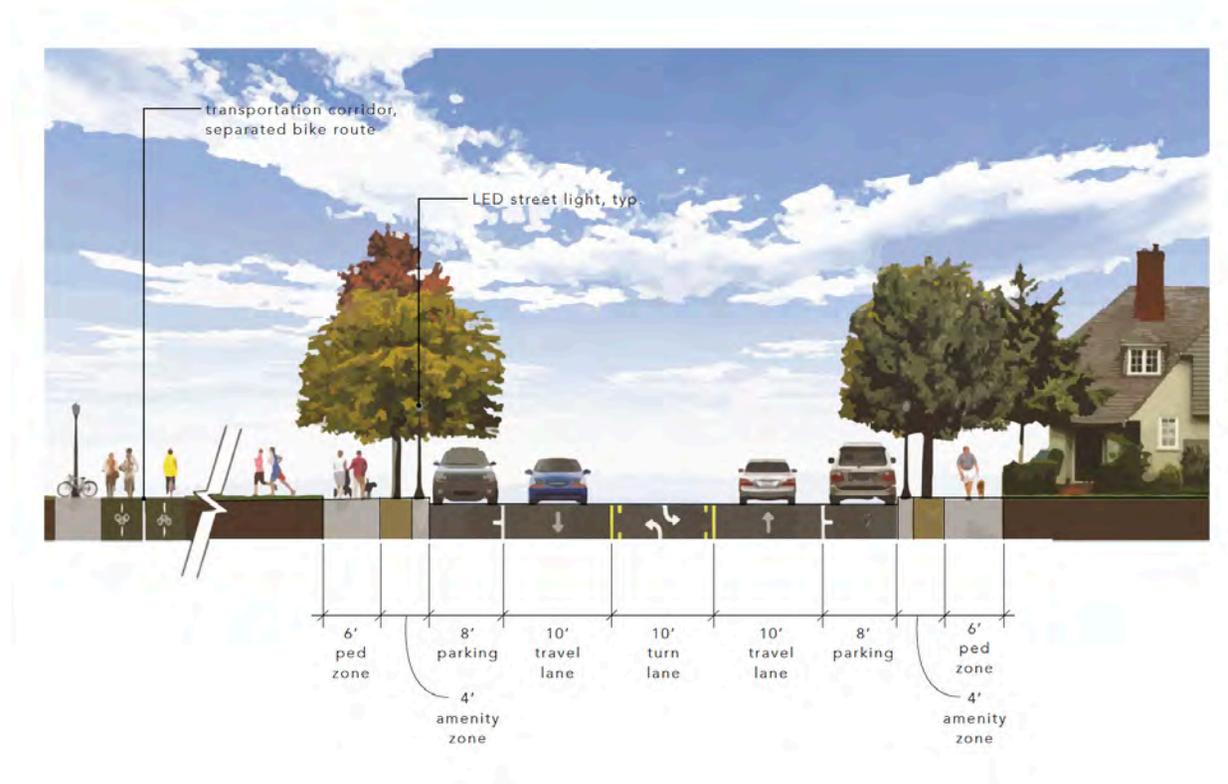


Figure C-3: First Street Streetscape Design Options

Medium-Degree Change

This option preserves the roadway design for vehicular use and provides a bicycle and pedestrian route away from the roadway by utilizing the future transportation corridor.

- This option connects the bicycle and pedestrian trail to existing facilities and leaves the roadway unchanged.
- Street furnishings, such as bike racks and benches, are added, along with additional lighting along the existing sidewalk and proposed trail route.



High-Degree Change

This option redesigns the roadway by introducing green-backed bike lanes to the street.

- The bike lanes will replace the parking area and include buffers.
- Bulb-out crosswalks will be included to reduce the pedestrian walking distance.
- Adding bike lanes to the street transforms First Street into a multi-modal transportation corridor.
- Other enhancements from the medium-change option are included and expanded upon to maximize the pedestrian and bicycle opportunities.

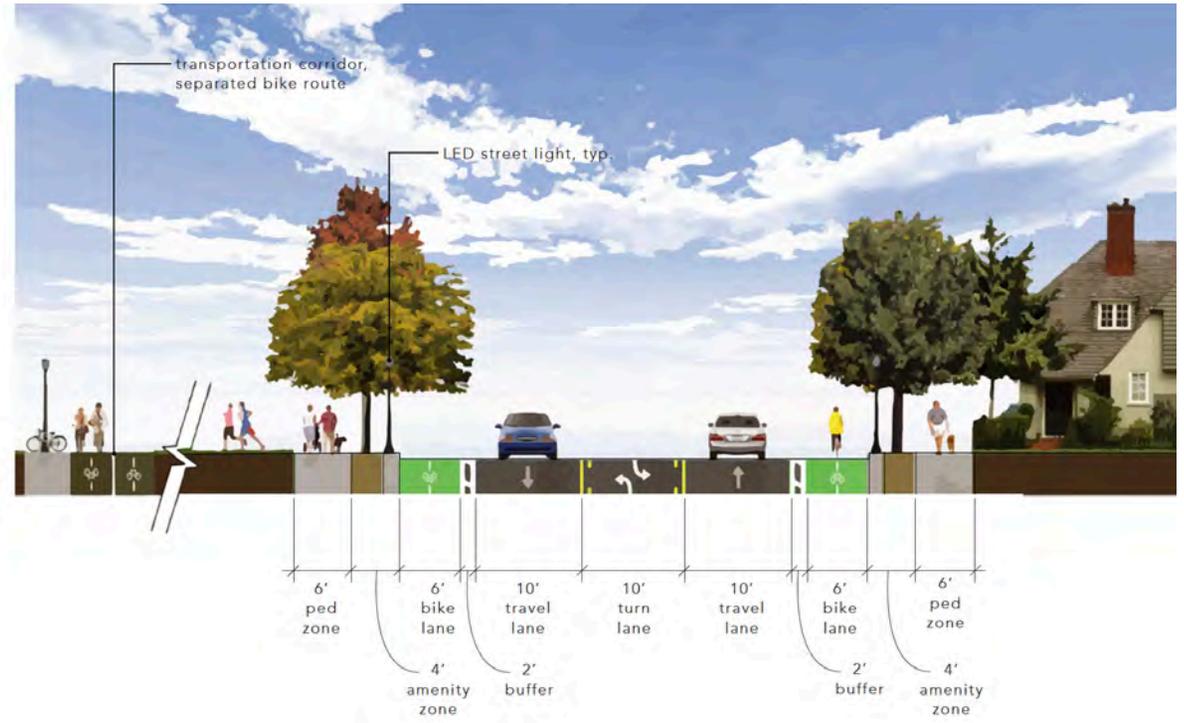
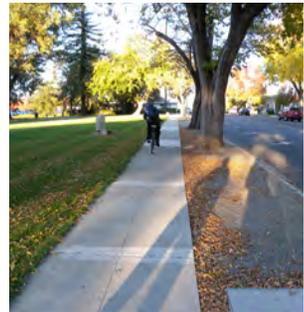
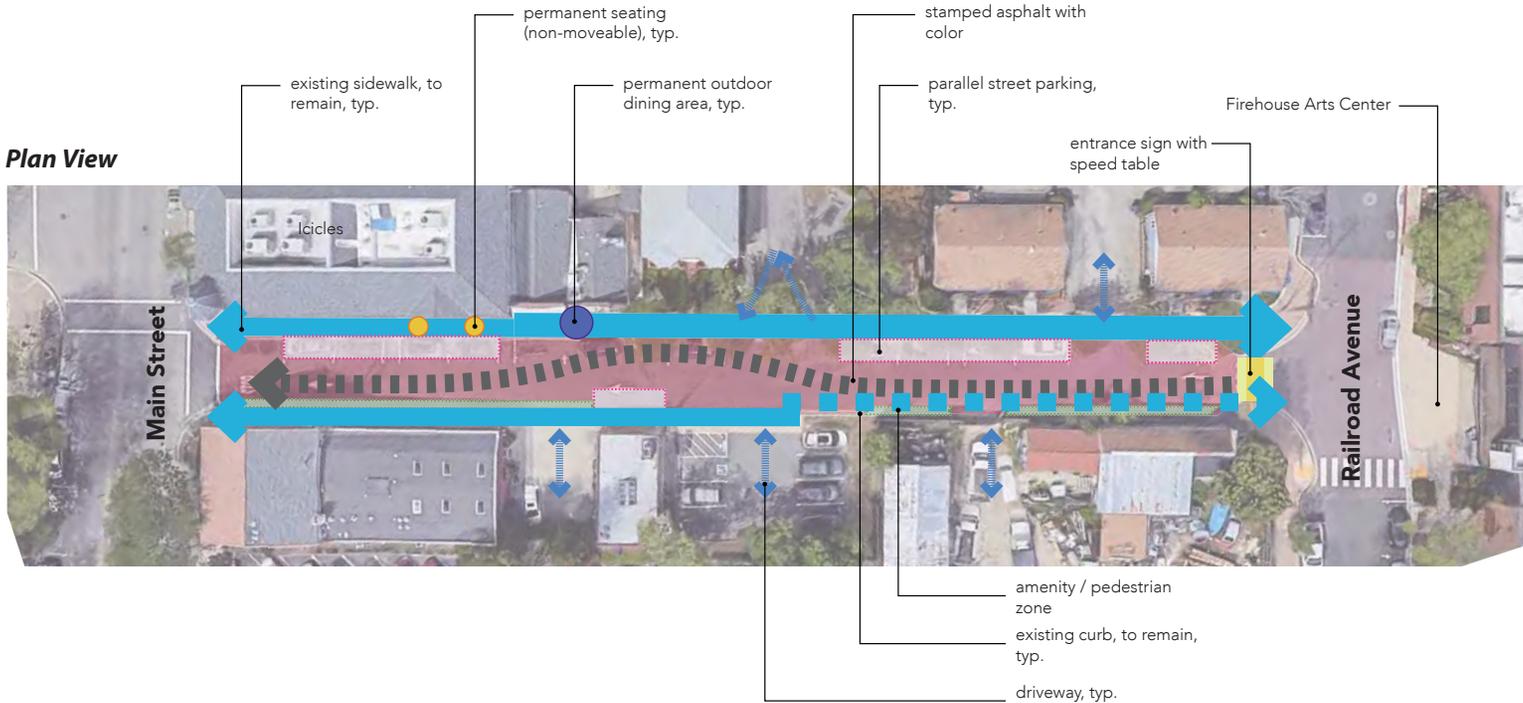


Figure C-4: Division Street Streetscape Design Options (Low Degree Change)

Plan View

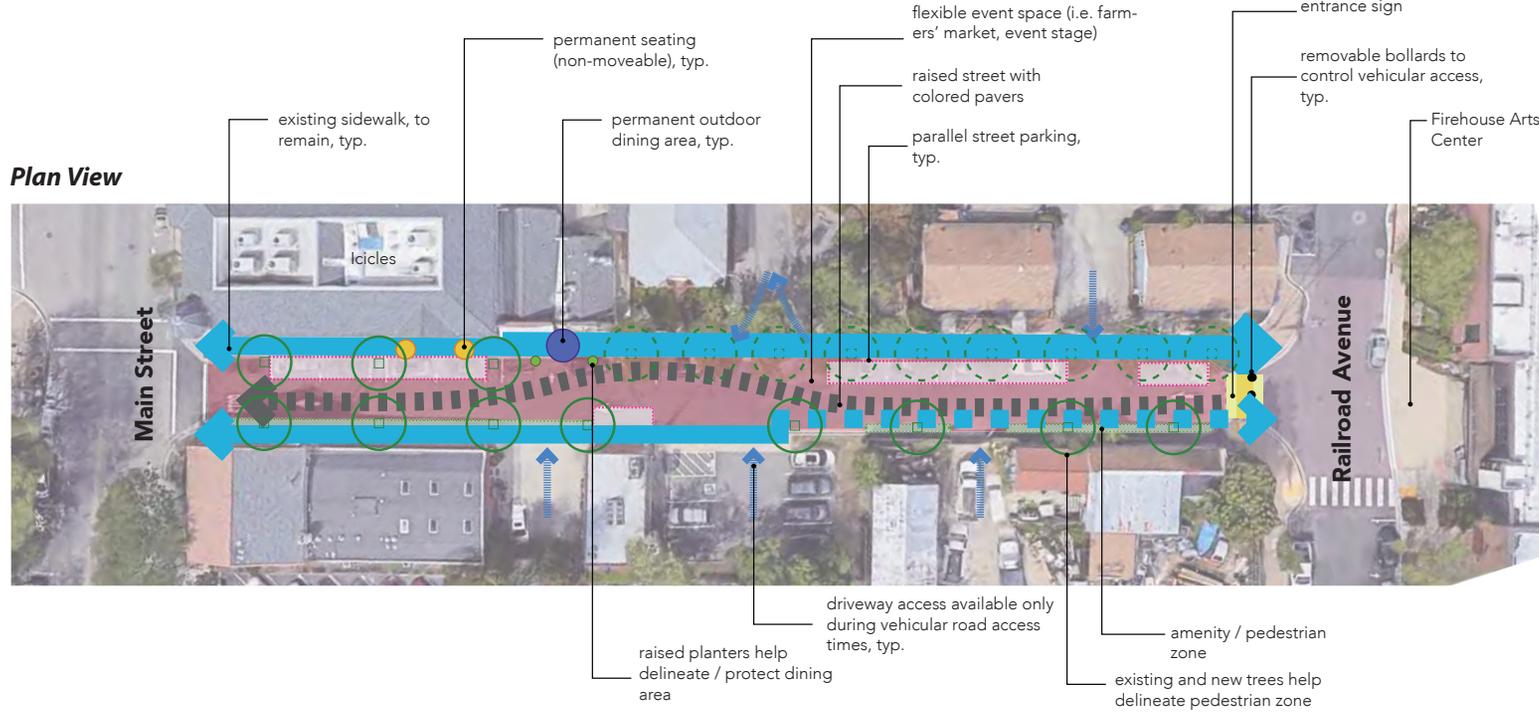


The shared street with low-degree changes remains a one-way vehicular roadway and introduces more pedestrian-scale street details, such as planters and more aesthetically pleasing stamped paving. Parallel parking areas will alternate between the north and south side of the curb to help slow down motorists. The function of Division Street will see little change but the pedestrian connection to Main Street will be improved.



**Perspective View:
towards Railroad Avenue**

Figure C-5: Division Street Streetscape Design Options (Medium Degree Change)



The shared street with medium-degree changes allows Division St. to host community events and limit motor vehicle use to non-event times. Amenities, such as street trees, shade, landscaping, seating, and widened pedestrian zones, as well as changing the surfacing to a stone paver, help to create a more walkable and enjoyable environment.

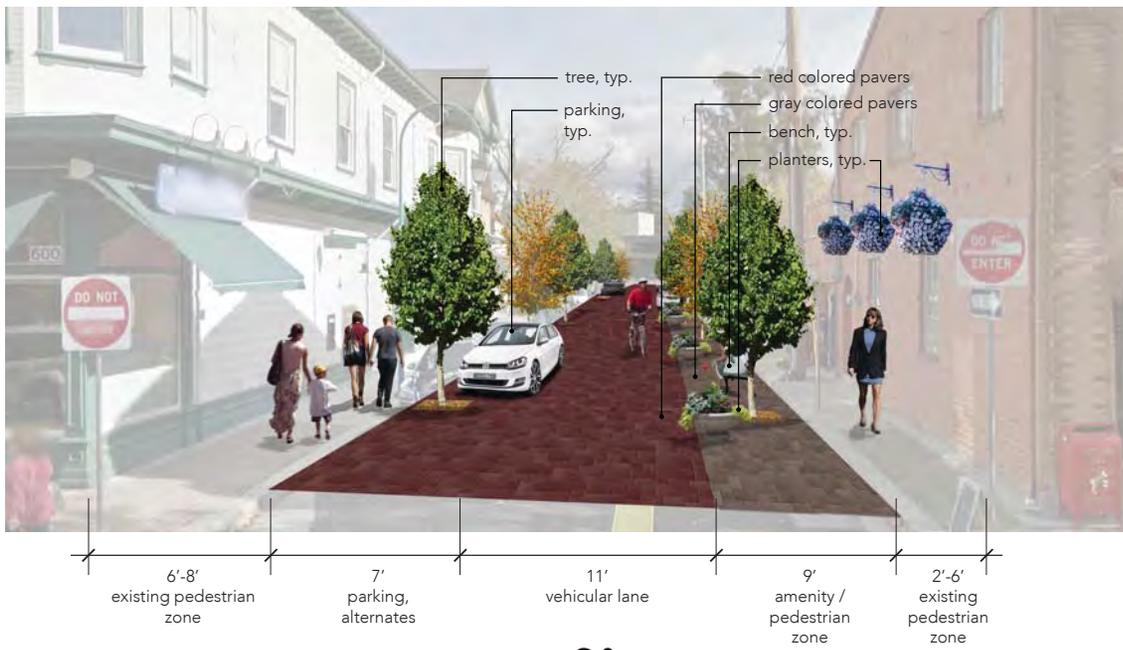
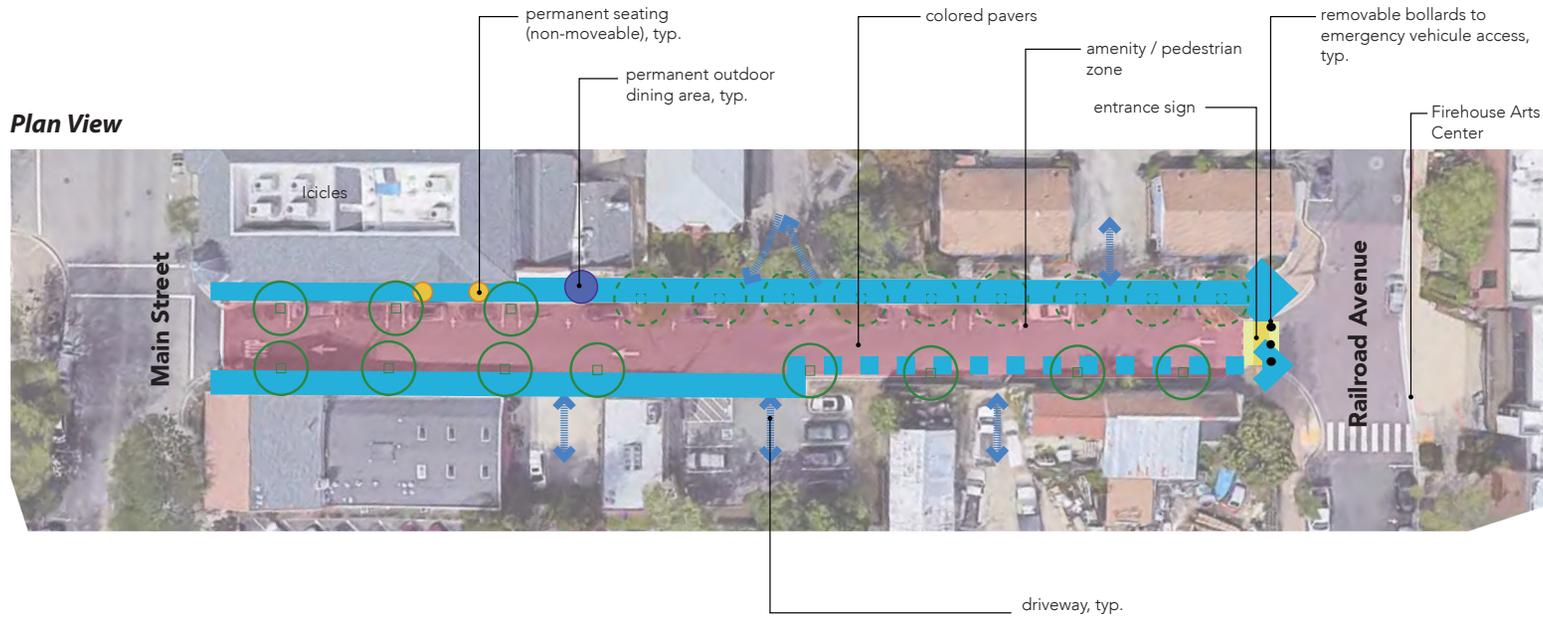


Figure C-6: Division Street Streetscape Design Options (High Degree Change)

Plan View



The shared street with high-degree changes prioritizes the street for pedestrian users, with vehicular access only for emergencies. Planters and bollards help identify the pedestrian corridor and prohibits vehicular use. The curbs have been removed to maximize the pedestrian zone and function as a downtown thoroughfare and a safe connection between the Firehouse Arts Center and Main Street. This design also includes additional seating, lighting, landscaped areas, festoon lighting, and trees for shade. With these changes, Division Street can become a downtown hub for community events and activities.

**Perspective View:
towards Railroad Avenue**



