

Exhibit A
PUD-85-08-02D-03M
Mercedes Benz of Pleasanton, 5885 Owens Drive
Remodel of showroom facility, construction of service facility and parking garage
Conditions of Approval

SPECIAL CONDITIONS OF APPROVAL

Planning

1. No signage is approved as part of this application. All new signage shall be subject to separate City review and approval.
2. Unless otherwise approved by the Director of Community Development, all new parking spaces shall conform to the dimensions required by the Hacienda Design Guidelines. Plans submitted to the Building Division for permits shall have the dimensions noted on the plans.
3. All exterior lighting including landscape lighting shall be directed downward and designed or shielded so as to not shine onto neighboring properties. If applicable, the project/building developer shall submit a final lighting plan with plans submitted to the Building and Safety Division for permits, and include drawings and/or manufacturer's specification sheets showing the size and types of light fixtures proposed for the exterior of the buildings and the site.
4. All mechanical equipment shall be constructed in such a manner that noise emanating from it will not be perceptible beyond the property plane of the subject property in a normal environment for that zoning district.
5. Appliances meeting Energy Star standards shall be installed as part of the project. The proposed appliances shall be indicated on the plans submitted to the Building and Safety Division for the issuance of a building permit.
6. Water conservation devices such as low-flow faucets, toilets, shower fixtures, etc. shall be installed as part of the project. The devices shall be indicated on the plans submitted to the Building and Safety Division for the issuance of a building permit.
7. A final landscape plan and irrigation plan shall be submitted to and approved by Director of Community Development as part of the improvement plans prior to issuance of an on-site permit. Said landscape plan shall be consistent with the approved landscape plan plus any conditions of approval, and shall be detailed in terms of species, location, size, quantities, and spacing. Plant species shall be of a drought tolerant nature with an irrigation system that maximizes water conservation throughout the development (e.g. drip system).

8. The project shall comply with the State of California's Model Water Efficient Landscape Ordinance. A licensed landscape architect shall verify the project's compliance with the ordinance: 1) prior to the issuance of a building permit; and 2) prior to final inspection. The verification shall be provided to the Planning Division.
9. The trash enclosure shall be sized to accommodate both trash and recycling containers.
10. Energy efficient lighting shall be installed as part of the project. The energy efficient lighting shall be shown on plans submitted to the Building and Safety Division for permits.
11. The applicant shall work with staff to consider design enhancement(s) to the exterior walls of the parts storage area.
12. Plans submitted to the Building and Safety Division for permits shall be accompanied by a sample of the proposed reflective and/or spandrel glazing. All exterior finishes and colors, including the reflective glass, shall be noted on plans submitted to the Building and Safety Division for permits and are subject to approval by the Director of Community Development.
13. Landscape plans submitted to the Building and Safety Division for permits shall be revised to reflect criteria of the Hacienda Business Park Design Guidelines.
14. The project applicant//developer shall implement the measures identified in the U.S. Green Building Council's (USGBC), "Leadership in Energy and Environmental Design (LEED)" rating system to achieve a "certified rating" in the design, construction, and operation of the proposed project. The green building measures shall be shown on plans submitted to the Building and Safety Division for issuance of a building permit. Each point identified shall have a notation indicating the sheet the point can be found, and each sheet shall note where the point is located. All proposed green building measures shall be shown throughout the plan set as determined by the Planning Division. The State of California's Green Building Standards Code, "CALGreen", shall apply if applicable.

Traffic Engineering

15. The applicant or responsible party shall pay any traffic impact fees for the subject use as determined by the City Traffic Engineer. This fee shall be paid prior to issuance of a building permit and/or prior to operation.
16. Plans submitted to the Building and Safety Division for permits shall show sidewalk ADA improvements including truncated domes adjacent to driveways on Owens Drive and Owens Court.

17. Plans submitted to the Building and Safety Division for permits shall be modified to show details "5" and "9" on Sheet A.8.1 to have at least 7-feet of vertical clearance from pavement to bottom of sign.

Fire

18. The buildings covered by this approval shall be equipped with an automatic fire sprinkler system. Plans and specifications for the automatic fire sprinkler system shall be submitted to the Pleasanton Building and Safety Division for review and approval prior to installation. The fire alarm system, including water flow and valve tamper, shall have plans and specifications submitted to Fire Prevention for review and approval prior to installation. All required inspections and witnessing of tests shall be completed prior to final inspection and occupancy of the building. The fire alarm system shall be monitored in accordance with the Pleasanton Municipal Ordinance #1778. The fire alarm system shall transmit zone information to a UL listed Central Stat as specified in the Ordinance.

19. Emergency vehicle access roads:

- Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. 2010 California Fire Code Appendix D105. Submission of an Application for Alternate Methods shall be provided to the Fire Marshal for use of Exceptions found in 2010 California Fire Code Appendix D104 and D105. Fire rated stairwell construction, standpipes and automatic sprinkler system for Service/Parking structure can be proposed to meet the equivalent to two separate access drives.
- Buildings or facilities exceeding 62,000 square feet of gross building area or exceed 3 stories shall be provided with two separate and approved fire apparatus access roads. The roads shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses. 2010 California Fire Code Appendix D104. Submission of an Application for Alternate Methods shall be provided to the Fire Marshal for use of Exceptions found in 2010 California Fire Code Appendix D104 and D105. Fire rated stairwell construction, standpipes and automatic sprinkler system for Service/Parking structure can be proposed to meet the equivalent to two separate access drives.
- A clear height free of obstructions (power, cable, telephone lines, tree limbs, etc.) shall be provided. This clearance shall be a minimum of 13

feet-6 inches. Inside turning radius of 45 feet and outside turning radius of 55 feet shall be provided. Canopy connecting Service Bay/Parking structure and Showroom shall be minimum 13 feet - 6 inches to allow fire apparatus to pass. This is considered the main circulation access for the site and serves both Service Bay/Parking and Showroom.

- All exterior portions of buildings must be within 200 feet of an access road. Yard and parking areas may be able to be located farther than 200 feet from access roads, depending on the specific use. Submission of an Application for Alternate Methods shall be provided to the Fire Marshal for use of Exceptions found in 2010 California Fire Code Appendix D104 and D105. Fire rated stairwell construction, standpipes and automatic sprinkler system for Service/Parking structure can be proposed to meet the equivalent to two separate access drives.
- On-site access ways and internal drives shall be designated as fire lanes and identified as such by red curb striping and posted with signs at locations approved by the Fire Department. Signs shall be according to state standards and read "No Parking - Fire Lane" and must be shown on the plans.

STANDARD CONDITIONS OF APPROVAL

Community Development Department

20. The applicant or responsible party shall obtain all required City permits for the project scope prior to construction.
21. The project developer shall pay any and all fees to which the property may be subject prior to issuance of permits. The type and amount of the fees shall be those in effect at the time the permit is issued.
22. The project applicant/developer shall submit a refundable cash bond for hazard and erosion control. The amount of this bond will be determined by the Director of Community Development. The cash bond will be retained by the City until all the permanent landscaping is installed for the development, unless otherwise approved by the department.
23. If any prehistoric or historic artifacts, or other indication of cultural resources are found once the project construction is underway, all work must stop within 20 meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find prior to resuming groundbreaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of Appendix K of the State CEQA Guidelines. In the event of discovery or recognition of any human remains in any on-site location, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the

County coroner has determined, in accordance with any law concerning investigation of the circumstances, the manner and cause of death and has made recommendations concerning treatment and dispositions of the human remains to the person responsible for the excavation, or to his/her authorized representative. A similar note shall appear on the improvement plans.

Planning

24. The proposed development shall conform substantially to the project plans and colors/materials board, Exhibit B, dated "Received, November 15, 2011," on file with the Planning Division, except as modified by the following conditions. Minor changes to the plans may be allowed subject to the approval of the Zoning Administrator if found to be in substantial conformance to the approved exhibits.
25. The building permit plan check package will be accepted for submittal only after completion of the 15-day appeal period, measured from the date of the approval letter, unless the project developer submits a signed statement acknowledging that the plan check fees may be forfeited in the event that the approval is overturned on appeal, or that the design is significantly changed as a result of the appeal. In no case will a building permit be issued prior to the expiration of the 15-day time-period.
26. The approved building materials and colors shall be stated on the project plans and colors/materials board submitted for issuance of building permits.
27. Prior to issuance of a building permit, the developer shall pay the required commercial development school impact fee as prescribed by state law and as adopted by the Pleasanton Unified School District.
28. This design review approval will lapse within one (1) year from the date of approval unless a building permit is issued and construction has commenced and is diligently pursued toward completion or the City has approved an extension.
29. All conditions of approval shall be attached to all permit plan sets submitted for review and approval, whether stapled to the plans or located on a separate plan sheet.
30. All demolition and construction activities, inspections, plan checking, material delivery, staff assignment or coordination, etc., shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Saturday. No construction shall be allowed on State or Federal Holidays or Sundays. The Director of Community Development may allow earlier "start-times" or later "stop-times" for specific construction activities (e.g., concrete pouring, interior construction, etc), if it can be demonstrated to the satisfaction of the Director of Community Development that the construction noise and construction traffic noise will not affect nearby residents or businesses. All construction equipment must meet Department of Motor Vehicles (DMV) noise standards and shall be equipped with muffling

devices. Prior to construction, the applicant shall post on the site the allowable hours of construction activity.

31. To the extent permitted by law, the project applicant shall defend (with counsel reasonable acceptable to the City), indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents from and against any claim (including claims for attorneys fees) , action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorneys fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.
32. Campers, trailers, motor homes, or any other similar vehicle are not allowed on the construction site except when needed as sleeping quarters for a security guard.
33. The project developer shall post cash, letter of credit, or other security satisfactory to the Director of Community Development in the amount of \$5,000 for each tree required to be preserved, up to a maximum of \$25,000. This cash bond or security shall be retained for one year following acceptance of public improvements or completion of construction, whichever is later, and shall be forfeited if the trees are destroyed or substantially damaged. No trees shall be removed other than those specifically designated for removal on the approved plans or tree report.
34. A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.

Landscaping

35. The project developer shall enter into an agreement with the City, approved by the City Attorney, which guarantees that all landscaping included in this project will be maintained at all times in a manner consistent with the approved landscape plan for this development. Said agreement shall run with the land for the duration of the existence of the structures located on the subject property.
36. Six-inch vertical concrete curbs shall be installed between all paved and landscaped areas.
37. The project developer shall provide root control barriers and four inch perforated pipes for parking lot trees, street trees, and trees in planting areas less than ten feet in width, as determined necessary by the Director of Community Development at the time of review of the final landscape plans.

38. The following statements shall be printed on to the site, grading, and landscape plans where applicable to the satisfaction of the Director of Community Development prior to issuance of a building permit:

- a) No existing tree may be trimmed or pruned without prior approval by the Community Development Director.
- b) No equipment may be stored within or beneath the driplines of the existing trees.
- c) No oil, gasoline, chemicals, or other harmful materials shall be deposited or disposed within the dripline of the trees or in drainage channels, swales, or areas that may lead to the dripline.
- d) No stockpiling/storage of fill, etc., shall take place underneath or within five feet of the dripline of the existing trees.

39. Prior to issuance of a grading or building permit, the project developer shall install a temporary six foot tall chain-link fence (or other fence type acceptable to the Director of Community Development) outside of the existing tree drip lines, as shown on the plans. The fencing shall remain in place until final landscape inspection of the Community Development Department. Removal of such fencing prior to that time may result in a “stop work order.”

Building

40. Prior to issuance of building or demolition permits, the applicant shall submit a waste management plan to the Building and Safety Division. The plan shall include the estimated composition and quantities of waste to be generated and how the project developer intends to recycle at least 75 percent of the total job site construction and demolition waste measured by weight or volume. Proof of compliance shall be provided to the Chief Building Official prior to the issuance of a final building permit. During demolition and construction, the project developer shall mark all trash disposal bins “trash materials only” and all recycling bins “recycling materials only.” The project developer shall contact Pleasanton Garbage Service for the disposal of all waste from the site.

41. At the time of building permit plan submittal, the project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures to prevent stormwater runoff onto adjoining properties.

Engineering

42. The haul route for all materials to and from this development shall be approved by the City Engineer prior to the issuance of a permit.

43. Any damage to existing street improvements during construction on the subject property shall be repaired to the satisfaction of the City Engineer at full expense to the project developer. This shall include slurry seal, overlay, or street reconstruction if deemed warranted by the City Engineer.
44. There shall be no direct roof leaders connected to the street gutter or storm drain system, unless otherwise approved by the City Engineer.
45. The project developer and/or the project developer's contractor(s) shall obtain an encroachment permit from the City Engineer prior to moving any construction equipment onto the site.
46. The project developer shall include erosion control measures on the final grading plan, subject to the approval of the City Engineer. The project developer is responsible for ensuring that the contractor is aware of such measures. All cut and fill slopes shall be revegetated and stabilized as soon as possible after completion of grading, in no case later than October 15. No grading shall occur between October 15 and April 15 unless approved erosion control measures are in place, subject to the approval of the City Engineer. Such measures shall be maintained until such time as a permanent landscaping is in place.
47. A detailed grading and drainage plan prepared by a licensed Civil Engineer including all supporting information and design criteria (including but not limited to any peer review comments), storm drain treatment calculations, hydromodification worksheets, etc., shall be submitted as part of the improvement plans.

CODE REQUIREMENTS

Building

(Applicants/Developers are responsible for complying with all applicable Federal, State and City codes and regulations regardless of whether or not the requirements are part of this list. The following items are provided for the purpose of highlighting key requirements.)

48. The building covered by this approval shall be designed and constructed to meet Title 24 state energy requirements.
49. All building and/or structural plans must comply with all codes and ordinances in effect before the Building and Safety Division will issue permits.
50. Any tenant improvement plans shall be submitted to the Building and Safety Division for review and approval.

Fire

51. All construction shall conform to the requirements of the 2010 California Fire Code and City of Pleasanton No. 2015. All required permits shall be obtained prior to work commencement.
52. Valve tamper and water flow shall be monitored by an approved supervising station in accordance with NFPA 72 and the California Fire Code. Fire alarm control panel and remote annunciation panel(s) shall be at location(s) approved by the Fire Prevention Bureau. All systems shall be point identified by individual device, monitored, and annunciated by device type and point
53. Fire alarm systems shall be provided and installed in accordance with the 2010 CFC and NFPA 72 - National Fire Alarm Code. Notification appliances shall be provided in all areas consistent with the definition of a notification zone (notification zones coincide with the smoke and fire zones of a building). Shop drawings shall be submitted for permit issuance in compliance with 2010 CFC.
54. Provide a Hazardous Materials Declaration for this tenant and/or use. The form shall be signed by owner/manager of company occupying the suite/space/building. No building permit will be issued until the Hazardous Materials Declaration is provided. The form is available through the permit center or from the LFPD Fire Prevention Bureau.
55. The service area will involve the use, storage or handling of hazardous materials, the firm shall be responsible for contacting the LFPD prior to commencing operations. Please contact the hazardous materials staff at 925/454-2332.
56. City ordinances require that all new and existing occupancies be provided with an approved key box from the Knox Company as specified by the Fire Department. The applicant is responsible for obtaining approval for location and the number of boxes from the Fire Prevention Bureau. Information and application for Knox is available through the Knox Company website or the Fire Prevention Bureau.
57. Occupant shall be responsible for providing tenant space building access keys for insertion into the Knox Box prior to final inspection by the Fire Department. Keys shall have permanent marked tags identifying address and/or specific doors/areas accessible with said key.
58. The Fire Prevention Bureau reviews building/civil drawings for conceptual on-site fire mains and fire hydrant locations only. This plan submittal did not provide a conceptual layout. Provide a conceptual utility plan identifying the following:
 - Underground fire mains, fire hydrants and control valves shall be installed in conformance with the most recently adopted edition of NFPA Pamphlet 24, "Outside Protection."

- Fire flow and duration shall be provided in accordance with 2010 CFC Appendix B.
- Installation drawings can be identified as deferred submittal for these plans. The underground pipeline contractor shall submit a minimum of three (3) sets of installation drawings to the Building Department, to be reviewed by the Fire Prevention Bureau. The plans shall have the contractor's wet stamp indicating the California contractor license type, license number and must be signed. No underground pipeline inspections will be conducted prior to issuance of approved plans.
- All underground fire protection work shall require a California contractor's license type as follows: C-16, C-34, and C-36 or A.
- All field-testing and inspection of piping joints shall be conducted prior to covering of any pipeline.
- Electrical conduit shall be provided to each fire protection system control valve including all valve(s) at the water connections.
- The Livermore-Pleasanton Fire Department requires electronic supervision of all valves for automatic sprinkler systems and fire protection systems.

59. The proposed Service and Parking Structure may have additional Fire Department requirements that can only be addressed by knowing the details of occupancy. These occupancy details shall be submitted to the Hazardous Materials Section of the Fire Prevention Bureau prior to submittal of construction plans to the Building Department. Details shall include but not be limited to the following:

- Type of storage - Hazardous Materials Declaration
- Operations and processes for the Service Bays and area
- Generators and associated equipment
- Natural gas vehicle servicing, equipment and ventilation plan
- Hazardous materials management plan
- Type of occupancies within areas of the building.

URBAN STORMWATER CONDITIONS OF APPROVAL

60. The project shall comply with the "Municipal Regional Stormwater NPDES Permit #CASCAS612008 dated October 14, 2009 and amendments to this permit" issued the by California Regional Water Quality Control Board, San Francisco Bay Region, a copy of which is available at the Community Development Department, Public Works/Engineering section at City offices, Alameda County Clean Water Program and at State Water Board
http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/index.shtml

61. The project shall also comply with the "NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities" by the California Regional Water Quality Control Board, San Francisco Bay Region.

http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml)

62. The Permit design requirements include, but are not limited to, the following:
- a. Source control, sight design measures, and design and implementation of stormwater treatment measures are required when commercial, industrial or residential development creates and replaces 10,000 square feet or more of impervious surface, including roof area, streets and sidewalk.
 - b. Hydro-modification standards are required when a new development or redevelopment project creates and replaces total impervious area of one acre or more.
 - c. The Permit requires a proactive Diazinon pollutant reduction plan (aka Pesticide Plan) to reduce or substitute pesticide use with less toxic alternatives.
 - d. The Permit requires complying with the Copper Pollutant Reduction Plan and the Mercury Pollutant Reduction Plan.
63. The following requirements shall be incorporated into the project:
- a. The project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures including bio-swales. Irrigated bio-swales shall be redesigned as needed to the satisfaction of the City Engineer to optimize the amount of the stormwater running off the paved surface that enters the bio-swale at its most upstream end. This plan shall be subject to the review and approval of the City Engineer prior to the issuance of any building permits.
 - b. In addition to natural controls the project developer may be required to install a structural control, such as an oil/water separator, sand filter, or approved equal (in the parking lot) (on the site) to intercept and pre-treat stormwater prior to reaching the storm drain. The design, locations, and a schedule for maintaining the separator shall be submitted to the City Engineer/Chief Building Official for review and approval prior to issuance of building permits. The structural control shall be cleaned at least twice a year: once immediately prior to October 15 and once in January.
 - c. The project developer shall submit sizing design criteria to treat stormwater runoff and for hydromodification, if required, at the time of PUD plan submittal and an updated detailed copy of calculations with subsequent submittals.
 - d. Landscaping shall be designed to minimize irrigation and runoff, promote surface infiltration where appropriate and acceptable to the project soils engineer, and minimize the use of fertilizers and pesticides that can contribute to stormwater pollution.
 - i. Structures shall be designed to prohibit the occurrence and entry of pests into buildings, thus minimizing the need for pesticides.
 - ii. Where feasible, landscaping shall be designed and operated to treat stormwater runoff. In areas that provide detention of water, plants that are tolerant of saturated soil conditions and prolonged exposure to

water shall be specified. Soil shall be amended as required. (See planting guide line by Alameda County Clean Water Program.)

- iii. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment.
- iv. Landscaping shall also comply with City of Pleasanton ordinances and policies regarding water conservation.
- e. Trash areas, dumpsters and recycling containers shall be enclosed and roofed to prevent water run-on to the area and runoff from the area and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal. These areas shall not drain to the storm drain system, but to the sanitary sewer system and an area drain shall be installed in the enclosure area, providing a structural control such as an oil/water separator or sand filter. No other area shall drain into the trash enclosure; a ridge or a berm shall be constructed to prevent such drainage if found necessary by the City Engineer/Chief Building Official. A sign shall be posted prohibiting the dumping of hazardous materials into the sanitary sewer. The project developer shall notify the Dublin-San Ramon Services District (DSRSD) upon installation of the sanitary connection; a copy of this notification shall be provided to the Planning Division.
- f. All paved outdoor storage areas shall be designed to minimize pollutant runoff. Bulk materials stored outdoors that may contribute to the pollution of stormwater runoff must be covered as deemed appropriate by the City Engineer/Chief Building Official and as required by the State Water Board.
- g. All metal roofs, if used, shall be finished with rust-inhibitive paint.
- h. Roof drains shall discharge and drain away from the building foundation. Ten percent of the stormwater flow shall drain to landscaped area or to an unpaved area wherever practicable.

64. The top floor of the parking garage shall drain to the storm drain system after being treated in bioretention swales. All the other floors within the parking structure shall drain to the sanitary sewer. Unless otherwise approved by the Chief Building Official there shall be a structural control such as an oil/water separator or sand filter installed inline before these floor drain lines tie into the main sanitary on-site sewer system.

65. There shall be a sampling manhole installed on the sanitary sewer service lateral (on-site) per City Standard details

66. The Construction General Permit's construction requirements include, but are not limited to, the following:

Construction activities (including other land-disturbing activities) that disturb one acre or more (including smaller sites that are part of a larger common plan of development) are regulated under the NPDES stormwater program. Operators of

regulated construction sites are required to develop and implement stormwater pollution prevention plans and to obtain a construction general permit (NOI) from the State Water Resources Control Board to discharge stormwater.

http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/finalconstpermit.pdf

Stormwater

- a. The project developer shall submit a Stormwater Pollution Prevention Plan (SWPPP) for review by the City Engineer/Chief Building Official prior to issuance of building or engineering permits. A reviewed copy of the SWPPP shall be available at the project site until engineering and building permits have been signed off by the inspection departments and all work is complete. A site specific SWPPP must be combined with proper and timely installation of the BMPs, thorough and frequent inspections, maintenance, and documentation. Failure to comply with the reviewed construction SWPPP may result in the issuance of correction notices, citations or stop work orders.
- b. The amendments to the SWPPP and all the inspection forms shall be completed and available at the site for inspection by the city, county or state staff.
- c. The project developer is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure, shall be included in the SWPPP and implemented as approved by the City.
 - i. The project developer shall include erosion control/stormwater quality measures on the final grading plan which shall specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydroseeding, hay bales, sandbags, and siltation fences and are subject to the review and approval of the City Engineer/Chief Building Official. If no grading plan is required, necessary erosion control/stormwater quality measures shall be shown on the site plan submitted for an on-site permit, subject to the review and approval of the Building and Safety Division. The project developer is responsible for ensuring that the contractor is aware of and implements such measures.
 - ii. All cut and fill slopes shall be revegetated and stabilized after completion of grading, but in no case later than October 15. Hydroseeding shall be accomplished before September 15 and irrigated with a temporary irrigation system to ensure that the grasses are established before October 15. No grading shall occur between October 15 and April 15 unless approved erosion control/stormwater quality measures are in place, subject to the approval of City Engineer/Chief Building Official. Such measures shall be maintained until such time as permanent landscaping is in place.

- iii. Gather all sorted construction debris on a regular basis and place it in the appropriate container for recycling; to be emptied at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater runoff pollution.
- iv. Remove all dirt, gravel, rubbish, refuse, and green waste from the street pavement and storm drains adjoining the site. Limit construction access routes onto the site and place gravel on them. Do not drive vehicles and equipment off paved or graveled areas during wet weather. Broom sweep the street pavement adjoining the project site on a daily basis. Scrape caked-on mud and dirt from these areas before sweeping.
- v. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
- vi. Create a contained and covered area on the site for the storage of cement, paints, oils, fertilizers, pesticides, or other materials used on the site that have the potential of being discharged into the storm drain system through being windblown or in the event of a material spill.
- vii. Never clean machinery, equipment, tools, brushes, or rinse containers into a street, gutter, or storm drain.
- viii. Ensure that concrete/gunite supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.
- ix. Equipment fueling area: Use off-site fueling stations as much as possible. Where on-site fueling occurs, use designated areas away from the storm drainage facility, use secondary containment and spill rags when fueling, discourage "topping off" of fuel tanks, place a stockpile of absorbent material where it will be readily accessible, and check vehicles and equipment regularly for leaking oils and fuels. Dispose rags and absorbent materials promptly and properly.
- x. Concrete wash area: Locate wash out areas away from the storm drains and open ditches, construct a temporary pit large enough to store the liquid and solid waste, clean pit by allowing concrete to set, breaking up the concrete, then recycling or disposing of properly.
- xi. Equipment and vehicle maintenance area: Use off-site repair shop as much as possible. For on-site maintenance, use designated areas away from the storm drainage facility. Always use secondary containment and keep stockpile of cleanup materials nearby. Regularly inspect vehicles and

equipment for leaks and repair quickly or remove from the project site. Train employees on spill cleanup procedures.

67. The Permit's operation and maintenance requirements include but are not limited to the following: The operation and maintenance of treatment measures including but not limited to bio-swales, lawns, landscaped areas with deep-rooted plants, oil/water separator, filterra units, etc., requires completing, signing and recording an agreement with Alameda County recorder's office in a format approved by the State and Alameda County.
68. All projects, unless otherwise determined by the City Engineer or Chief Building Official, shall enter into a recorded Stormwater Treatment Measures Inspection and Maintenance Agreement for ongoing maintenance and reporting of required stormwater measures. These measures may include, but are not limited to:
- a. A mechanism shall be created, such as a property owners' association, to be responsible for maintaining all private streets, private utilities and other privately owned common areas and facilities on the site including stormwater treatment measures. These maintenance responsibilities shall include implementing the maintenance plan, which is attached to the Stormwater Treatment Measures Inspection and Maintenance Agreement. This document shall be reviewed by the City Attorney's Office and recorded with the final map.
 - b. On-site storm drain inlets clearly marked and maintained with the words "No Dumping – Drains to Bay."
 - c. Proper maintenance of landscaping, with minimal pesticide and fertilizer use.
 - d. Ensure wastewater from vehicle and equipment washing operations is not discharged to the storm drain system.
 - e. Ensure that no person shall dispose of, nor permit the disposal, directly or indirectly, of vehicle fluids, hazardous materials or rinse water from cleaning tools, equipment or parts into storm drains.
 - f. Clean all on-site storm drains at least twice a year with one cleaning immediately prior to the rainy season. The City may require additional cleanings.
 - g. Regularly but not less than once a month, sweep driveways, sidewalks and paved areas to minimize the accumulation of litter and debris. Corners and hard to reach areas shall be swept manually. Debris from pressure washing shall be trapped and collected to prevent entry into the storm drain system.

- h. Wastewater containing any soap, cleaning agent or degreaser shall not be discharged into the storm drain.
 - i. Vegetated swales with grasses shall be mowed and clippings removed on a regular basis.
69. All service operations involving fluid changes must occur indoors; all fluids shall be disposed of in an appropriate manner and shall not be placed in the storm drain. The service operations area shall be graded to drain accidental spills into a containment area.
70. The service operations area shall be dry-swept routinely, and shall be inspected routinely for proper functioning and leak prevention. The facility shall have a spill clean-up plan approved by the Fire Department.



December 5, 2011

Ms. Janice Stern
 Planning Manager
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 200 Bernal Avenue
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Re: Site Modifications
 Mercedes Benz of Pleasanton
 Site 51A

Dear Janice:

This letter is being provided in accordance with the Declaration of Covenants, Conditions and Restrictions for Hacienda, Article III, Section 3.2, Paragraph 3.2.3, Plan Changes and Plans for Changes to Improvements. The Design Review Committee for the Hacienda Owners Association has reviewed the application for several site modifications. This application was submitted by Ware Malcomb, on behalf of USW Limited Partnership, Site 51A, dated November 17, 2011. These modifications are in substantial compliance with the guidelines set forth in the Design Guidelines and Covenants, Conditions and Restrictions.

The Hacienda Owners Association has reviewed and approved the following changes to the site:

1. Renovation of the building fascia including new building stucco in white with blue accent features and accent bands.
2. A reconfiguration of the site parking and addition of fleet parking. The parking count and ratio that will result from these modifications are as follows:

Building Gross SF: 68,641

| | Current Requirement | | Proposed Stall Count | |
|---------------------|---------------------|------------|----------------------|--------------|
| | Ratio | Number | Ratio | Number |
| Standard stalls | > 0.600 | >206 | 1.000 | 379 |
| Compact stalls | < 0.400 | <137 | 0.000 | 0 |
| Handicap stalls | 0.007 | 9 | 0.012 | 9 |
| Preferential stalls | 0.050 | 17 | 0.014 | 0 (optional) |
| Bike stalls | 0.035 | 12 | 0.029 | 12 |
| Total | 0.0050 | 343 | 0.0057 | 388 |

3. Addition of a service center and parking structure behind the main sales building.
4. Upgrades to the parking stalls and signage, and installation of accessibility sidewalks and ramps to bring the project into compliance with current ADA standards.
5. Minor refurbishment to the site landscaping to accommodate the aforementioned changes made around the site.

Prior to the time of Final Design Review the Hacienda Owners Association will want to see the following issues addressed:

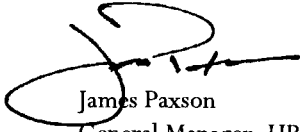
1. Architecture
 - a. While site signage has been reviewed conceptually as part of this application, a separate application to the Association with full plan details will be needed before the sign program approval can be granted.
 - b. Show the location and quantity of the required handicap stalls based on non-fleet parking.
 - c. Show the location and quantity of the required bike stalls based on non-fleet parking.
 - d. Consider the installation of preferential parking.
2. Landscape
 - a. Increase the size of all trees to be installed within the Public Service Easements to a minimum 24" box as per the Design Guildelines.
 - b. Verify the ultimate size and spacing for use of the proposed Heteromeles californica and consider a dwarf form or alternate spacing approach.
 - c. Indicate the location of the new irrigation smart controller, add raw sensor shut-off and show screening for the backflow unit.
 - d. Indicate groundcovers are proposed for the Public Service Easement.
 - e. Replace Delta Bluegrass with an alternate native grass.
 - f. Verify that all irrigation shall have the state required reclaimed water warning labels.
3. Civil Engineering
 - a. Show hydraulic grade lines at all new onsite structures.
 - b. Review potential conflicts between the new water facilities and existing joint trench on Owens Court.
 - c. Show sanitary sewer sampling manholes on the sanitary sewer lateral.
 - d. Add a typical section along the north and east boundaries to demonstrate grading conformance at the property lines.
 - e. Extend straw wattles for construction along the existing fence at the north boundary.
 - f. Relocate the concrete washout to a location outside of the new building footprint.

An exception to the criteria outlined in the Design Guidelines has been approved for this application. An exception is being granted to increase the Floor Area Ratio to up to 50% from 25%. This is being done to accommodate the operations of the center as a very high level of design has been used to incorporate the additional features into the site, the additional area has been integrated into a new parking structure that otherwise conforms to Design Guideline requirements for such structures, and the uses for the new space create no new impacts on parking and traffic that have not been addressed by the new site design. In addition, such exceptions to parking and site development standards are specifically contemplated for commercial sites such as auto sales within the Planned Unit Development ordinances which dictate requirements for this site.

All proposed modifications have been made to be consistent with the existing site plan and architecture. The design and description for this modification are included on the attached plan sheets.

This application is hereby approved by the Hacienda Owners Association and may be processed for necessary approvals by the City of Pleasanton. Please feel free to contact me at the Association's office if I can be of any assistance in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read 'James Paxson', with a large loop at the beginning and a horizontal line extending to the right.

James Paxson
General Manager, HBPOA

cc: Uwe Waizenneger
Chris Waizenneger
Douglas Clark

fc: 51A_mod005_approval.let
dc: DEV/DES/APP/MOD

City of Pleasanton

**STAFF
REPORT****9F**

October 28, 1986

HONORABLE CITY COUNCIL
Pleasanton, California

PUD-85-8-2M, Callahan, Sweeney & O'Brien Major Modification

Members of the Council:

Background

Phase II of Hacienda Business Park (HBP) was approved in March, 1985. The approved Planned Unit Development development plan contained the master plan for Phase II, which, combined with the Phase I project originally approved in 1982, created a comprehensive plan for the 830-acre HBP. The master plan included a "development plan" setting forth the uses and intensity allowed for each parcel in the HBP, comprehensive design guidelines to guide development of each site, and City-applied conditions of approval. The applicants, Callahan, Sweeney and O'Brien, wish to modify the development plan by changing the land use regulations on two sites within Phase II and conditions of approval to allow construction this winter of an automobile dealership and post office/retail center. The final development plan approval for these uses is also before your City Council for review, PUD-85-8-2D, Item 9g on your agenda. These changes are described in detail in the attached Planning Commission staff report.

Analysis

See the attached Planning Commission staff report for a full discussion of the proposed changes.

Planning Commission Action

The Planning Commission at its October 22, 1986 meeting recommended approval of the proposed changes, eliminating staff's second recommendation. This recommendation would have had the effect of precluding subsequent approval of the design plans for Site 51B, the post office/retail complex, as that design plan was specifically designed for proposed uses which would generate

trips in excess of 3.6 trips/peak hour/1,000 sq. ft. The Planning Commission expressed considerable concern over the impact of that proposal on the Hopyard Rd. - Owens Dr. intersection (the concern which spawned staff's recommendation). However, they felt the Post Office needed to be prodded off dead-center to build a north Pleasanton annex, they felt the City's approving a site would assist in that, and they were comfortable with the estimated short-term life of the post office in the small annex and with the standard traffic condition's ability to keep Hopyard Rd. - Owens Dr. intersection at acceptable LOS (LOS D or better).

Conclusion

While staff agrees that the standard level of service conditions can ensure acceptable future LOS, it can do so only at the expense of vacant lots at build-out if the traffic projections are accurate. Staff agrees that if the Post Office use is short-term, this problem is likely to evaporate. Short-term effects should not be a problem if the NPID improvements are constructed on schedule. Because staff continues to believe almost any location in north Pleasanton is a better site for a post office, short-term or long-term, staff continues to recommend your Council adopt its second recommendation as shown in the Planning Commission staff report. (See staff report for PUD-85-8-2D for further discussion of the post office location).

Environmental Assessment

A Negative Declaration accompanies this report. Based on the initial environmental study done for this project, it is the staff's opinion that Case PUD-85-8-2M would not have significant adverse effects on the environment. If your Council concurs with this environmental assessment, you must make the finding that the Negative Declaration is appropriate for the project. The finding must be made prior to taking action on the project itself.

Staff Recommendation

Staff recommends your Council:

1. Adopt the Draft Negative Declaration

Item 6i
Staff Report
PLANNING COMMISSION
October 22, 1986

SUBJECT: PUD-85-8-2M

APPLICANT: Callahan, Sweeney and O'Brien/Prudential Insurance Company of America

PURPOSE: Application of Callahan, Sweeney, and O'Brien and Prudential Insurance for a major modification to an approved planned unit development zoning for a business park, including changes to zoning, uses, and development standards, to be located on an approximately 10.9 acre site located at the southeast corner of Owens Drive and Chabot Drive. Zoning for the property is PUD (Planned Unit Development) - Industrial, Commercial and Offices District.

ATTACHMENTS:

1. Vicinity Map
2. Land Use Plan - Hacienda Business Park
3. Phase II Design Guidelines - Table B-1, Summary of Site Development Criteria
4. Draft Negative Declaration
5. HBP Phase II Conditions of Approval - Ord. 1246 excerpt

BACKGROUND

Phase II of Hacienda Business Park (HBP) was approved in March, 1985. The approved Planned Unit Development development plan contained the master plan for Phase II, which, combined with the Phase I project originally approved in 1982, created a comprehensive plan for the 830-acre HBP. The master plan included a "development plan" setting forth the uses and intensity allowed for each parcel in the HBP, comprehensive design guidelines to guide development of each site, and City-applied conditions of approval. The applicants, Callahan, Sweeney and O'Brien, wish to modify the development plan by

changing the land use regulations on two sites within Phase II and conditions of approval to allow construction this winter of an automobile dealership and post office/retail center. The final development plan approval for these uses is also before your Planning Commission for review, PUD-85-8-2D, Item 6j on your agenda.

PROPOSED CHANGES

The proposed changes affect the land use designation of Sites 51 and 52 and Condition 5 of Ordinance 1246, the ordinance adopting the Phase II development plan.

Lot 51 - O.P.D. to C.P.D.

Lot 51 is an 8.2 acre site currently designated "Office Planned Development" (O.P.D.), the "middle density" general office category in HBP. It presently would allow a four story general office building at a 50% F.A.R. The site is proposed to be changed to "Commercial Planned Development" (C.P.D.). This designation allows various retail/commercial/financial uses, generally in 1-2 story buildings with a 25% F.A.R. maximum.

Site 51 is directly across Owens Dr. from the National Car Rental/Schoeber's/Burger King/Buttercup/Motel 6 complex of commercial uses at I-580 and Hopyard Road. It abuts I-580 on the north. To the east, across the Chabot Canal, is the multi-faceted "transit hub" proposed to house a future BART station parking lot and numerous ancillary uses. Owens Dr., which forms the site's southerly boundary, is a six lane, major street connecting Hopyard Rd. to Hacienda Dr. in the center of HBP and then on to W. Las Positas Blvd. just westerly of Santa Rita Rd.

Lot 52 - O.G.P.D. to O.P.D.

Lot 52 is an 11 acre site partially used at present for the temporary heli-port and overflow AT&T parking lot. It is currently designated "Garden Office" (O.G.P.D.) which allows two- or three-story office buildings (with 40% and 45% FAR's, respectively). Maximum height is 55 feet. The proposed change would not affect the allowable uses, which would remain primarily office, but it would allow a four-story building with a 50% FAR and height of 70 feet.

Site 52 is across Chabot Dr. from the rear of the Sheraton Hotel complex and the vacant 2.3 acre Site 5C designated for commercial uses (CPD). To the east, across Chabot Canal, is Site 53, an undeveloped "mid-rise" office designated site, and to the south

is Site 5B in Phase I, a garden office site (OGPD). Site 51 is across Owens Dr. to the north.

Condition 5 - I-580 Specific Plan

Condition 5 of the development plan for Phase II mandates that no site-specific development plan be approved on Lot 51 until the I-580 specific plan has been adopted (or until March 31, 1987, whichever occurs first). The condition was intended to delay development on sites adjacent to the freeway until after the City has adopted a coordinated landscape plan for along this route and to develop particularized design goals for development adjacent to the freeway, with specific attention to setbacks, height, bulk, layout, and preservation of view corridors.

The specific plan work is in progress but will not be completed for several months. In order to gain approval for the proposed auto dealership and post office/retail center at this time, this condition must be waived as to Site 51.

ANALYSIS

No Comprehensive Revision

Virtually every business park in Pleasanton is currently "rethinking" its plan and its future options in light of the slowdown in the suburban office market. The developers of HBP are among those looking hard at their project and potential options. The proposed changes, however, do not constitute a comprehensive scheme of revisions. How the proposed changes may fit into a revised scheme is unknown at this time; the changes must be analyzed on their own merit in conjunction with the approved development plan.

Need for Additional Commercial Area - Site 51

The primary effect of the changes are to move away from office development and to cater to land uses for which there is a present demand. Retail Commercial demand in Pleasanton is not especially strong, and such sites will soon be abundant. HBP has provided 9.8 acres planned as a specialty complex (Pacific Rim) at Hopyard Rd. - Stoneridge Dr. and has a vacant 13-acre site south of Stoneridge Drive at Hopyard Rd. Trammell-Crow's shopping complex (Long's et al.) is under construction on Rosewood Dr. at Santa Rita Rd. Phase II has a smaller, 4 acre CPD site (Site 57B) and the 18.4 acre convention center site (Site 56A) for other commercial needs of the park. Site 37 in Phase I on Stoneridge Dr. at Gibraltar Dr. is a developed commercial site (banks, restaurants, gifts, and office supplies) and a smaller 5 acre vacant site exists across the street (Site

8B). The intent for Site 51 is to cater to the immediate, strong demand in Pleasanton for automobile sales sites, which prefer a freeway oriented site, and to create a small, more "service" oriented center housing a post office annex (in response to strong urging by the City for a north Pleasanton site) and probably deli/restaurant-type uses. A movie theatre has been considered for the balance of the site; several theatres are actively pursuing sites in Pleasanton at present.

Site 51, with its unique juxtaposition adjacent to I-580 and to the existing commercial complex at I-580 and Hopyard Rd., presents an attractive site for commercial uses such as automobile dealers which prefer freeway exposure. More than the one dealership proposed could be attracted to the site in today's market. Likewise, the site is attractive to movie theaters. The post office annex, on the other hand, would locate in almost any north Pleasanton site, if a willing developer could be found to lease it space in accordance with its specifications. Additional park-related service commercial uses, primarily restaurants, could be attracted, but these need not necessarily locate along the freeway and will be expanding into the planned Pacific Rim and Trammell Crow projects. (In addition, staff has interpreted the Phase I PUD to allow one deli/restaurant per site; such uses now occur in various office buildings in Phase I.)

There is clearly a demand for certain specialized commercial uses on Site 51. Staff's primary concern is the integration of these type uses into the overall HBP. These specialized uses are attracted to the site due to its freeway exposure and/or access. They normally would not desire to meet the kind of landscaping and design standards set forth for projects in HBP. However, if they could be so integrated, without significantly relaxing the quality standards of HBP, they could become valuable uses. The existing hotels and the planned convention center can profit by adjoining uses such as auto dealers and theatres. These uses can also profit by the proximity to the future transit hub. Designating Site 51 Commercial makes sense if the uses are compatible and/or are related to the hotel/convention center/transit hub uses. Staff feels this change is appropriate for HBP so long as care is taken to scrutinize actual development plans to ensure this compatibility.

Increased Density/Height - Site 52

Although the proposed change would increase this site's total allowable square footage, the total development of HBP is limited to a fixed amount. The square footage of Site 51 is also likely to decrease (due to the change to commercial development). In total, the maximum square footage would not be reached without changes or additional lots.

In June, 1985, a major modification to the Phase I PUD was approved which lowered allowable heights for all future buildings west of Chabot Canal to two stories. This was done to reduce the apparent height of buildings along Hopyard Rd.; taller buildings were concentrated in the center of the park.

The proposed change would allow a four-story building west of Chabot Canal. Although potentially tall, the site lies behind the tall two-story Sheraton Hotel complex and is well north of any residential development along Hopyard Rd. An interesting, well-designed four-story office building meeting the HBP standards would not appear out of place.

Traffic Impacts

The traffic impacts of the changes in land use proposed are summarized below:

| | Before (51-GPD; 52 OGPD) | After (51-CPD; 52 OPD) |
|-----------------------|-----------------------------|-----------------------------|
| Average Daily Traffic | 4,413 trips/day | 6,681 trips/day |
| P.M. Peak Traffic | 662 trips/hour | 802 trips/hour |
| Distribution | 530 outbound 132 inbound | 522 outbound 280 inbound |

Total trips and peak hour trips increase despite the reduction in total building square footage on these two sites because of the increased rate for typical commercial uses (the numbers above include normal "trip reduction" factors).

Of primary importance is the impact of these changes on the Hopyard-Owens intersection. This intersection is a critical intersection in the future, even with all proposed General Plan street improvements. The General Plan build-out scenario showed this intersection to have a poor LOS of D (V/C = .89), a level reached only by making permanent the "interim" four lane northbound-triple right turn westbound to northbound modifications to the intersection. (Without these modifications, it reaches 1.53, LOS F). Under future conditions, the changes proposed add about .05 "real" effect to this intersection; with "yellow time" modifications, this effect is still enough to bring the projected LOS to a low level LOS E (about .91). The LOS worsens due to both increased total peak hour traffic volumes and the additional turning movements (particularly left turns) at the intersection caused by the commercial use traffic.

The long-term effect on the Hopyard-Owens intersection is subject to more uncertainty than short-term traffic analyses, due primarily to the trip distribution assumed by the gravity model for trips on a very different street network. Nonetheless, it is clear that commercial uses along the Owens Dr. corridor near Hopyard Rd. have the potential for significantly worsening the LOS at that intersection due to generally higher trip generation rates and additional turning movements of all kinds at the intersection.

Commercial uses vary widely in their trip generation rates, peak hours, and distribution patterns. For instance, the auto dealership proposed has a lower daily trip rate than a typical mid-sized "shopping center" (48 trips/1,000 sq. ft. vs. 60 trips/1,000 sq. ft.) On the other hand, the proposed post office is likely to have a higher peak hour rate (about three times the office outbound peak period rate and twice the retail rate). Staff believes that if limited to commercial uses generating peak hour trips at the lower end of the commercial trip generation spectrum, the Hopyard-Owens intersection can continue to function at acceptable levels of service.

I-580 Specific Plan

Staff is fairly well along in the development of the I-580 Specific Plan. Both staff and POD, the City's design consultant, have reviewed the proposed development plans for the uses proposed on Site 51 to date. The plans could be made consistent with the policies and plans under consideration fairly easily. First, the buildings are essentially single-story and set back from the freeway, avoiding significant impacts on views across the site. Second, the uses are not requiring unreasonable attention from the freeway. Staff had concerns regarding landscaping, screening roll-up doors and service areas, and the "blank" walls of the retail center facing the freeway. These can all be satisfactorily resolved through landscape modifications which the developer is willing to support. Accordingly, although staff would prefer adoption of development criteria for this corridor prior to approval of final plans, staff is satisfied that the policies and plans of the I-580 Specific Plan would not be compromised with the processing of commercial projects on Site 51.

ENVIRONMENTAL ASSESSMENT

A Negative Declaration accompanies this report. Based on the initial environmental study done for this project, it is the staff's opinion that Case PUD-85-8-2M would not have significant adverse effects on the environment. If your Commission concurs with this environmental assessment, you must make the finding

that the Negative Declaration is appropriate for the project. The finding must be made prior to taking action on the project itself.

STAFF RECOMMENDATION

Staff recommends your Commission approve the proposed modifications to the HBP Phase II project as follows:

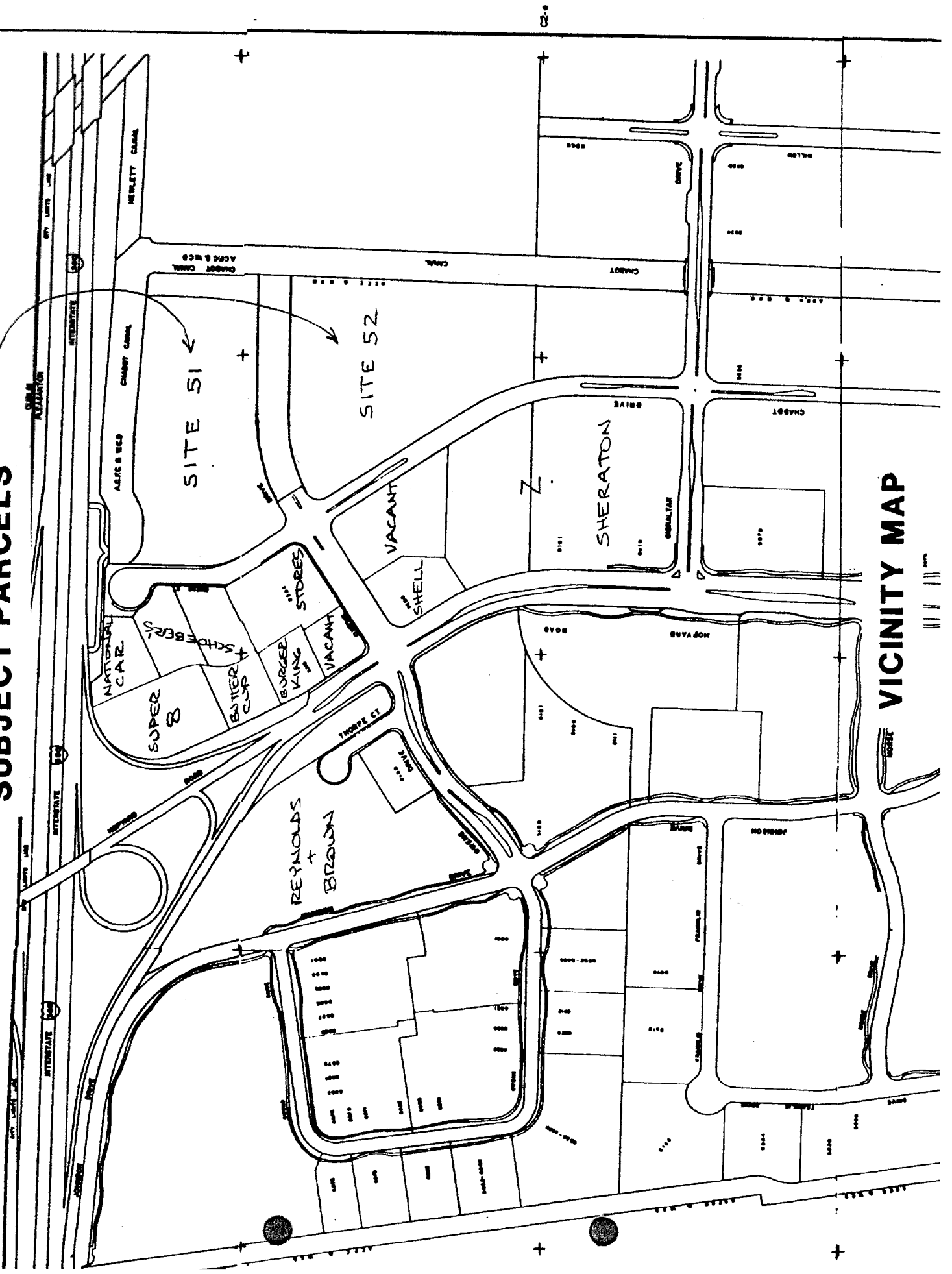
1. Modify the HBP Phase II Table B-1 "Summary of Site Development Criteria" of the Design Guidelines for Sites 51 and 52 to read as follows:

| <u>LOT PARCELS</u> | <u>USE (A)</u> | <u>MAX. FAR1</u> | <u>MAX. HT2</u> | <u>MIN. LANDSCAPE</u> | <u>MIN. PARKING</u> |
|--------------------|----------------|------------------|-----------------|-----------------------|---------------------|
| 51 | CPD(1-2 Story) | 40% | 45' | 25% | See Note 5 |
| 52 | OPD (4 Story) | 50% | 70' | 30% | 1 per 250 SF |

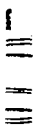
2. Direct that in approving final development plans for commercial uses on Site 51, proposed plans should accommodate uses which are those with generally low peak hour trip rates (below 3.6 trips/peak hour/1,000 sq. ft.) and which are compatible with its hotel/convention center/transit hub neighbors, especially evening entertainment type uses.
3. Modify Condition 5 of Ord. 1246 to delete Site 51 from the condition.

BS/ml (mpc8582M)

SUBJECT PARCELS



VICINITY MAP



City of Pleasanton



STAFF REPORT

9G

October 28, 1986

HONORABLE CITY COUNCIL
Pleasanton, California

PUD-85-8-2D

Members of the Council:

BACKGROUND

Callahan, Sweeney, and O'Brien have applied for design review approval for an auto dealership and a retail commercial building to be located on Site 51 of Hacienda Business Park, at the northeast corner of Owens Court and Owens Drive.

A rezoning of Sites 51 and 52 in Hacienda Business Park is being sought in a concurrent application for a major modification (PUD-85-8-2M) before your Council at this meeting. The applicant proposes to rezone Site 51 from the OPD (four-story general office) District to the CPD (commercial) District. Therefore, approval of the current design review submittal must be contingent upon your approval of the modification to rezone the subject property.

The original design included an approximately 38,350 square foot movie theater complex located on the easternmost 3.4 acres of Site 51. The theater has been withdrawn from the current submittal and will not be included for review by your Council at this time.

Site 51 is currently occupied by several construction trailers and equipment related to the installation of Hacienda Phase II improvements. These will need to be relocated in order to develop the site.

PROJECT DESCRIPTION AND ANALYSIS

Please see the attached Planning Commission staff report for a detailed analysis of the project. After the writing of that report, the applicant submitted revised plans which incorporate many of the changes addressed in staff's recommendations. Not all of that report, then, is currently accurate. Following the Planning Commission's recommendations, staff and the applicant

SR86:468

have reached agreement on almost all of the site plan and landscape modifications. These changes are detailed in the "Planning Commission Action" portion of this report.

As indicated in the companion Case PUD-85-8-2M, staff continues to feel that an alternative use to the proposed post office/retail complex would be preferable on this site, based on traffic and design considerations. However, if your Council feels that use is appropriate, staff and the applicant have agreed to most aspects of the proposal.

PLANNING COMMISSION ACTION

As had staff (and, in their manner, the applicant), the Planning Commission attempted to recommend a plan which met the peculiar merchandising requirements of an auto dealership, which met the Post Office's requirements, and which still maintained the essential elements of Hacienda Business Park. The Planning Commission recommended approval of the revised plans modified as follows:

1. added the standard 5' full length Owens Court sidewalk - all agree
2. required maintenance of the rear 15' by the property owner - all agree
3. approved preliminary sign placements on the building to have "Mercedes Benz" and logo on the northerly showroom elevation and dealer name and logo on the westerly showroom elevation - all agree
4. added two clusters of Shamel ash street trees along Owens Drive - all agree
5. modified the Lot 51A-51B common driveway landscaping to match the Owens Court treatment - all agree
6. added "parking court trees" in the landscape median on the south side of the building between service doors - all agree
7. added shrubs and trees in the rear parking area landscape islands to screen the north elevation service doors - all agree
8. increased the width of the planter along the east and north sides of the building - all agree
9. added clusters of "canal trees" along the rear property line in the 15' landscape easement - the applicant does not agree
10. deleted the drop box "snorkel lane" in front of Site 51B - all agree.

The only site planning/landscape issue not agreed upon is the addition of some trees in clusters along the northern boundary of the site. The Planning Commission felt the rear parking lot was essentially unattractive as viewed from the freeway and would be largely obscured by the berm-shrub planting. The clustering of trees along this boundary integrated the site with the balance of

the landscape plan along I-580 within the park, softened the view of the service portion of the building, and did not interfere with the critical business exposure from the freeway (view across Owens Court cul-de-sac to the showroom and sign).

CONCLUSION

Staff is quite satisfied with the recommendation of the Planning Commission as it relates to Site 51A. As indicated earlier, staff has recommended denial of Site 51B, with the caveat that if this site is later selected by the Post Office for its north Pleasanton annex, that the plan (or a revised plan incorporating the final Post Office requirements) be brought to you for approval at that time. If, however, your Council wishes to approve the proposed use, staff recommends the additional Planning Commission conditions/modifications as shown in the draft conditions of approval.

ENVIRONMENTAL ASSESSMENT

A Negative Declaration has been prepared for Case PUD-85-8-2M, which is being reviewed in conjunction with this case. The environmental effects of this application have been included within the scope of that environmental assessment. If your council finds that a Negative Declaration for Case PUD-85-8-2M is appropriate, then no further environment review is necessary for this project (PUD-85-8-2D) at this time.

STAFF RECOMMENDATION

Staff recommends your Council:

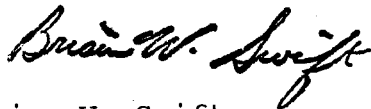
1. Approve the design plan for Site 51A, subject to the attached 12 conditions of approval.
2. Deny the design plan for Site 51B.

However, if you approve the proposed use of Site 51B, approve both Site 51A and Site 51B as shown on the revised plans subject to the attached 12 conditions, plus the following additional conditions:

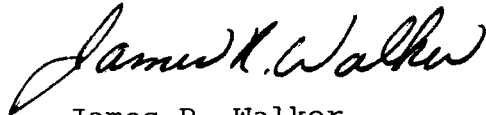
13. That the drop-off "snorkel lane" be deleted from the site plan, with direction to the applicant to seek a dual snorkel lane on Chabot Drive south of Owens Drive or elsewhere in the general vicinity of the site.
14. That a temporary driveway connecting the main entrance driveway on Site 51C (at the Owens Drive median break) to the Site 51B parking lot shall be included in the improvements for Site 51B.

15. That the owner of Site 51B shall enter into a lease with the U.S. Postal Service for a period of no more than 10 years; if the Postal Service wishes to be retained beyond that time frame, it or the owner shall make separate application and shall be approved only after a traffic study indicates that there will be no adverse traffic impact.
16. That in the event the Postal Service does not select Site 51B for its north Pleasanton "annex", this approval shall be null and void; no construction shall take place on Site 51B until a lease or other document found satisfactory by the City Attorney has been entered into between the owner and the Postal Service for its use of the site for a post office annex.

Respectfully submitted,



Brian W. Swift
Director of Planning and
Community Development



James R. Walker
City Manager

BWS/kh(kcc86468)

Attachments

1. Planning Commission Staff Report
2. Vicinity Map
3. Site Plan and Elevations
4. Traffic Study
5. Conditions of Approval for Site 51A
6. Standard Conditions of Development
7. Planning Commission Minutes of October 22, 1986 Meeting

PROPOSED CONDITIONS OF APPROVAL
PUD-85-8-2D

1. That the developer provide a 5 foot wide sidewalk (4-1/2 foot sidewalk adjacent to the 6 inch curb) along the entire Owens Court (west) boundary of the site north of the Owens Court entrance driveway.
2. That the property owner be responsible for maintaining the entire 15 foot width of landscape easement along the rear (north) boundary of the site, unless an alternative arrangement satisfactory to the Planning Director is reached between the owner and the Hacienda Business Park Owners' Association to suitably maintain said easement.
3. That wall-mounted signs for the auto dealership shall be limited to "Mercedes Benz" and logo on the northerly showroom parapet and dealer name and logo on the westerly showroom parapet; the remainder of the sign program is approved in concept, but the owner shall apply for design review approval for the comprehensive sign program (colors, letter height and type, etc.) in a separate application.
4. That the developer shall plant approved street trees for Owens Drive (Shamel ash only) in two clusters located in the 33 foot landscape easement adjacent to Owens Drive, generally in front of the two roll-up doors at the drive-through and service entrance along the south elevation of the building.
5. That the developer shall modify the common Site 51A-51B driveway landscaping to utilize a low wall, shrub, and flower treatment similar to that proposed for the Owens Court driveway entrance to Site 51A.
6. That the developer shall plant 4-5 additional parking court trees (flowering pears or other suitable species) in the landscape median between the south wall of the service area and the south parking lot/used car display, to the west of the service entry where none are currently proposed.
7. That the developer shall plant appropriate shrubs and trees in the landscape islands in the rear (north) of the service area in order to screen the rear service doors and soften views of the building from the freeway to the satisfaction of the Planning Director.

8. That the developer shall increase the width of landscape median directly adjacent to the north side of the service areas to 5 feet or greater both before and after the proposed expansion, and that these shall be planted with trees and shrubs to soften views of the building from the freeway to the satisfaction of the Planning Director.
9. That the developer shall plant 4-5 clusters of 4-5 canal trees (eucalyptus) each along the length of the rear (north) landscape easement adjacent to the canal outside the proposed security fence in order to soften views of the building and stock parking area from the freeway.
10. That the proposed mitigation measures, as identified in the previous traffic studies completed for the AT&T and Reynolds and Brown projects, for Hopyard Road/Owens Drive and Hopyard Road/EB I-580 offramp be interim and done at the time it is deemed necessary for the City Engineer. If said improvements are required to be constructed then the City shall spread, if feasible, the cost in proportion to the pro rata square footage share of all buildings whose approval was made possible by these mitigation measures.
11. That this development is subject to all of the "Standard Conditions of Development", except for Conditions No. 7, 12, 13, 14, 29, 46, and 49.
12. That this approval shall become effective upon the effective date of Case PUD-85-8-2M.

(k8582d)

Item 6j
Staff Report
PLANNING COMMISSION
October 22, 1986

SUBJECT: PUD-85-8-2D

APPLICANT: Callahan, Sweeney, and O'Brien

PURPOSE: Application for design review approval for an approximately 35,150 square foot auto dealership and an approximately 16,000 square foot retail commercial building, and related facilities, to be located on an approximately 4.8 acre site located generally at the northeast corner of the intersection of Owens Court and Owens Drive. Zoning for the property is PUD (Planned Unit Development)-Industrial, Commercial and Offices District.

ATTACHMENTS:

1. Vicinity Map
2. Site Plan and Elevations
3. Traffic Study
4. Conditions of Approval for Site 51A
5. Standard Conditions of Development

BACKGROUND

Callahan, Sweeney, and O'Brien have applied for design review approval for an auto dealership and a retail commercial building to be located on Site 51 of Hacienda Business Park, at the northeast corner of Owens Court and Owens Drive.

A rezoning of Sites 51 and 52 in Hacienda Business Park is being sought in a concurrent application for a major modification (PUD-85-8-2M) before your Commission at this meeting. The applicant proposes to rezone Site 51 from the OPD (four-story general office) District to the CPD (commercial) District. Therefore, approval of the current design review submittal must

be contingent upon your approval of the modification to rezone the subject property.

The original design included an approximately 38,350 square foot movie theater complex located on the easternmost 3.4 acres of Site 51. The theater has been withdrawn from the current submittal and will not be included for review by your Commission at this time.

Site 51 is currently occupied by several construction trailers and equipment related to the installation of Hacienda Phase II improvements. These will need to be relocated in order to develop the site.

PROJECT DESCRIPTION - SITE 51A

A Mercedes Benz auto dealership is being proposed for the westernmost 3.2 acres of Site 51, which has been designated "Site 51A" by the applicant. This site is bordered by Owens Drive to the south, Owens Court to the west, Chabot Canal and I-580 to the north, and Site 51B to the east.

The applicant proposes to construct the approximately 34,797 square foot building in two phases. Approximately 27,770 square feet will be constructed initially. This will include an approximately 6,000 square foot sales showroom area in the west portion of the building, an approximately 15,200 square foot service area in the east portion, and approximately 6,560 square feet of second floor office space. Approximately 7,030 square feet will be added to the service area in a later phase, approximately five years after the initial construction. The ratio of total floor area to site area will be .252 at buildout.

A representative of Mercedes Benz has noted that a dealership in Pleasanton would draw from a potential customer population of approximately one-quarter million in the Tri-Valley and parts of the East Bay. It may be assumed, therefore, that the majority of the clientele would reach the site from I-580 via the Hopyard Road Interchange.

Design

The proposed building is large in scale and modern in design. The overall height to the parapet is 28 feet. A series of massive rounded columns appear as supports to the structure along its length on the north and south elevations. These are linked at the top by an extensive metal grillwork along portions of both elevations.

The major frontage of the building faces west and consists of a curving showroom window 22 feet high and approximately 80 feet wide. The dominance of the showroom in the overall design is reinforced by its relative height, which is 3.5 feet greater than the finished floor elevation of the service area. All mechanical equipment on the building roof will be architecturally screened from view from both on and off the site.

The modern architecture is further emphasized by the colors and materials used in the design. The "hi-tech" appearance of the building is softened somewhat by the curvilinear forms of the columns, outdoor display platforms, and showroom window. The west, south, and north elevations of the sales/showroom area consist primarily of clear "vision glass." The walls of the remaining structure consist of tilt-up concrete panels with a smooth surface texture. The surfaces are given definition by score lines which run primarily in a horizontal direction. Roll up doors on the north elevation will match the color of adjacent walls and will include glazed panels for aesthetic appeal.

The primary color of the building is light gray. A contrasting medium gray band of color approximately 3 feet wide encircles the building at its base in all areas except those occupied by glass. The large vertical columns are white metal clad and are each capped by a metal top approximately 6 feet high and of a silver/aluminum color. The aforementioned matching metal grillwork ties the columns together horizontally at the top and matches the window mullions.

Parking and Circulation

New automobiles will be displayed on the floor of the glass showroom and on raised outdoor show platforms on the north and south sides. The platforms are reached from the ground level by way of a 10 foot wide ramp which doubles as a handicap access to the interior of the building. The curving lines of the patios and ramp further emphasize the importance of the sales/showroom area.

It is intended that customers enter the site at the Owens Court entrance. They will either park in the customer parking area near that entrance or will turn right and enter the drive-through where cars are dropped off for service. Service technicians will drive vehicles out the south end of the drive-through and around to the service entry on the south side of the building. If space within the service area of the building is limited, cars awaiting repair may be stored in the rear outdoor parking area, which is accessible through two roll-up doors on the rear (north) elevation. The customer parking area may be exited by way of Owens Court for customers who do not require service.

The Owens Drive entrance at the southeast corner of the site will be used primarily by service technicians taking vehicles out for test drives and for vehicle deliveries. The lack of a median break at this location will limit ingress and egress. The east entrance to the rear stock parking area will be used primarily for transfer of stock vehicles and some service vehicles. Employees will use the west entrance to the rear lot to gain access to employee parking spaces in the rear.

The customer parking area at the Owens Court entrance consists of 15 spaces, including one handicap space. A 23-space used car display area is located along the south frontage of site. The enclosed rear yard on the north side of the site comprises 186 spaces, to be reduced to approximately 149 spaces upon expansion of the service area of the building. Of the latter figure, the applicant has designated 119 spaces for stock parking and 30 spaces for storage of vehicles being serviced. A portion of these spaces will also be used for required employee parking.

Landscaping

Landscaping for the site bears a resemblance to other areas of Hacienda Business Park but with some variation based on the commercial nature of the subject use. The landscape plan incorporates an existing landscape intersection treatment on the corner of Owens Court and Owens Drive as found elsewhere throughout the business park.

The south, west, and north edges of the site feature bermed landscape setbacks of varying width and composition. The Owens Drive (south) and Owens Court (west) frontages utilize the 33 foot wide landscape and utility easement required for these streets in the design guidelines for Phase II of Hacienda Business Park. Included in this area is a sidewalk which is separated from the curb by landscaping along Owens Drive and adjacent to the curb along Owens Court. The bermed area consists primarily of lawn, low shrubs, and accent plantings near both site entrances.

A 15 foot wide bermed landscape easement enhances the north boundary of the site adjacent to Chabot Canal and I-580 beyond. This area will be planted with ground cover and medium shrubs (flowering oleanders). A cluster of holly oak trees (the street tree designated for Owens Court in the Hacienda Design Guidelines) will be located at the northwest corner of the site, and a line of eucalyptus will screen the northeast corner.

A 5 foot high decorative security fence surrounds the rear stock parking area on the north, west, and south sides of the parking lot. The fence is set at the apex of the 3 foot landscape berm.

The tubular steel "picket" fence is curved outward at the top to make climbing difficult. The design of the fence is clean and simple, and the vertical "pickets" become nearly invisible when viewed from a car passing at normal speed.

The east side of the stock parking lot is enclosed with an 8 foot block wall (part of the post office enclosure on Site 51B). The applicant originally proposed only shrubbery along this wall. At the advice of staff, the design has been altered so that the wall is off-set rather than straight, thus permitting ample space for planting trees along its length.

Landscaping in the interior of the site consists primarily of small beds to highlight the building and car display areas. A cluster of flowering pear trees adorns the southeast corner of the building. At staff's advice, the applicant has also agreed to provide several landscape islands with vertical-growing shrubs and trees along the north side of the service building in the stock parking area. These would be designed to screen the service doors from view from the freeway.

Utilities

A sewer line which bisects Sites 51A and 51B at an angle in the northwest corner of Site 51 is being relocated to the 15 foot easement along the north and west boundaries of the site. According to the applicant, lighting for the site will consist of metal halide pole lamps of the standard type used throughout Hacienda. The applicant further proposes to install higher intensity pole lights in the rear stock parking area for security purposes. A specific lighting plan was not included as part of the submittal.

Signage

The conceptual signage plan for the site consists of monument and wall-mounted signs. Two low profile monument signs will be installed, one at the Owens Court customer entrance and one on the Owens Drive frontage. In addition, the applicant has indicated that several smaller directional signs may be installed on the site. A wall-mounted sign indicating the dealer name ("Hacienda Euromotors Ltd.") is proposed for location at the parapet of the west facade above the curving glass showroom window, and the words "Mercedes Benz" would appear at the parapet of the north facade above the service area. The Mercedes Benz logo is proposed to be mounted in the center of the parapet area on both the north and south faces of the sales/showroom area. A detailed signage program was not included as part of the submittal, and thus will be subject to City approval at a later date.

PROJECT DESCRIPTION - SITE 51B

The applicant proposes to locate an approximately 16,000 square foot retail building on approximately 1.6 acres in the center of Site 51, designated as "Site 51B". This site is bordered by Site 51A on the west, Chabot Canal and I-580 on the north, Site 51C on the east, and Owens Drive on the south.

Approximately 4,500 square feet, located generally in the "elbow" of the L-shaped building, is planned for a U.S. Postal Service post office. The remainder (approximately 11,500 square feet) will house individual retail tenants, including at least one restaurant. The overall ratio of floor area to site area is 23 percent.

Design

The proposed building is of a modern Mediterranean style with cubic lines and a tile roof. A covered arcade encircles the building in all areas except the loading dock. It varies in width from 4 feet along the north and south sides and rear (west) to 10 feet along the east-facing major frontage.

The building is 24 feet in height, including an 8 foot deep mechanical screening. The gently sloping mansard roof consists of clay tiles which are a very muted reddish-brown in color. Walls of the building are stucco.

The interior arcade walls and exterior building walls are a very light beige, while the columns and exterior facade of the arcade itself are of a slightly darker contrasting peach tone. The interior arcade walls along the major south and east frontages consist primarily of clear vision glass with white mullions. As with the auto dealership, vertical and horizontal score lines provide detail to otherwise bare wall areas on the north and west building elevations.

Parking and Circulation

The major vehicular entrance to on-site parking areas will be at the common drive shared by Sites 51B and 51C, through a median break at Owens Drive. This entry is defined through the use of architectural concrete stamping. In addition, patrons may enter the site by way of the common driveway between Sites 51A and 51B.

Customers will either park in the small lot along the Owens Drive frontage, or will continue inward to parking areas adjacent to the major store fronts along the east frontage. The central parking area is limited to one-way (counter-clockwise) traffic

around a landscape island. This area of angled spaces is intended primarily for temporary post office parking.

Post office employees and delivery vehicles will enter the Site 51A/51B driveway to gain access to the enclosed rear service area, which includes a loading dock with a roll-up door and ramp. The rear yard may also be entered through a gate on the north side of the building.

Parking spaces have been provided at an overall ratio of one space per 200 square feet of gross floor area. Thirteen spaces are located within the enclosed post office yard for employees, including one handicap space. An additional seven spaces are located outside the west service area gate. The remaining (58) spaces are located generally adjacent to the south and east building frontages.

A mailbox drop-off drive-through area has been proposed between the two entry driveways. Westbound drivers would enter the drive-through on the right side of Owens Drive. Mail boxes will be installed on a median strip so that they may be reached from the left (driver's) side of the car.

Landscaping

The 33 foot front landscape easement along Owens Drive is continued on Site 51B, although a major portion is occupied by the mailbox drive-through. Clusters of flowering crabapple trees line each entry driveway, while the remainder of the landscape easement is planted with lawn, small shrubs, and bedding plants on a low berm.

Service areas of the site are planted with low shrubs, ground cover, and with informal masses of a small variety of eucalyptus tree. The rear of the site adjacent to Chabot Canal and I-580 will continue the theme of eucalyptus screen plantings within the 15 foot landscape easement as begun on Site 51A.

In addition to small-scale plantings of shrubs, ground cover, and container plantings, the interior of the site is planted with flowering oleanders in small tree form as focal elements. Ash trees are found in several areas of the main parking lot.

An 8 foot high block wall encloses the rear service area as required by U.S. Postal Service standards. This security area will be served by two locking gates. The material will be rough-textured split face concrete block in a natural tone intended to blend with the landscaping rather than the retail building.

Signage

The proposed signage for the post office/retail building consists of a single monument sign to identify the complex, and a series of individual wall-mounted tenant signs. The double-faced monument sign will be installed at the main driveway entry perpendicular to Owens Drive. It will be 5 feet high and 10 feet long, with a metal base and top. The copy area will consist of a plexiglas face with routed, back-lit letters.

Individual tenant signs will be mounted on the front wall of the arcade above each tenant location. No further detail has been provided with regard to the style, materials, and dimensions for individual tenant signs.

HACIENDA PHASE II DESIGN GUIDELINES

The second phase of development for Hacienda Business Park (PUD-85-8) was approved by the City Council on March 18, 1986. Condition No. 2 of Ordinance No. 1246 approving the development requires that all on-site development be guided by the Design Guidelines for Phase II on file with the City Planning Department.

The proposed development plan for Sites 51A and 51B includes some inconsistencies with regard to the Design Guidelines, some of which were acknowledged by the applicant at the time of the submittal. The latter have been approved as "variances" in a document of "Unanimous Consent" executed by the Hacienda Business Park Owners Association Board of Directors on September 17, 1986. A summary of inconsistencies with the Design Guidelines follows.

Site 51A (Mercedes Benz Dealership)

Numerous inconsistencies exist with regard to landscaping both on-site and in required easements. Both the Owens Court and Owens Drive frontages are considered as front yards in the Design Guidelines, and thus require a 33 foot landscape easement (with berm and sidewalk) adjacent to the street, and 15 feet (where parking is present) or 17 feet (in the absence of parking) of landscaping adjacent to the building. The applicant proposes less extensive landscaping and encroachments within the setback area due to the commercial nature of the use.

The Design Guidelines state that the rear (north) of Site 51 shall also be considered as a front yard for the purposes of establishing the required minimum landscaping depth against buildings and service areas (15 feet would be required along the rear of the building). Furthermore, a minimum 15 foot wide landscape strip is to be installed along I-580 and the Flood

Control right-of-way, to be maintained by the Hacienda Business Park Owners Association, which may conflict with the fence/wall plan. The submitted plans show a 15 foot landscape easement bisected by a 5 foot high security fence, making maintenance of the entire strip as a common area difficult.

Insufficient landscaping in the rear stock parking area (the Guidelines require "orchard-type" tree planting in open parking areas) is again justified on the basis of the commercial nature of the use and on the role of the frontage as a showcase, presumably as viewed from I-580.

The Design Guidelines require a minimum width of 30 feet for a common drive between two sites. The applicant proposes to reduce the two entry drives at Sites 51A/51B and 51B/51C from 30 feet to 26 feet in width after the first 100 feet from the street. The applicant feels that this meets the intent of providing sufficient space for wide turns onto and from Owens Drive, while still being sufficient for on-site circulation.

Signage proposed for the dealership also exceeds the amount and location allowed.

Site 51B (Post Office/Retail)

As with Site 51A, the front and rear yards of Site 51B are to be considered as front yards for the purpose of establishing required minimum landscaping and building setbacks. The 15 foot wide landscape easement which begins at the border with Site 51A in the rear is gradually reduced in width to approximately 8 feet at the northeast corner of the site. The required 15 foot landscaping adjacent to the rear of the building is lacking. Again, a portion of the easement is bisected by an 8 foot high block wall enclosing the post office service yard, reducing the effect of a wider planting strip and, as discussed earlier, making maintenance by the HBPOA infeasible. The overall justification for landscape changes is again the commercial nature of the use and the general lack of applicability of the Design Guidelines to Commercial Uses.

As proposed, the landscape plan for Site 51B provides approximately 16 percent landscape area (not including areas of concrete or "hardscape") as a percentage of the total site area. The HBP Design Guidelines require 25 percent of site areas in the CPD District to be landscaped. To date, all approved developments in CPD District within the park have met this requirement.

The proposed curb cuts for the two common driveways off of Owens Drive are shown approximately 80 feet apart at the points of

tangency rather than the 100 foot spacing required in the Design Guidelines. This situation is compounded by the presence of the mail drop-off between the two driveways. The westernmost driveway will permit only right turns to and from the site, and the applicant was allowed a "variance" based on this justification.

As with Site 51A, the common driveway between Sites 51B and 51C will be reduced in width from 30 feet to 26 feet after the first 100 feet of length.

ANALYSIS

Site 51A

As proposed by the applicant, the overall design for the Mercedes Benz dealership does not meet many of the requirements of the Design Guidelines. Staff recognizes, however, that the specific requirements of an auto dealership use were probably not taken into account when those guidelines were developed and established.

Nevertheless, staff feels that it should be possible to design a dealership that will more closely meet the intent of the Design Guidelines, and will thus achieve a more successful assimilation with the more prevalent uses within the business park.

Therefore, staff feels that the proposed use and design are generally appropriate for the subject site if the site design is modified to bring it more closely within the Design Guidelines. Staff is generally satisfied with the design of the building with a few minor exceptions. The proposed modifications relate primarily to the need for greater landscaping. These are listed individually as conditions in the section on staff recommendations which follows.

Site 51B

Staff has major concerns over the proposed uses of this site. As indicated in the companion staff report, staff cannot support uses which generate traffic at the projected rate for this site. If your Commission favored staff's recommendation concerning potential uses on Site 51, you should turn down this proposal.

Post Office Location - The Post Office committee evaluated several sites in attempting to find a suitable location for a north Pleasanton post office. This site was not recommended. However, it appears that the Committee was restricting its review to developed sites with vacancies. Staff believes a preferable location would be more accessible to the northern portion of

Pleasanton (residential as well as industrial/commercial), such as along Stoneridge Drive. The Committee's recommendations favored such sites. The post office will be a major attractor of P.M. peak hour trips, and funneling such traffic through the Hopyard/Owens intersection should be avoided.

Post office personnel have indicated that they have made no decision concerning a new location. They will be soliciting bids again shortly. Staff is fully supportive of a north Pleasanton post office site, and, if this site is selected by the post office, staff feels a plan should be submitted for approval after the selection. In the meantime, staff suggests that the staff work with the Committee members and north Pleasanton developers to attempt to generate more interest in the post office annex.

Site Plan and Elevations - The proposed project was designed to meet the post office's requirements and still allow a reasonable project on that site, all while leaving an economic remnant to the east (Site 51C). Numerous modifications to the design guidelines are necessary for approval of the project. Foremost among these are the following:

- there is not sufficient accessible parking for the 40 customer spaces demanded by the post office and the balance of the uses at the required 1 space/200 sq. ft. rate; numerous spaces are located within the enclosed area, are not necessary for the post office, and are unusable for on-site businesses (staff acknowledges the difficulty the developer has had in trying to meet the Postal Service's requirements; it appears their requirements are changing, as staff has been told different information than was told to the developer).
- the 8 ft. wall along the rear negates the planned landscape effect of the 15 ft. planter proposed initially to run all along the I-580 frontage.
- the wall and rear elevations (west and north) of the building are essentially plain walls; although well-done for a typical commercial center, they do not reach the standard desired when viewed from I-580.
- the retail building layout is not optimal for business success as there is limited exposure to Owens Drive.
- the driveway location, and future Site 51C driveway, place three driveways in closer proximity than established in the guidelines, which should be avoided along this major street.

- the drop off box, as initially designed and as revised, greatly reduces the effective landscaping along Owens Drive; it also creates potential traffic hazards at driveways and as autos stack onto Owens Drive at peak periods of use. (Ideally, a drop off box should be incorporated on-site to minimize traffic interferences.)

All of the above are essentially a function of trying to accommodate the post office requirements on a small site. In staff's opinion, the modifications constitute too large a departure from the quality standards established for HBP. Modifications to meet staff's concerns with the site plan would require a larger site for the size of building and uses proposed. Because the developer wishes to retain Site 51C in its current size for future development, staff is unable to suggest modifications which could be attached as conditions. Accordingly, staff recommends you deny the proposed development plan for Site 51B.

Traffic Analysis

A short-term traffic impact study for the proposed development on Sites 51A and 51B was carried out by a consultant to the developer. In summary, the results of the traffic analysis show that the impact that Sites 51A and 51B would have on the 23 intersections studied in Pleasanton is such that all of the intersections would remain at acceptable levels of service.

Environmental Assessment

A Negative Declaration has been prepared for Case PUD-85-8-2M, which is being reviewed in conjunction with this case. The environmental effects of this application have been included within the scope of that environmental assessment. If your Commission finds that a Negative Declaration for Case PUD-85-8-2M is appropriate, then no further environmental review is necessary for this project (PUD-85-8-2D) at this time.

STAFF RECOMMENDATION

As stated earlier, the design of the proposed auto dealership may be effectively assimilated into Hacienda Business Park with some modifications to the landscape and site plan. Therefore, staff recommends approval of the development for Site 51A subject to the attached list of conditions.

Because of aforementioned inconsistencies with the Design Guidelines, traffic generation, and general limitations with regard to the proposed development plan, staff recommends denial of the development plan for Site 51B. However, if your

Commission feels that the post office/retail building site plan is appropriate for Site 51B as proposed, staff recommends approval of the development plan for Site 51B subject to these additional conditions:

1. That the developer shall redesign the Owens Drive postal box turnout as follows, unless otherwise approved by the City Engineer:
 - A. Delete the common driveway opening between Lot 51B and Lot 51C.
 - B. Extend the on-site parking lot driveway from the common driveway opening between Lot 51A and Lot 51B to the driveway opening in Lot 51C opposite Chabot Drive. Provide suitable truck turning radii.
 - C. Design a twelve foot (12') + wide turnout lane and a six foot (6'), or wider, frontage island to fit between the Lot 51A/51B driveway opening and the Lot 51C driveway opening opposite Chabot Drive. The frontage island would be approximately 110' long and capable of accommodating a minimum of 5 to 6 vehicles.
2. That the owner shall enter into a lease with the U.S. Postal Service for a period of no more than 10 years; if the Postal Service wishes to be retained beyond that time frame, it shall make separate application and shall be approved only after a traffic study indicates that there will be no adverse traffic impact.

SE/ml/kh(kpc8582D)

PUD-85-8-2M, Application of Callahan, Sweeney, and O'Brien and Prudential Insurance Company for a major modification to an approved planned unit development zoning for a business park, including changes to zoning, uses, and development standards to be located on an approximately 10.9 acre site located at the southeast corner of Owens Drive and Chabot Drive. Zoning for the property is PUD (Planned Unit Development)-Industrial, Commercial and Offices District

Consider Adoption of Negative Declaration

PUD-85-8-2D, Application of Callahan, Sweeney, and O'Brien and Prudential Insurance Company of America for design review approval for an approximately 35,150 sq. ft. auto dealership, an approximately 16,000 sq. ft. retail commercial building, and an approximately 38,350 sq. ft. theater complex, and related facilities, to be located on an approximately 8.2 acre site located generally at the northeast corner of the intersection of Owens Court and Owens Drive. Zoning for the property is PUD (Planned Unit Development)-Industrial/Commercial and Offices District

Mr. Swift presented his reports (SR 86:466 and SR 86:468) dated October 28, 1986, regarding these items.

Mayor Brandes declared the public hearing open.

Mr. Joe Callahan, representing Callahan, Sweeney, and O'Brien and Prudential Insurance Company, stated he has reviewed the reports and have no objections to any of the conditions. He advised that with regard to Site 51B, if the Post Office does not use their proposed site, he will resubmit plans to eliminate the conditions that are attached to the Post Office parcel.

No one in the audience spoke in opposition to these items.

There being no further testimony, Mayor Brandes declared the public hearing closed.

It was moved by Councilmember Wood, and seconded by Councilmember Mohr, that Resolution No. 86-505, determining on the basis of a review of initial environmental study done for this project, that no significant environmental impact would occur as outlined in the City's guidelines and that a negative declaration is appropriate in connection with PUD-85-8-2M, application of Callahan, Sweeney, and O'Brien and Prudential Insurance for a major modification to an approved planned unit development zoning for a business park, including changes to zoning, uses, and development standards to be located on an approximately 10.9 acre site located at the southeast corner of Owens Drive and Chabot Drive, be adopted.

The roll call vote was as follows:

AYES: Councilmembers Mercer, Mohr, Wood, and Mayor Brandes
NOES: None
ABSENT: Councilmember Butler

It was moved by Councilmember Wood, and seconded by Councilmember Mercer, that Ordinance No. 1281, to be read by title only and waiving further reading thereof, approving PUD-85-8-2M, application of Callahan, Sweeney, and O'Brien and Prudential Insurance for a major modification to an approved planned unit development zoning for a business park, including changes to zoning, uses, and development standards to be located on an approximately 10.9 acre site located at the southeast corner of Owens Drive and Chabot Drive, subject to conditions as recommended by Planning Commission, be introduced.

The roll call vote was as follows:

AYES: Councilmembers Mercer, Mohr, Wood, and Mayor Brandes
NOES: None
ABSENT: Councilmember Butler

Council discussion ensued regarding the raised platforms for cars, high intensity lights, gas storage tank, and possible location of the Post Office Substation on this parcel. Mr. Callahan stated the lights will have a head and louvers that focus on a distinct area rather than a large area. He stated the felt the Post Office Substation site is as good a location as any for such a facility; he felt the present Post Office is inadequate even with a substation. He stated the theater has been removed from the request because he could not get plans squared away.

It was moved by Councilmember Wood, and seconded by Councilmember Mercer, that Resolution No. 86-506, approving PUD-85-8-2D, application of Callahan, Sweeney, and O'Brien and Prudential Insurance Company of America for design review approval for an approximately 35,150 sq. ft. auto dealership, and an approximately 16,000 sq. ft. retail commercial building, and related facilities, to be located on an approximately 8.2 acre site located generally at the northeast corner of the intersection of Owens Court and Owens Drive, subject to conditions set forth by the Planning Commission, be adopted.

The roll call vote was as follows:

AYES: Councilmembers Mercer, Mohr, Wood, and Mayor Brandes
NOES: None
ABSENT: None

CITY COUNCIL OF THE CITY OF PLEASANTON

ALAMEDA COUNTY, CALIFORNIA

ORDINANCE NO. 1281

AN ORDINANCE APPROVING A MAJOR MODIFICATION TO PUD-85-8 ALLOWING A CHANGE IN LAND USE ON TWO SITES IN HACIENDA BUSINESS PARK PHASE II

WHEREAS, at its meeting of March 18, 1986, Council adopted Ordinance No. 1246 approving Phase II of Hacienda Business Park; and

WHEREAS, Callahan, Sweeney & O'Brien are now requesting a modification to the development plan to allow a change in the land use regulations on two sites within Phase II and conditions of approval to allow construction of an automobile dealership and post office/retail center; and

WHEREAS, the Planning Commission has recommended approval of the modification;

THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES HEREBY ORDAIN AS FOLLOWS:

Section 1: Approves the application of Callahan, Sweeney & O'Brien for a major modification to an approved planned unit development for a business park, as follows:

- a. Modify the Hacienda Business Park Phase II Table B-1 "Summary of Site Development Criteria" of the Design Guidelines for Sites 51 and 52 to read as follows:

| <u>LOT PARCELS</u> | <u>USE(A)</u> | <u>MAX. FAR1</u> | <u>MAX. HT2</u> | <u>MIN. LANDSCAPE</u> | <u>MIN. PARKING</u> |
|--------------------|----------------|------------------|-----------------|-----------------------|---------------------|
| 51 | CPD(1-2 Story) | 40% | 45' | 25% | See Note 5 |
| 52 | OPD (4 Story) | 50% | 70' | 30% | 1 per 250 SF |

- b. Modify Condition 5 of Ord. 1246 to delete Site 51 from the condition.

Section 2: This ordinance shall be published once within fifteen (15) days after its adoption in "The Valley Times," a newspaper of general circulation published in the City of Pleasanton.

Section 3: This ordinance shall be effective thirty (30) days after the date of its final passage and adoption.

Ordinance No. 1281
Page Two

INTRODUCED at a regular meeting of the City Council of the City of Pleasanton on October 28, 1986.


ADOPTED at a regular meeting of the City Council of the City of Pleasanton on November 18, 1986 by the following vote:

AYES: Councilmembers - Brandes, Butler, Mohr and Mayor Mercer
NOES: None
ABSENT: None
ABSTAIN: None

ATTEST:

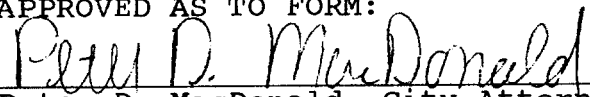


KENNETH R. MERCER, MAYOR



James R. Walker, City Clerk
By Doris George, Deputy City Clerk

APPROVED AS TO FORM:



Peter D. MacDonald, City Attorney

CITY COUNCIL OF THE CITY OF PLEASANTON

ALAMEDA COUNTY, CALIFORNIA

RESOLUTION NO. 86-506

RESOLUTION APPROVING APPLICATION OF CALLAHAN, SWEENEY, AND O'BRIEN AND PRUDENTIAL INSURANCE COMPANY OF AMERICA FOR DESIGN REVIEW APPROVAL FOR A CAR DEALERSHIP AND RETAIL COMMERCIAL BUILDING ON APPROXIMATELY 8.2 ACRES LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF OWENS COURT AND OWENS DRIVE (PUD-85-8-2D)

WHEREAS, Callahan, Sweeney, and O'Brien and Prudential Insurance Company of America have applied for design approval for an approximately 35,150 sq. ft. auto dealership and an approximately 16,000 sq. ft. retail commercial building and related facilities, to be located on an approximately 8.2 acre site located generally at the northeast corner of the intersection of Owens Court and Owens Drive; and

WHEREAS, a Negative Declaration was prepared for the development of the subject site (PUD-85-8-2M) including the typical architectural and site designs for individual lots, and there are no changed circumstances or new information requiring additional environmental review; therefore, this application does not constitute a new project under CEQA and no new environmental documents accompany this application; and

WHEREAS, a public hearing was held on October 28, 1986 and testimony taken concerning the proposed project including its design, cumulative impact, consistency with PUD-85-8-2M and the General Plan; and

WHEREAS, the City Council has found that the project is consistent with PUD-85-8-2M as well as the City's General Plan;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF PLEASANTON RESOLVES AS FOLLOWS:

Section 1: Approves the application of Callahan, Sweeney and O'Brien and Prudential Insurance Company of America for design approval for an approximately 35,150 sq. ft. auto dealership and an approximately 16,000 sq. ft. retail commercial building and related facilities, to be located on an approximately 8.2 acre site located generally at the northeast corner of the intersection of Owens Court and Owens Drive, subject to the conditions listed in Exhibit "A", attached hereto and incorporated herein by this reference.

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Section 2: This resolution shall become effective immediately upon its passage and adoption.

THIS RESOLUTION ADOPTED OCTOBER 28, 1986 BY THE FOLLOWING VOTE:

AYES: Councilmembers - Mercer, Mohr, Wood and Mayor Brandes

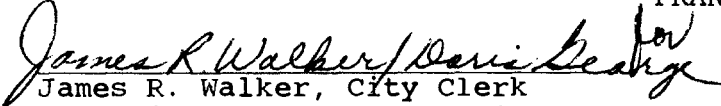
NOES: None

ABSENT: Councilmember Butler

ABSTAIN: None

ATTEST:


FRANK C. BRANDES, JR., MAYOR


James R. Walker, City Clerk
By Doris George, Deputy City Clerk

APPROVED AS TO FORM:


Peter D. MacDonald, City Attorney

EXHIBIT "A"

CONDITIONS OF APPROVAL
PUD-85-8-2D

1. That the developer provide a five foot wide sidewalk (4-1/2 foot sidewalk adjacent to the 6 inch curb) along the entire Owens Court (west) boundary of the site north of the Owens Court entrance driveway.
 2. That the property owner be responsible for maintaining the entire 15 foot width of landscape easement along the rear (north) boundary of the site, unless an alternative arrangement satisfactory to the Planning Director is reached between the owner and the Hacienda Business Park Owners' Association to suitably maintain said easement.
 3. That wall-mounted signs for the auto dealership shall be limited to "Mercedes Benz" and logo on the northerly showroom parapet and dealer name and logo on the westerly showroom parapet; the remainder of the sign program is approved in concept, but the owner shall apply for design review approval for the comprehensive sign program (colors, letter height and type, etc.) in a separate application.
 4. That the developer shall plan approved street trees for Owens Drive (Shamel ash only) in two clusters located in the 33 foot landscape easement adjacent to Owens Drive, generally in front of the two roll-up doors at the drive-through and service entrance along the south elevation of the building.
 5. That the developer shall modify the common Site 51A-51B driveway landscaping to utilize a low wall, shrub, and flower treatment similar to that proposed for the Owens Court driveway entrance to Site 51A.
 6. That the developer shall plant 4-5 additional parking court trees (flowering pears or other suitable species) in the landscape median between the south wall of the service area and the south parking lot/used car display, to the west of the service entry where none are currently proposed.
 7. That the developer shall plan appropriate shrubs and trees in the landscape islands in the rear (north) of the service area in order to screen the rear service doors and soften views of the building from the freeway to the satisfaction of the Planning Director.
 8. That the developer shall increase the width of landscape median directly adjacent to the north side of the service area to five feet or greater both before and after the proposed expansion, and that these shall be planted with trees and shrubs to soften views of the building from the freeway to the satisfaction of the Planning Director.
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9. That the developer shall plant 4-5 clusters of 4-5 canal trees (eucalyptus) each along the length of the rear (north) landscape easement adjacent to the canal outside the proposed security fence in order to soften views of the building and stock parking area from the freeway.
10. That the proposed mitigation measures, as identified in the previous traffic studies completed for the AT&T and Reynolds and Brown projects, for Hopyard Road/Owens Drive and Hopyard Road/EB I-580 offramp be interim and done at the time it is deemed necessary for the City Engineer. If said improvements are required to be constructed then the City shall spread, if feasible, the cost in proportion to the pro rata square footage share of all buildings whose approval was made possible by these mitigation measures.
11. That the drop-off "snorkel lane" be deleted from the site plan, with direction to the applicant to seek a dual snorkel lane on Chabot Drive south of Owens Drive or elsewhere in the general vicinity of the site.
12. That a temporary driveway connecting the main entrance driveway on Site 51C (at the Owens Drive median break) to the Site 51B parking lot shall be included in the improvements for Site 51B.
13. That the owner of Site 51B shall enter into a lease with the U. S. Postal Service for a period of no more than 10 years; if the Postal Service wishes to be retained beyond that time frame, it or the owner shall make separate application and shall be approved only after a traffic study indicates that there will be no adverse traffic impact.
14. That in the event the Postal Service does not select Site 51B for its north Pleasanton "annex", the approval for Site 51B shall be null and void; no construction shall take place on Site 51B until a lease or other document found satisfactory by the City Attorney has been entered into between the owner and the Postal Service for its use of the site for a post office annex.
15. That this development is subject to all of the "Standard Conditions of Development", except for Conditions No. 7, 12, 13, 14, 29, 46, and 49.
16. That this approval shall become effective upon the effective date of Case PUD-85-8-2M.

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STANDARD CONDITIONS OF DEVELOPMENT

1. That the street number(s) of the building(s) be posted so as to be easily seen from the street at all times, day and night. Street numbers shall be clearly displayed on all rear doors when a building has more than one tenant.
2. That all ducts, meters, air conditioning equipment, and any other mechanical equipment, whether on the structure, on the ground, or elsewhere, be effectively screened from view with materials architecturally compatible with the main structure.
3. That all mechanical equipment be constructed in such a manner that noise emanating from it will not be perceptible at or beyond the property plane of the subject property in a normal environment for that zoning district.
4. That all lighting be constructed in such a manner that glare is directed away from surrounding properties and rights-of-way.
5. That all trash and refuse be contained completely within enclosures architecturally compatible with the main structure.
6. That all trees used in landscaping be a minimum of 15 gallons in size and all shrubs a minimum of 5 gallons.
7. That if signing for the development is desired, a comprehensive signing program shall be submitted to the City for consideration under separate application.
8. That 6" vertical concrete curbs be installed between all paved and landscaped areas.
9. That all parking spaces be striped and provided with wheel stops unless they are fronted by concrete curbs, in which case sufficient areas shall be provided beyond the ends of all parking spaces to accommodate the overhang of automobiles.

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10. That all utilities required to serve the development shall be installed underground.
11. That the applicant enter into an agreement with the City, approved by the City Attorney, which guarantees that all landscaping included in this project will be maintained at all times in a healthful, attractive and weedfree manner. Said agreement shall run with the land for the duration of the existence of the structures located on the subject property.
12. That all dwelling units in the development be constructed to meet the latest P.G.&E. Energy Conservation Home Standards.
13. That the following water conserving plumbing fixtures be installed: a) low flush water closets; b) shower flow control heads; c) aerators in interior faucets; and d) insulation of hot water lines.
14. That the applicant be aware that design review approval lapses within one year unless a building permit is issued and construction has commenced and is diligently pursued toward completion or an extension has been requested from the City.
15. That the developer acknowledges that the City of Pleasanton does not guarantee the availability of sufficient sewer capacity to serve this development by the approval of this case, and that the developer agrees and acknowledges that building permit approval may be withheld if sewer capacity is found by the City not to be available.
16. That the location of any pad mounted transformers shall be subject to approval by the Planning Division prior to issuance of a building permit. Generally speaking such transformers shall not be located between any street and the front of a building.
17. That all buildings and/or structures must comply with all codes and ordinances in effect at the time required permits are issued by the Building Division.
18. That the development shall meet all requirements of the Pleasanton Fire Code.

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27. That the paving sections for the on-site parking and drive areas be designed on the basis of an R-Value test and a traffic index to carry the anticipated traffic loads. This design shall be subject to the approval of the City Engineer. The minimum paving section shall be 2" A.C. on 6" of A.B. The minimum A.C. pavement slope shall be 1%. For pavement slopes of less than 1% the surface runoff shall be carried in a concrete gutter to an acceptable point of discharge. The minimum slope for concrete gutter shall be 0.5%.
28. That the developer install street frontage improvements per ordinance and to the satisfaction of the City Engineer. These improvements may include, but are not necessarily limited to, grading, curb and gutter, sidewalk, paving, storm drain, sanitary sewer, water facilities, street lighting, underground utilities, traffic control devices, landscaping, and automatic irrigation systems.
29. That the property owner enter into an agreement with the City whereby he agrees to construct or finance the construction of street improvements adjacent to the site to the extent required by the Subdivision Ordinance at such time in the future as this is deemed necessary by the City Engineer. Said improvements may include, but are not necessarily limited to grading, curb and gutter, sidewalk, paving, street lighting, street trees, street monuments, underground utilities, storm drain facilities, sanitary sewer facilities, tree removal, traffic control devices, landscaping and automatic irrigation systems. This agreement shall be executed and approved by the City Council prior to the issuance of a building permit. The property owner/developer shall deposit a bond with the City to ensure future completion of the required improvements. This bond shall be in a standard form approved by the City Attorney and shall be in an amount satisfactory to the City Engineer. The City Engineer may accept or may require a cash payment in-lieu of bonding where circumstances warrant.
30. That the developer submit a refundable cash bond for hazard and erosion control prior to issuance of a building permit. The amount of this bond will be determined by the City Engineer.

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19. That the site be kept free of fire hazards from the start of construction to final inspection and that the Fire Department emergency number be provided adjacent to all telephones on the site.
20. That the project shall meet all requirements of the Pleasanton Security Code and the developer shall provide plans as specified by the Crime Prevention Bureau of the Pleasanton Police Department.
21. That if required by the Police Department, the building(s) shall be equipped with an alarm system, the type to be approved by the Police Department and that this system shall be installed prior to final building inspection.
22. That a final landscape plan be submitted to the Planning Division for approval prior to issuance of a building permit.
23. That the colors of the building(s) be submitted to the Planning Division for approval prior to issuance of a building permit.
24. That the developer pay any and all fees that the property may be subject to.
25. That only modular newspaper dispensers accommodating more than one newspaper shall be allowed outside of buildings within the development; the design of these dispensers shall be approved by the Planning Division.
26. That the developer submit a building permit survey and a site development plan in accordance with the provisions of Chapter 18.68 of the Municipal Code of the City of Pleasanton, and that these plans be approved by the City Engineer prior to the issuance of a building permit. That the site development plan include all required information to design and construct site, grading, paving, drainage and utilities. Specific items to be indicated on the site development plan necessary to construct the improvements are to be in accordance with the City of Pleasanton Private Development Design Guidelines and Standard Details adopted April 15, 1986.

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31. That a sanitary sewer sampling manhole be provided on the sanitary sewer lateral from each building, unless otherwise waived by the City Engineer.
32. That prior to issuance of a building permit, the developer shall pay the applicable Zone 7 and City connection fees and water meter cost for any water meters (irrigation meters) not directly related to a building permit.
33. That the developer dedicate to the City for street right-of-way purposes those parcels of land intended to be public streets.
34. That the developer grant an easement to the City over those parcels shown as public service easements (P.S.E.) and which are approved by the City Engineer or other parcels which may be designated by the City Engineer.
35. That approval of the design for the line, grade, and structural sections for the streets serving this development be withheld pending final engineering design and review by the City Engineer.
36. That vertical P.C.C. curbs and gutters be constructed within this development unless otherwise approved by the City Engineer and that the curb and gutter be poured monolithically with the sidewalk when the sidewalk is adjacent.
37. That all existing wells, septic tanks or holding tanks on the site be properly sealed, filled and abandoned prior to the start of grading operations unless Zone 7 retains specific wells for observation wells, or special approval is obtained from the City Engineer for temporary use of an existing well for construction water. Any wells designated for abandonment or any wells encountered during construction, are to be destroyed in accordance with a permit obtained from Zone 7 by calling (415) 443-9300.
38. That the haul route for all materials to and from this development be approved by the City Engineer prior to the start of any construction.
39. That the developer submit an erosion and sedimentation control plan or procedure as part of the improvement plans prior to the final approval of the development.
40. That the developer submit a dust control plan or procedure as part of the improvement plans prior to the final approval of the development.

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41. That storm drainage swales, gutters, inlets, outfalls, and channels not within the area of a dedicated public street or public service easement approved by the City Engineer be privately maintained by the property owners or through an association approved by the City.
42. That approval of the water supply and distribution system be withheld pending final design and until the developer has demonstrated to the satisfaction of the City Engineer that the proposed system meets both the immediate and long-range requirements for supplying water in this area.
43. That the developer comply with any and all applicable requirements of the cross-connections control and backflow prevention device programs required by the California Administrative Code, Title 17.
44. That approval for the number, type and location of fire hydrants be withheld pending final design, review by the Fire Marshal, and final review by the City Engineer.
45. That approval of the sanitary sewer system be withheld pending final design and until the developer has demonstrated to the satisfaction of the City Engineer that the proposed system is adequate, connects to an approved point of discharge, and meets both the immediate and long-range requirements of the sanitary system in this and all tributary areas.
46. That if a sanitary sewer lift station is installed for use by the development and if it is accepted by the City for maintenance and operation, an agreement shall be completed between the City and the developer prior to the approval of the development to the effect that the developer will provide a maintenance and operation fund for a minimum ten year period.
47. That approval of the storm drainage system be withheld pending final design and until the developer has demonstrated to the satisfaction of the City Engineer that the system is adequate, connects to an approved point of discharge, meets any and all applicable requirements of the Alameda County Flood Control District - Zone 7, meets any and all applicable requirements of the Federal Emergency Management Flood Hazard Program, and meets the immediate and long-range requirements of this development and all upstream areas intended to be drained through this development.
48. That electric power distribution, gas distribution, communication service, and any required alarm systems be installed underground in a joint utility trench unless otherwise specifically approved by the City Engineer.

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49. That the developer be responsible for the installation of the street lighting system serving the development. The street lights shall be 70 watt, high pressure sodium vapor units mounted on galvanized steel poles with poured in place bases, on the LS-1C schedule per City requirements and P.G.&E. standard details unless otherwise specifically approved. Approval for the number, location, and type of electroliers shall be withheld pending final design and review by the City Engineer.
50. That this development provide a safe and effective circulation system for bicycles and pedestrians. These facilities shall be designed and installed to the satisfaction of the City Engineer and shall be separated from vehicular traffic whenever possible.
51. That the developer submit detailed landscape and irrigation plans as part of the improvement plans. These plans should include, where applicable, a street tree planting plan and landscape plans for medians, buffer strips, and any right-of-way landscape areas. The irrigation plan shall provide for automatic controls.
52. That any damage to street improvements now existing or done during construction on the subject property be repaired to the satisfaction of the City Engineer at full expense to the developer. This shall include slurry seal, overlay, or street reconstruction if deemed warranted by the City Engineer.
53. That the developer's contractor(s) obtain an encroachment permit from the City Engineer prior to the start of construction.
54. That the developer install street trees as required per ordinance.
55. That all access roads and driveways on the site are hereby declared fire lanes and must be maintained and accessible at all times. Curbs must be painted red and "No Parking" signs provided to the City Standards.
56. That the developer shall include within the project design a fully screened location for a future satellite dish antenna satisfactory to the Planning Director and/or provide underground cable facilities to serve all users of the site.

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PUD-85-08-02D-03M

City of Pleasanton

GIS

Department

5885 Owens Drive

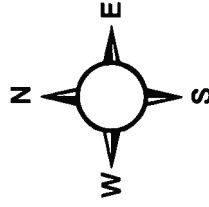


EXHIBIT F

