

## Planning Commission Staff Report

August 27, 2014  
Item 6.b.

- SUBJECT:** PUD-106
- APPLICANT:** John Gutknecht, Habitec Architecture
- PROPERTY OWNER:** Alameda County Surplus Property Authority
- PURPOSE:** Application for PUD Development Plan for the construction of an automobile dealership consisting of an approximately 31,792-square-foot building with a 2,175-square-foot service canopy and 1,250-square-foot car wash, and related site improvements on the Auto Mall site at Staples Ranch.
- GENERAL PLAN:** Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation
- SPECIFIC PLAN:** Stoneridge Drive Specific Plan Amendment/Staples Ranch
- ZONING:** Planned Unit Development – Commercial (PUD-C) District
- LOCATION:** Approximately 16 acres of the Auto Mall Site at Staples Ranch
- EXHIBITS:**
- A. [Draft Conditions of Approval](#)
  - B. [Project Plans, Project Description, LEED Checklist, Plan to Reduce Operational Air Emissions](#)
  - C. [Draft Minutes of the July 23, 2014, Planning Commission Work Session](#)
  - D. [Location Map and Noticing Map](#)

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### I. BACKGROUND

Habitec Architecture, on behalf of Chrysler-Jeep-Dodge, has submitted an application for a Planned Unit Development (PUD) for the construction of an automobile dealership at the Auto Mall site at Staples Ranch.

The Stoneridge Drive Specific Plan Amendment/Staples Ranch (Specific Plan) was adopted by City Council on August 24, 2010, and is applicable to the subject site. The Specific Plan contains design standards for properties subject to the Specific Plan, and includes a Mitigation Monitoring and Reporting Program (MMRP).

The proposed application is subject to review and approval by the City Council, following review and recommendation by the Planning Commission. The Planning Commission's recommendation on the proposed application will be forwarded to the City Council for review and final decision.

### **July 23, 2014 Planning Commission Work Session**

The project was reviewed and discussed at a work session with the Planning Commission held on July 23, 2014. Outlined below are the topics discussed at the workshop (the draft minutes from the workshop regarding this item are attached to this report at Exhibit C).

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

Commissioners indicated that the general circulation for the 16-acre site appears to be acceptable; however the path of travel for a vehicle making a right-turn into the dealership and making another sharp right-hand turn to pull into the service lanes appears to be a significant direction change. Additionally, several commissioners indicated that pedestrian access between the lots appears to be limited, which may constrain the ability of customers shopping for a car to walk between three dealerships on the lot.

*B. Does the Planning Commission support the Specific Plan Amendment to allow vehicular ingress from El Charro Road, subject to agreement by parties of the Pre-Development and Cooperation Agreement?*

Commissioners indicated if the access is designed safely, then it could be acceptable, but also commented that the distance between the exit and the property's termination at Stoneridge Drive is short, and that high traffic/truck volumes need to be taken into account.

*C. Are the building design, colors and materials, and height acceptable?*

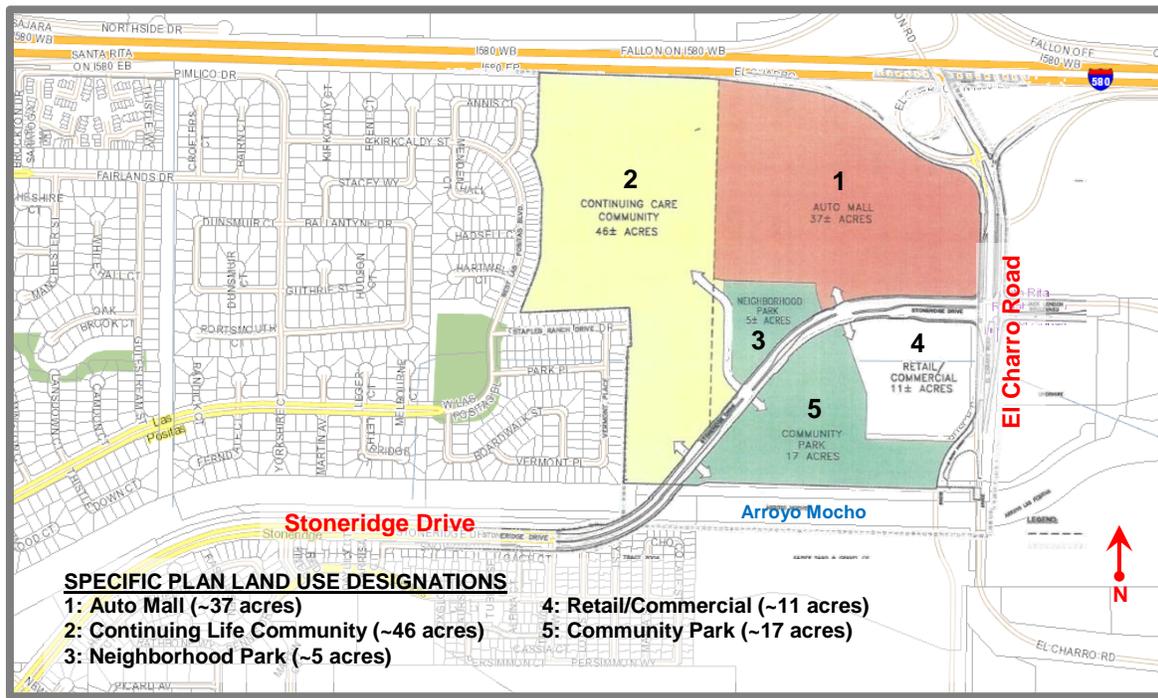
Commissioners found the building and materials to be generally acceptable, but commented that the façade facing Stoneridge Drive appears stark, particularly with the service bays, and further, that since Stoneridge Drive is a frequently traveled road, this façade should be more architecturally varied.

### Work Session Public Comment

David Preiss, from law firm Holland and Knight LLP, spoke on behalf of his client, Vulcan Materials Company. Mr. Preiss indicated he had no issues with the Chrysler-Jeep-Dealership, but wanted to inform the Planning Commission that the Pre-Development and Cooperation Agreement (Agreement) executed in 2007 took years of negotiation and is a very detailed agreement, entailing how to integrate truck and consumer traffic. Mr. Preiss further commented that access from El Charro Road as proposed cannot be approved without consent and agreement from the parties of the Agreement, and that his client has requested to meet with staff and the applicant regarding the proposed access from El Charro Road.

## II. SITE DESCRIPTION

The approximately 37-acre Auto Mall site is located north of Stoneridge Drive and the Neighborhood Park, south of Interstate 580, east of the Continuing Life Communities (CLC) site, and west of El Charro Road. Of the 37 acres, the applicant proposes to acquire approximately 16 acres located west of El Charro Road (5 of the total 16 acres would be developed with construction of the Chrysler-Jeep-Dodge dealership). Figure 1 provides a vicinity map of the area.

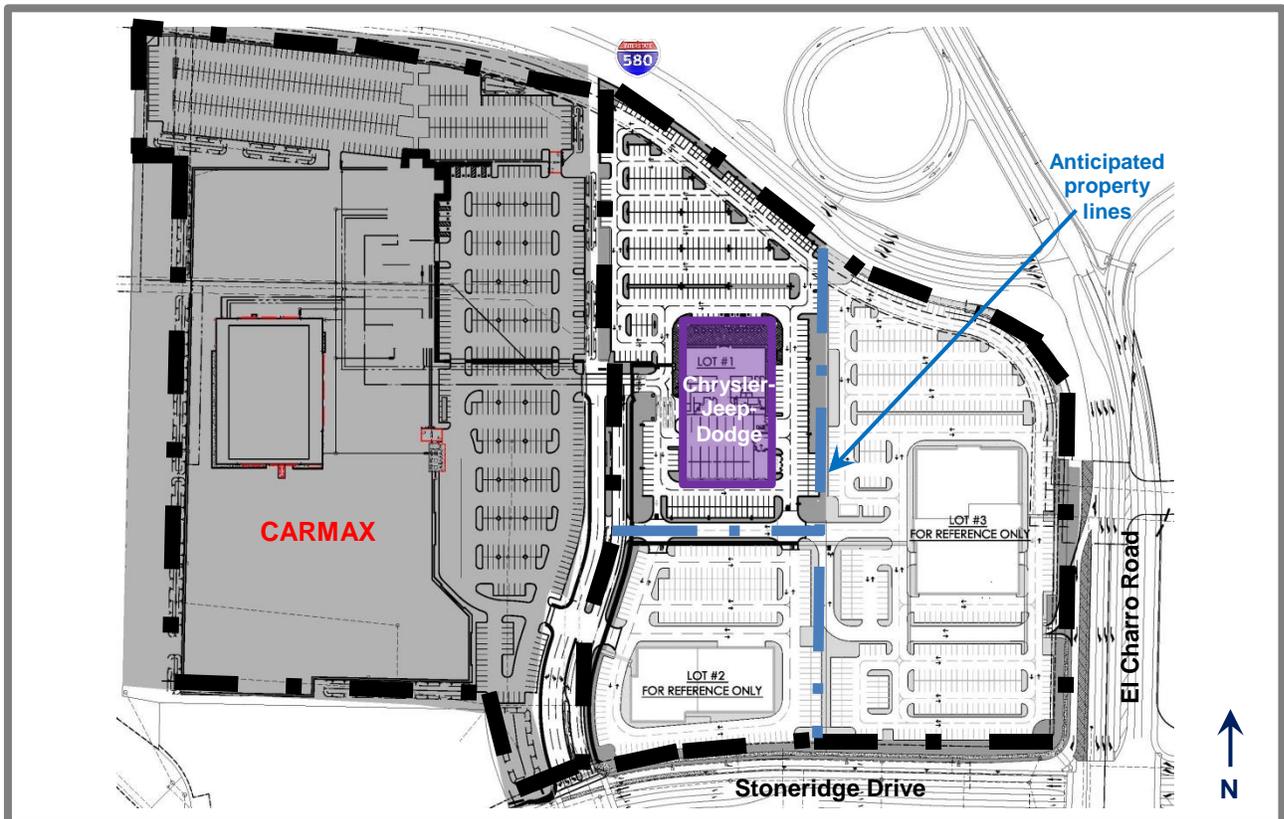


**Figure 1: Vicinity Map**

As noted in Figure 1, the Auto Mall site is one of five designations within the Staples Ranch area. Other land use designations within the Stoneridge Drive Specific Plan Amendment/Staples Ranch include the Continuing Life Community, Neighborhood Park, Retail/Commercial, and Community Park.

Figure 2 shows the Auto Mall site at Staples Ranch. The recently approved CarMax Auto Superstores project is located on the western 20 acres of the Auto Mall site, and is shown in gray shading.

The remaining 16-acre site is located east of the CarMax Auto Superstore site, west of El Charro Road, and north of Stoneridge Drive. The proposed Chrysler-Jeep-Dodge dealership is proposed in the northwestern area of the 16-acre site (the footprint of the proposed building is highlighted in purple in Figure 2). The blue lines in Figure 2 identify where the planned property lines for the three lots are anticipated.



**Figure 2: Staples Ranch Auto Mall Site**

The 16-acre site is vacant and relatively flat, with elevations ranging from approximately 351 feet near the northwestern corner to 354 feet near the southeastern corner. No driveways or entry drives currently provide access to the site, and no mature trees are located on the site.

### III. PROJECT DESCRIPTION

The applicant proposes to construct a new and used automobile dealership consisting of an approximately 31,792-square-foot building with a 2,175-square-foot service canopy and 1,250-square-foot car wash, and related site improvements on approximately 5 acres of the Auto Mall site (Lot 1 in Figure 2). The project characteristics are identified below.

- A. **Site Plan and Project Layout:** The applicant has the option to acquire the entire 16-acre site, but immediate plans are to develop only 5 acres for the proposed Chrysler-Jeep-Dodge dealership.
  - a. **Site Access:** The 16-acre project site is accessed from Stoneridge Drive via a shared entry drive (shared with CarMax Auto Superstores). The entry drive has two lanes to enter the project site and three lanes for exiting. The access drive continues further north and ends at a proposed stop sign intersection where incoming visitors would make a right turn into the subject site (or a left turn from the subject site to exit). Two additional access points are proposed from the private entry drive, both for ingress/egress.

Since the Planning Commission workshop on July 23, 2014, the applicant has modified the plans such that there is access between Lot 1 and Lot 2 near the southeastern corner of Lot 1. A condition requires the egress-only access aisle near the southwestern corner of Lot 1 to be constructed with the project. A separate condition requires that the drive aisle that runs east-west and is located between Lots 1 and 2 be constructed with the development of Lot 1.

Also since the Planning Commission workshop on this application, the developer has removed the request for access from El Charro Road and therefore, a condition indicates that access from El Charro Road is not permitted. However, at the time the remainder of the auto mall site is developed, access from El Charro Road will be reconsidered, subject to the Pre-Development and Cooperation Agreement.

- b. Parking Areas and Delivery Truck Location for 5-acre Site: For the 5-acre site, a total of 389 parking spaces are proposed, including: 35 visitor stalls, 245 display stalls, 67 service vehicle stalls, and 49 employee stalls. Generally, the visitor parking stalls are located in close vicinity to the proposed building, north and west of the pedestrian entrance (a few are located further south). The display spaces are clustered in the northern area of the property. Employee and service parking stalls (the majority of service parking stalls are tandem spaces) are located to the east and south of the proposed building, respectively.

In order to avoid conflicts with the anticipated route for emergency vehicles, a delivery area for trucks is proposed near the northwestern corner of the proposed building, in the drive aisle separating the visitor parking from the display parking area.

The dimensions of parking stalls within the employee and visitor parking areas are 9 feet wide by 19 feet deep, with a 25-foot drive aisle. The dimensions of parking stalls within the display and service areas are 9 feet wide by 18 feet deep, with drive aisles that vary between 20 feet and 24 feet.

- B. **Operations**: The operating hours for vehicle sales are anticipated to be 9:00 a.m. to 9:00 p.m., Monday – Saturday, and 9:00 a.m. to 8:00 p.m. on Sunday. The service department is expected to be open from 7:00 a.m. to 6:00 p.m., Monday – Friday, and from 8:00 a.m. to 5:00 p.m. on Saturday. New and used vehicles to be sold at the Chrysler-Jeep-Dodge dealership are expected to be delivered 3 times a week via a transport carrier. The project description included with this staff report as part of Exhibit B provides details on the operation of the auto dealership.
- C. **Proposed Building**: The proposed Chrysler-Jeep-Dodge building consolidates the sales, parts storage, and service function of the dealership. Elevation drawings are provided in the materials for this workshop.

The size of the building has not changed since the Planning Commission workshop. The approximately 31,792-square-foot building consists of the following areas: 15,680-square-foot first floor for showroom and sales, 2,912-square-foot second floor containing office space, and a 13,200-square-foot area on the first floor for vehicle servicing. A canopy where customers would drop off their vehicles for servicing is located on the western side of the building, and an approximately 1,250-square-foot car wash is located on the eastern side of the building. An approximately 400-square-foot detached trash enclosure is proposed within the parking area to the east of the building.

A total of three customer entry-ways are proposed (at the northern, western, and eastern facades); all three entries lead to the showroom. The western and northern pedestrian entries are located where a portion of the building projects out from the main wall and where the base encloses the pedestrian doors on either side. The roof of these “entry elements” is higher than the main roofline of the building (the entry elements are proposed to be 32-feet-8-inches tall; the main roofline is proposed to be 26-feet-9-inches tall; and the roof screen for roof-top mechanical equipment will be 31-foot tall). The customer service lanes are proposed on the western side of the building, and are accessible from the shared entry drive. Figures 3 and 4 show elevations of the proposed building.



**Figure 3: West and North Elevations**



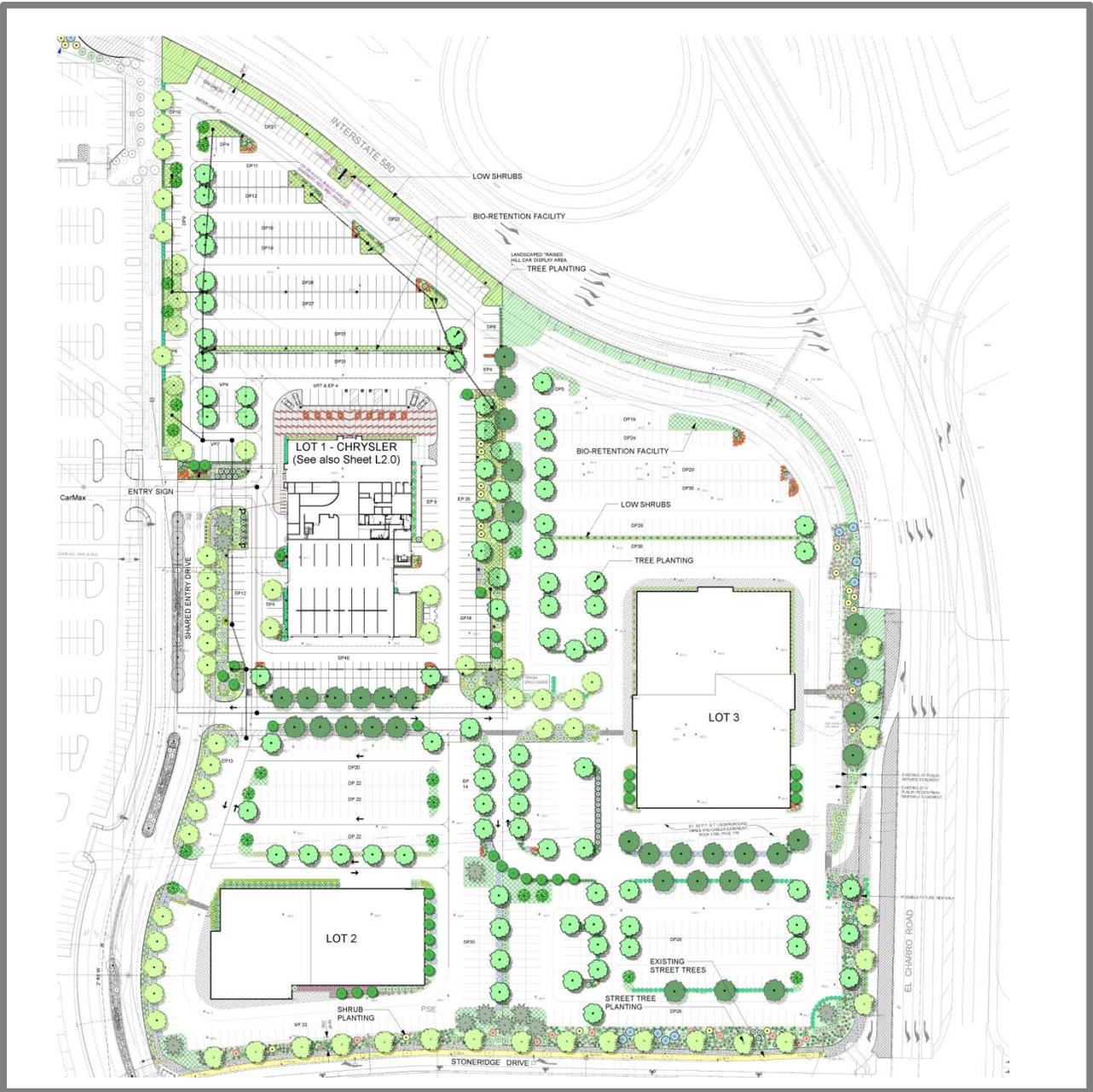
**Figure 4: East and South Elevations**

The exterior of the building consists primarily of aluminum composite material (ACM), and two colors of tex-cote over the concrete tilt-up facade. The ACM is proposed in a “Silver Metallic” color and the tex-cote is proposed in Benjamin Moore “Rock Gray” and Benjamin Moore “Pelican Gray” colors. Storefront glass tinted gray (color as “Solargray”) is also proposed.

- D. **Landscaping:** Conceptual landscaping plans inclusive of a plant palette are on Sheets L1.0 – L6.0, and show the 16-acre site and a more detailed plan for the 5-acre site. The bottom two view perspectives shown on Sheet A6.3 of the plans show the landscaping at initial planting and with 10 years of growth.

Proposed tree species (all are proposed to be 24-inch box size) include: Sawleaf zelkova, Deodar cedar, Pink crape myrtle, Flowering pear, Coast live oak, and Mexican palo verde. The trees are located around the perimeter of the 16-acre site and around the anticipated boundary of the 5-acre site. A condition of approval requires the applicant to identify the proposed tree species along Stoneridge Drive and El Charro Road, and along the shared entry drive approved for the CarMax Auto Superstores application, and to ensure the species and planting spacing is consistent with nearby existing conditions for overall consistency.

A variety of shrubs and ground cover are proposed in various planter and bio-retention areas. Landscaping has been incorporated in planter boxes (approximately 3 feet high) directly in front of the dealership’s northern façade, and around the northern, eastern, and western building perimeters (the southern façade consists of roll-up doors for vehicular access to the service area). Planting would be tolerant of recycled water. Figure 5 shows the proposed landscaping plan.



**Figure 5: Proposed Landscaping Plan**

- E. **Lighting:** The proposed lighting plan for the 5-acre Chrysler-Jeep-Dodge site is included on the last sheet of the project plans (the remainder of the site does not have a lighting plan at this time). Pole-mounted lighting at a height of 25 feet above finished grade is proposed in the parking lot areas and wall-mounted fixtures 10 feet above finished grade are proposed for the building. A separate plan for lighting during *non-operational hours* has not been shown, but in accordance with the MMRP, all exterior parking lot lighting levels during non-operational hours must be designed such that they do not exceed 10 footcandles. The maximum height for pole lighting as required by the MMRP within the sales and service lot is 25 feet. Table 1 identifies the proposed lighting levels during operational hours.

**Table 1: Proposed Lighting Levels During Operational Hours, in Footcandles**

	<b>Proposed Average</b>	<b>Proposed Maximum</b>	<b>Proposed Minimum</b>	<b>Maximum Permitted</b>
Customer, Employee, and Service Areas	5.1	12.9	1.1	<b>10</b>
Sales and Display Area	11.4	18.1	2.4	<b>30<sup>1</sup></b>
Sales and Display Area Adjacent to Freeway	3.1	4.8	0.3	<b>30<sup>1, 2</sup></b>

<sup>1</sup> Designated display areas where merchandise is presented to customers is permitted to be a maximum of 30 footcandles, and the location of such designated display areas is required to be identified on the lighting plan (other areas are limited to a maximum of 10 footcandles).

<sup>2</sup> The first row of lighting by the northern property line is allowed a maximum level of 50 footcandles.

As shown in Table 1, the proposed lighting plan distinguishes between three different areas of the 5-acre site:

1. The *proposed* maximum lighting level in the “customer, employee, and service” area is 12.9 footcandles, where the *permitted* maximum level is 10 footcandles;
2. The “sales and display area” farther from the freeway is proposed to be a maximum level of 18.1 footcandles, where the *permitted* maximum level is 30 footcandles in approved designated display areas; and
3. Similarly, the “sales and display area adjacent to the freeway” is permitted to be a maximum level of 30 footcandles in approved designated display areas (however, the MMRP allows the first row of lighting by the northern property line to be a maximum level of 50 footcandles). A maximum lighting level of 4.8 footcandles is proposed in this area.

Lighting is discussed in further detail in the “Analysis” section of this report.

- F. **Signage:** Conceptual signage is shown on the plans, but a formal application would be required for any decision related to signage. The applicant would be required to incorporate any freeway-oriented signage onto the pylon sign approved with the CarMax Auto Superstores application.
- G. **Parcel Map and Easements:** CarMax Auto Superstores, developer of the approximately western 20 acres of the Auto Mall site, has received approval for a parcel map to subdivide the entire Auto Mall site into two parcels (lots consisting of approximately 19.66 acres and the subject site, approximately 16 acres). Subsequent to PUD review by City Council, the Chrysler-Jeep-Dodge applicant has indicated that the 16-acre site would be further subdivided into 2 or 3 lots. In either case (whether the parcel map proposed to create 2 or 3 lots), the 5-acre site would be independent of the remainder of the parcel. The plans indicate that all existing easements would remain.
- H. **Grading and Drainage:** Sheet C-4.0 shows the preliminary grading and drainage plan for the 5-acre Chrysler-Jeep-Dodge project site. The site would be graded such that finished grades would vary between 352 feet and 354 feet. Minimal grading is

expected to create proper drainage for the site; however any existing stockpiled dirt on the site would be redistributed to the entire 16-acre site.

#### **IV. ANALYSIS**

##### **Land Use**

##### **Conformance with General Plan**

The General Plan land use designations of the subject property are “Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation.” The proposed commercial use is consistent with these land use designations. Below are some of the General Plan Goals, Programs, and Policies that the project is consistent with or would promote:

- Land Use Element Program 2.2: Encourage the reuse of vacant and underutilized parcels and buildings within existing urban areas.
- Land Use Element Policy 4: Allow development consistent with the General Plan Land Use Map.
- Land Use Element Policy 13: Ensure that neighborhood, community, and regional commercial centers provide goods and services needed by residents and businesses of Pleasanton and its market area.
- Economic and Fiscal Element Goal 2: Sustain the community’s quality of life with a vigorous and diverse economy.
- Economic and Fiscal Element Policy 5: Focus City efforts on supporting and assisting Pleasanton businesses success.

The project is consistent with these goals, policies, and programs in that the auto-dealer use on the site is consistent with the land use designation. The site is located within the Stoneridge Drive Specific Plan Amendment/Staples Ranch Specific Plan as part of the Auto Mall site. It is currently vacant and the development of the automobile dealership and service center is consistent with the intended land use of the site, and would provide an additional option for interested car buyers in Pleasanton. Due to the site’s location adjacent to Interstate-580, the dealership will have enhanced visibility, potentially increasing the customer base in the Tri-Valley region and the San Francisco Bay Area.

##### **Stoneridge Drive Specific Plan Amendment/Staples Ranch Specific Plan**

The subject site has a Specific Plan land use designation of Auto Mall. The Specific Plan identifies design standards pertinent to overall site design, circulation, and landscaping, signage, lighting, and operation. The proposal meets these design standards, either as shown on Exhibit B, or as part of a condition of approval.

### Zoning and Uses

The subject site is zoned Planned Unit Development – Commercial (PUD-C). Automobile dealerships are permitted uses in the subject zoning designation.

### Site Plan

The site plan has been designed to allow access to the site via an entry road from Stoneridge Drive. The entry drive has two lanes to enter the project site and three lanes for exiting. The 16 acre site has three points of vehicular and pedestrian ingress and egress, and the 5 acre site (Lot 1) has two points of access to Lot 2 to the south (one which is egress only and another which is both ingress and egress). While the access from El Charro Road is still shown on the plans, it is no longer proposed. However, if requested by developers of Lots 2 and 3, the applicant and staff agree that the access will be discussed and will involve parties of the Pre-Development and Cooperation Agreement. Generally, staff finds the site plan acceptable.

### Floor-Area-Ratio

The proposed project has a floor-area-ratio (FAR) of approximately 4.3% if the calculation is based on the 5 acre site and a FAR of approximately 12.7% if the calculation is based on the 16 acre site. There is no maximum FAR for the subject site, and the project is well below the 35% FAR threshold identified by the MMRP. Commercial projects that exceed a 35% FAR are required to provide additional amenities, such as enhancements to a park or enhancement of trails within the project area.

### Parking and Circulation

Parking on the site is divided between visitor, employee, service, and display stalls. Parking stalls and drive aisles within the visitor and employee parking areas meet or exceed minimum dimensions required by the PMC. The majority of the service parking stalls are tandem spaces, and some of the parking stalls and drive aisles within the display area are substandard. However, since these areas are only accessible to employees, staff finds them acceptable. A total of 389 spaces are proposed on the 5 acre site (inclusive of 35 visitor parking stalls). Staff believes this is adequate parking.

In response to comments from the Planning Commission during the July 23, 2014 Work Session, the applicant has added sidewalks and pedestrian crossings at intersections to the project plans, identifying internal pedestrian circulation.

As mentioned previously, circulation to the 16 acre site is facilitated by 3 access points from the entry drive, and two access points are proposed between the 5 acre site and the lot to the south (Lot 2). At this time, access from El Charro Road is not proposed. Although the layout of the developments on Lots 2 and 3 are conceptual in nature, staff finds the general circulation to be acceptable.

### Operation

The project description included with this staff report as part of Exhibit B provides details on the operation of the auto dealership, including hours of operation, frequency of vehicle deliveries, and functions, which are generally consistent with other auto dealerships. A

condition of approval requires the applicant to adhere to these hours, and allows the Director of Community Development to modify these hours if complaints cannot be resolved.

### **Noise**

Residential uses are located across Stoneridge Drive, southwest from the site. Existing conditions around the site, such as traffic on Stoneridge Drive and Interstate-580, contribute to the ambient noise level. The operation of the use will be required to meet the City's Noise Ordinance, which stipulates that the business not be allowed to produce a noise level in excess of 70 A-weighted decibels (dBA) at any point outside of the property plane.

As stipulated in the MMRP, prior to issuance of building permits, the applicant will be required to provide a noise analysis prepared by a qualified acoustical consultant that shows how all structures will meet City interior noise level standards [45 dBA peak hour Leq (Equivalent Continuous Noise Level) that would allow the conduct of normal business activities]. Additionally, prior to issuance of building permits, a noise analysis will be required to demonstrate that the proposed car wash and vacuuming areas have been located and designed such that noise does not exceed 60 dBA at any habitable structure (the closest habitable structure is on the CLC site).

Nearby residences could be temporarily impacted by noise during construction of the facilities. Since the project is in proximity to residential uses, staff proposes the "standard" construction hours of 8:00 a.m. to 5:00 p.m., Monday-Saturday (which are also consistent with those referenced in the MMRP). Earlier "start times" or later "stop times" would be subject to review and approval by the Director of Community Development. Construction equipment would be required to meet Department of Motor Vehicle noise standards and be equipped with muffling devices.

### **Grading and Drainage**

As mentioned previously, the site is relatively flat, and the proposed project will not substantially change the existing topography. An "existing conditions" plan is included as part of Exhibit B as Sheet C-1.0, and a preliminary grading and drainage plan is included on Sheet C-4.0.

The preliminary stormwater management plan (Sheet C6.0) indicates that several best-management practices are proposed for purposes of storm water quality control. Bio-retention planters are proposed in the display parking area and along the boundaries of the property.

The City Engineering Division has reviewed the preliminary grading and drainage plan and finds it to be generally acceptable. A condition of approval requires the project to meet the requirements of current Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit. Separate conditions of approval require that the proposed trash enclosure be covered and that an area drain below the enclosure be connected to the City sanitary sewer system, and that the wastewater from the car wash drain into the sanitary sewer system. Trash capture devices will also be required within the project's storm drain inlets or storm drain piping.

## **Architecture and Design**

### *Architecture*

The proposed building incorporates current corporate standards of the Chrysler-Jeep-Dodge franchise. The gray color palette and the general style and shape of the building are characteristic of the corporate standard.

Since the Work Session with the Planning Commission on July 23, 2014, the applicant has added recessed panels to the east (facing El Charro Road) and west (facing shared entry drive and CarMax Auto Superstores) facades. The applicant has also provided section drawings (on Sheet A5.1) that indicate various parts of the building will be recessed (e.g. the wall behind a vertical trellis will be recessed up to 3 inches, the window glazing will be recessed approximately 10.5 inches, the recessed panels located on the upper canopies will be recessed approximately 7.5 inches, and the service roll-up doors will be recessed approximately 7.5 inches). Additionally, for overall consistency, reveal lines and the two-tone gray color scheme has been incorporated on all sides of the building.

### *Colors and Materials*

Colors and materials for the project are depicted on color renderings provided by the applicant and samples of the colors and materials will be provided at the hearing for the Planning Commission's review.

As mentioned in this report, the exterior of the building consists of ACM and two colors of tex-cote over a concrete tilt-up façade (Benjamin Moore "Rock Gray" and Benjamin Moore "Pelican Gray"). While corporate standards do not allow for a cornice around the roofline, a 2 inch metal coping strip is proposed to provide a very slim cornice appearance. Overall, staff finds the colors and materials to be acceptable.

## **Signage**

The elevation drawings and color renderings for the project show the location and general style of wall-mounted signage on the proposed facility. These are conceptual and detailed drawings for signage are required for the review and approval by the Director of Community Development prior to issuance of building permits. Since the July 23, 2014, Planning Commission Work Session, the applicant has added signage within the additional recessed panel on the west façade, above the service canopy on the north façade, and within the recessed panels on the east and south facades. While staff acknowledges that signage is an important feature for auto dealerships, staff believes wall signage on all four facades is excessive. A condition of approval requires the applicant to provide a modified southern façade showing vertical trellises above the roll-up doors with trained vines or alternative enhancement subject to the review and approval by the Director of Community Development.

A four-panel conceptual monument sign approximately 8-feet-1.25-inches tall by 6-feet-5-inches wide is anticipated within the landscape area at the termination of the entry drive. Any freeway oriented signage will be required to be incorporated on the pylon sign approved with the CarMax Auto Superstores application.

### **Lighting**

Lighting maximums are prescribed by the MMRP. The applicant has reduced the lighting levels on the plans to comply with the maximum limits in the MMRP since the Planning Commission Work Session. As noted in the footnotes for Table 1, approved “designated display areas” are allowed a maximum footcandle level of 30. The applicant’s lighting plan indicates the entire sales and display area (roughly the northern half of the 5 acre site) to be the “designated display area.” The “designated display area” is intended to be where merchandise is presented to customers. Staff finds the proposed “designated display area” to be acceptable since the footcandle level is well within the maximum level permitted (a maximum level of 18.1 footcandles is proposed), and because the applicant is not illuminating the area immediately adjacent to the freeway to a level of 50 footcandles. However, a condition requires that if plans submitted for plan check to the Building and Safety Division indicate a greater lighting level than what is shown on the proposed lighting plan, the Director of Community Development has the ability to require that the “designated display area” be smaller.

Table 1 also indicates that the maximum lighting level in the customer, employee, and service area is 12.9 footcandles, which is greater than the maximum permitted level of 10 footcandles. However, the 12.9 footcandle level occurs on the border between the “customer, employee, and service” and the “sales and display area adjacent to the freeway” (where the maximum is 30 footcandles). Staff finds this to be acceptable since the 12.9 footcandle level is modest level above the 10 footcandle maximum, and because it is in the transition area between the two areas on the site.

### **Green Building**

As required by the City’s Green Building Ordinance, commercial projects with 20,000 square feet or more of conditioned space must meet a minimum LEED™ “certified” rating, attaining at least 40 points on a project scorecard. The applicant has provided a preliminary project scorecard that outlines the green building measures proposed for the project, which has been included as part of Exhibit B to this staff report. Some of the green building measures proposed as part of the project include: water efficient landscaping and reduction of water use, use of recycled content materials, use of regional materials, use of low-emitting materials such as adhesives and sealants, paints and coatings, and floor systems, and use of skylights for daylighting. With these measures in place, the project qualifies for 42 points, therefore meeting the minimum required points.

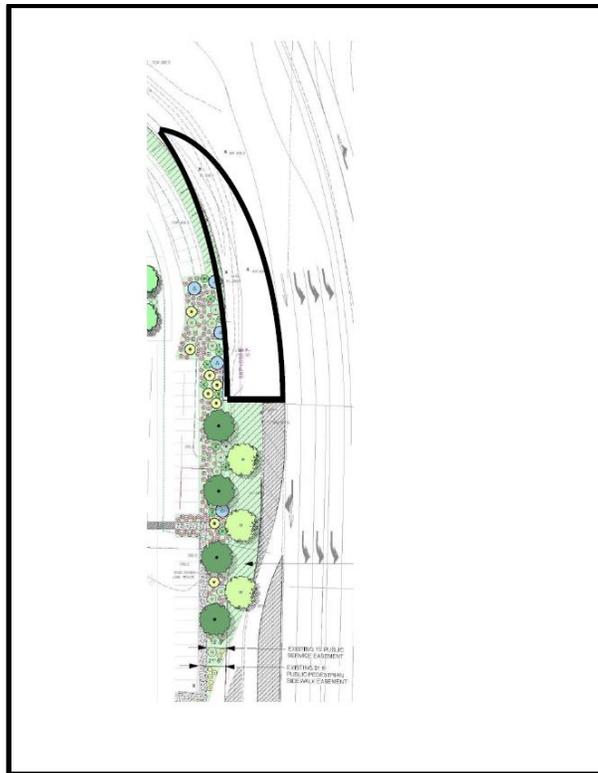
### **Climate Action Plan**

On February 7, 2012, the City of Pleasanton adopted a Climate Action Plan (CAP). The CAP was reviewed by the Bay Area Quality Management District and was deemed a “Qualified Greenhouse Gas Reduction Strategy” in accordance with the District’s California Environmental Quality Act (CEQA) guidelines. Implementation of the CAP will occur over several years, which will result in reductions in greenhouse gas emissions in compliance with the targets set by Assembly Bill (AB) 32 California’s Global Warming Solutions Act. The project would implement required provisions of the CAP. All applicable measures (including those not indicated in Exhibit B plans or not) have been incorporated with a condition of approval.

**Landscaping**

Since there are no trees on the subject site, none will be removed. The landscaping plans provided as part of Exhibit B include a preliminary planting plan that incorporates both evergreen and deciduous tree species, and indicate the selected species are tolerant of recycled water. Various types of shrubs and groundcover are located within bio-retention areas and parking lot planter islands. According to the preliminary plant schedule, all trees are proposed to be 24-inch box size.

While only 5 of the 16 acre site would be developed at this time, a condition requires that landscaping around the perimeter of the entire 16 acre site be provided. Further, conditions require that if permitted by CalTrans, the applicant provide landscaping at the northeast corner of the 16 acre site, the project site's I-580 right-of-way, and the "triangle-shaped" area south of the off-ramp as indicated in Figure 6.



**Figure 6: Additional Landscaped Area**

As mentioned in this report, a condition requires that the landscaping along the entry drive, Stoneridge Drive, and El Charro Road be clearly identified on permit plans, and that it be consistent in overall appearance and spacing with nearby areas. Further, a condition requires that the project developer contribute to the design and construction of a roadway entry feature near the southeastern corner of the 16-acre site. The feature is intended to be similar (but not necessarily identical) to the feature seen on the City of Livermore side of the Stoneridge Drive/Jack London Boulevard and El Charro Road intersection.

Overall, staff believes that the proposed plant species, quantities, and sizes are adequate.

## **Development Agreement**

The subject property is part of an existing 10-year Development Agreement entered into by the City of Pleasanton and Alameda County Surplus Property Authority (SPA) on September 21, 2010. The Development Agreement identifies that the agreement is applicable to successors of the Auto Mall (and CLC property) within the Staples Ranch development area and as such, no amendments are contemplated for the subject project. The most significant benefit that the City received for entering into the Development Agreement is the 17-acre parcel to be developed in the future as a Community Park. The most significant benefit that the project developers obtained by entering into the Development Agreement is that the General Plan, Specific Plan, and zoning regulations that apply to the site cannot be changed unilaterally by the City, either by the City Council or through a voter-sponsored initiative. The site is also subject to the Funding and Improvement Agreement (Staples Ranch Neighborhood Park/Detention Basin) including a proportional contribution to ongoing maintenance of the detention basin.

## **V. PUD CONSIDERATIONS**

The Zoning Ordinance of the Municipal Code sets forth purposes of the Planned Unit Development District and considerations to be addressed in reviewing a PUD development plan; these purposes and considerations are discussed in this section.

### **1. Whether the plan is in the best interests of the public health, safety, and general welfare:**

The proposed project, as conditioned, meets all applicable City standards concerning public health, safety, and welfare. The subject development would include the installation of all required on-site utilities with connections to municipal systems in order to serve the new development. The structures would be designed to meet the requirements of the Uniform Building Code, Fire Code, and other applicable City codes. A minimum of two emergency vehicle access points will be provided. The proposed development is compatible with the General Plan, Specific Plan, and zoning designations for the site, and would be consistent with the existing scale and character of the area.

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

### **2. Whether the plan is consistent with the City's General Plan and any applicable specific plan:**

The site's General Plan Land Use Designations of "Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation" allows for a varied mix of uses within the Specific Plan area and allows the proposed auto-dealer use. Development of the proposed project will further the implementation of the Stoneridge Drive Specific Plan Amendment/Staples Ranch, as approved by the City Council on August 24, 2010. The Specific Plan anticipates approximately 37 acres to be dedicated to automobile sales

uses, and the subject project would be developing approximately 5 of the 37 acres. As conditioned, the project would adhere to the design parameters of the Specific Plan.

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

**3. Whether the plan is compatible with previously developed properties in the vicinity and the natural, topographic features of the site:**

The project site is currently vacant. CarMax Auto Superstores has been approved on the site directly to the west, and Stoneridge Creek Continuing Life Communities site has recently been completed farther to the west. The project developer would in the future apply to subdivide the subject 16 acre parcel into either two or three parcels, leaving the remaining approximately 11-acres for a future developer. As conditioned, the project developer will be required to minimize impacts on surrounding neighbors. Some of the required measures are as follows:

- Noise from the carwash will be limited to 60 dBA (Lmax) at the closest habitable structure on the CLC project site;
- Exterior parking lot lighting levels will be designed such that they do not exceed 10 footcandles during non-operational evening hours;
- The use of exterior loud speakers will be prohibited; and
- The project will be required to adhere to the City's standard noise requirements.

Therefore, staff believes that this finding can be made.

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

The site is relatively level with minimum changes in grades proposed. Erosion control and dust suppression measures will be documented in the improvement plans and will be administered by the City's Building and Public Works Divisions. City building code requirements would ensure that building foundations, on-site driveways, and parking areas are constructed on properly prepared surfaces. On-site stormwater will be treated and directed into the stormwater flow control basin within the Stoneridge Creek Neighborhood Park before being released into the Arroyo Mocho. The site is not located within an Alquist-Priolo Earthquake Fault Zone.

Therefore, staff believes that this finding can be made.

**5. Whether streets and buildings have been designed and located to complement the natural terrain and landscape:**

As mentioned previously, minimal changes to the natural terrain are proposed. Development of the site complements the natural terrain by making only minor changes as necessary to the site's existing relatively flat topography. The proposed buildings will be compatible in size and scale with surrounding structures.

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

**6. Whether adequate public safety measures have been incorporated into the design of the plan:**

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

Therefore, staff believes that this finding can be made.

**7. Whether the plan conforms to the purposes of the PUD District:**

The proposed PUD development plan conforms to the purposes of the PUD district. The primary purpose of the PUD district is to allow flexibility in the development of projects that the City determines are in its best interest. Staff believes that the proposed project implements a key component of the Specific Plan approved by City Council on August 24, 2010. The project is also consistent with the General Plan. Moreover, input from the adjacent property owners and tenants has been sought and obtained through a Planning Commission work session; further opportunity for public comment will occur at the Planning Commission and City Council hearings.

Therefore, staff believes that this finding can be made.

## **VI. PUBLIC NOTICE**

Notice of this public hearing was sent to all property owners in Pleasanton that are within 1,000 feet of the Auto Mall site. Staff has not received any comments as of the publication of this report, and will forward to the Commission any public comments received after publication of this report.

## **VII. ENVIRONMENTAL ASSESSMENT**

On August 24, 2010, the City Council certified a Supplemental Environmental Impact Report (SEIR) and adopted the CEQA Findings and a Statement of Overriding Considerations for the Stoneridge Drive Specific Plan Amendment/Staples Ranch. This SEIR was a supplement to the EIR prepared for the Stoneridge Drive Specific Plan Amendment/Staples Ranch Project, which was certified on February 24, 2009.

The project on the Auto Mall site considered in the EIR and SEIR consisted of six buildings totaling 331,000 square feet and 3,270 parking stalls on approximately 37 acres. The CarMax Auto Superstores project was recently approved for approximately 61,772 total square feet on 19.66 of the approximately 37 acre Auto Mall site. The subject project entails development of approximately 31,792 square feet on the remaining 16 acres. For comparison purposes, the 16 acre site is approximately 43% of the total 37 acre Auto Mall site; 43% of the 331,000 square feet considered in the EIR and SEIR yields 142,330 square feet. Therefore, up to

142,330 square feet of development could occur on the subject 16 acre site, subject to the assumptions and mitigations of the EIR and SEIR. The square footage of the subject Chrysler-Jeep-Dodge dealership falls well within the development envelope assumed in the EIR and SEIR. Approximately 110,538 square feet of future development on Lots 2 and 3 could occur without triggering supplemental environmental review. Therefore, the project is within the scope of the existing EIR and SEIR. The SEIR included some mitigation measures that needed to be addressed prior to issuance of a building permit for a project (e.g., noise analysis). These mitigation measures have been addressed in the draft conditions of approval for this project.

### **VIII. CONCLUSION**

The subject project would allow the development of an automobile dealership on approximately 16 acres of the 37-acre Auto Mall site within the Staples Ranch development. Staff finds the use consistent with the General Plan, the Stoneridge Drive Specific Plan Amendment/Staples Ranch, and the Planned Unit Development – Commercial zoning designation for the site. The facility would provide another option for purchasers of cars within Pleasanton, the Tri-Valley region, and the San Francisco Bay Area.

### **IX. STAFF RECOMMENDATION**

Staff recommends that the Planning Commission take the following actions:

1. Find that the previously prepared EIR and SEIR, including the adopted CEQA Findings and Statement of Overriding Considerations are adequate to serve as the environmental documentation for this project and satisfy all the requirements of CEQA;
2. Find that the proposed PUD development plan is consistent with the General Plan;
3. Make the PUD findings for the proposed development plan as listed in the staff report; and
4. Adopt a resolution recommending approval of Case PUD-106, PUD Development Plan, subject to the conditions of approval listed in Exhibit A, and forward the applications to the City Council for public hearing and review.

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