

## Planning Commission Staff Report

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June 24, 2009  
Item 6.a.

- SUBJECT:** PUD-57
- APPLICANT:** Hendrick Automotive Group
- PROPERTY OWNERS:** Alameda County Surplus Property Authority (ACSPA)
- PURPOSE:** PUD Development Plan to establish allowed uses and the construction of six buildings (for auto sales, service, rental, etc.) and three car wash buildings totaling ±291,750 square feet and related site improvements on ±37 acres
- GENERAL PLAN:** *Alameda County General Plan—Mixed-Use/Business Park*  
*City of Pleasanton General Plan—Medium Density Residential (2 to 8 dwelling units per gross acre) and High Density Residential (greater than 8 dwelling units per gross acre); Parks and Recreation; and Retail/Highway/Service Commercial, Business and Professional Offices*
- SPECIFIC PLAN:** Stoneridge Drive Specific Plan, as amended
- ZONING:** *Alameda County—Agriculture*  
*City of Pleasanton—Prezoning for the property is PUD-C (Planned Unit Development-Commercial)*  
The project site is currently located in unincorporated Alameda County.
- LOCATION:** Southwest of the intersection of I-580 and El Charro Road (Staples Ranch)
- ATTACHMENTS:**
1. Exhibit A, Draft Project-Specific Conditions of Approval, Draft General Conditions of Approval, and Draft Conditions of Approval – Appendix 1
  2. Exhibit B, Proposed Plans, Preliminary Lighting Analysis, Green Point Checklist, Project Narrative, Tree Report (available at the Planning Division), and Tree Replacement Plan Dated February 2, 2009 and Transportation System

- Management (TSM) Plan, Plan to Reduce Air Pollution from Stationary Sources Dated May 14, 2009
3. Exhibit C, Meeting notes from Joint Planning Commission and City Council Workshop Dated November 8, 2007
  4. Exhibit D, Neighborhood Meeting Notes Dated March 21, 2007
  5. Exhibit E, Stoneridge Drive Specific Plan Amendment/Staples Ranch
  6. Exhibit F, Stoneridge Drive Specific Plan Amendment/Staples Ranch Environmental Impact Report (available at [www.staplesranch.org](http://www.staplesranch.org) )
  7. Exhibit G, Correspondence
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## **BACKGROUND**

The Hendrick Automotive Group (Hendrick) Planned Unit Development (PUD) is one of several proposed uses on the Staples Ranch property. On November 8, 2007, the City Council and the Planning Commission held a joint workshop to review the conceptual development proposals for the Staples Ranch site, including the Hendrick proposal. Since the workshop, Hendrick has agreed to several changes to address the Council's and Commission's comments. Hendrick proposes to develop approximately 37 acres of the Staples Ranch property. If the development is approved, Hendrick and Mercedes Benz plan to relocate their existing Pleasanton auto dealerships to the site. Hendrick dealerships include Lexus, BMW, BMW Mini, Acura, Volvo, and Infiniti.

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

On February 24, 2009, the City Council certified the Final Environmental Impact Report for the Staples Ranch Project, including an amendment to the Stoneridge Drive Specific Plan and rezoning/prezoning for the site.

### Stoneridge Drive Specific Plan Amendment/Staples Ranch

On February 24, 2009, the City Council approved a Stoneridge Drive Specific Plan Amendment (Specific Plan Amendment) for the Staples Ranch project. The Specific Plan Amendment includes an extension of Stoneridge Drive to El Charro Road contingent upon the adoption of a regional traffic policy statement.

### Staples Ranch Rezoning and Prezoning

On March 3, 2009, the City Council adopted the rezoning and prezoning for the Staples Ranch project, including the PUD-C (Planned Unit Development-Commercial) prezoning for the Hendrick Automotive Group site.

### Legal Challenge to Project Approvals

On March 27, 2009, a petition and complaint was filed in state court by Safe Streets Pleasanton, Center for Biological Diversity, Alameda Creek Alliance, Mark Emerson, and Matt Morrison challenging the adequacy of the EIR, namely, 1) the review process for the Stoneridge Drive extension; and 2) the disclosure/analysis/mitigation of the following:

- cumulative noise impacts
- impacts to sensitive species
- impacts on climate change
- dust and traffic impacts associated with nearby surface mining operations

The petition and complaint also seek to set aside all of the relevant project approvals; nevertheless, the lawsuit does not prohibit the Planning Commission's review of the Staples Ranch PUD's.

### Voters Deserve A Voice Initiative

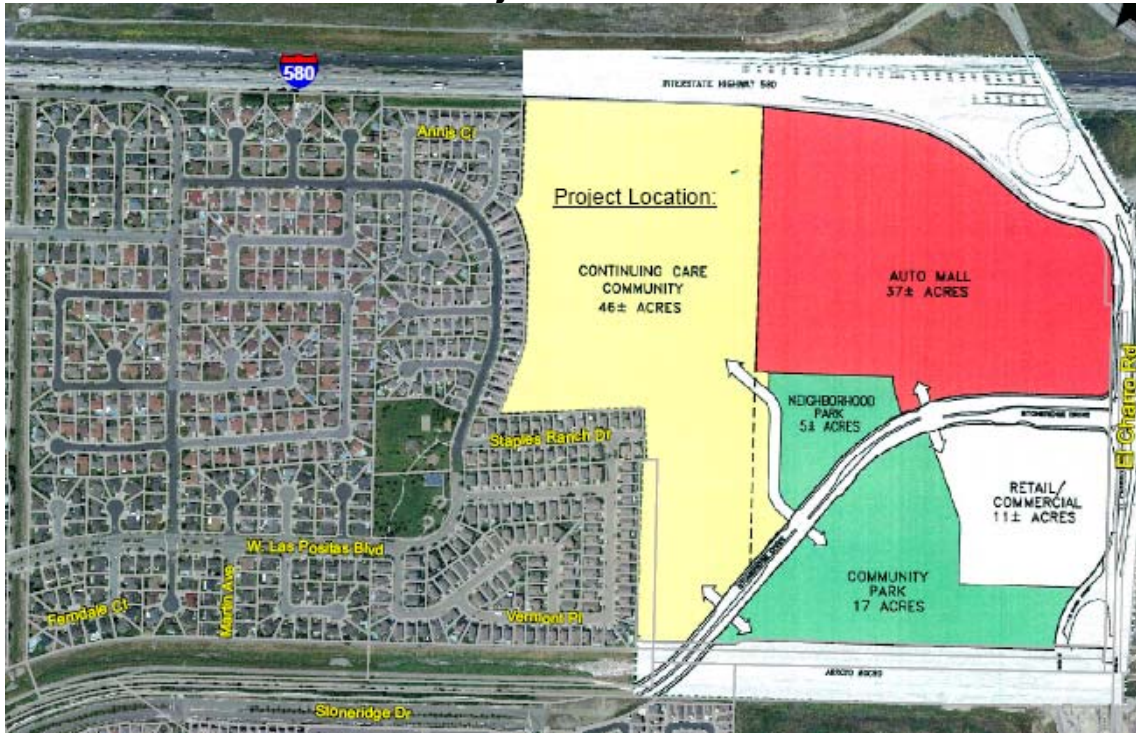
An initiative measure has been filed which could impact the Staples Ranch project if adopted by voters. The initiative would amend the General Plan by adding new policies about certain development projects and road extensions that must be approved by Pleasanton voters. To qualify for the ballot, the initiative sponsors must collect signatures from 10% of the registered voters in Pleasanton—around 4,176 signatures. To qualify for the ballot, the sponsors need to collect the required number of signatures by September 8, 2009. Staff is unaware of any significant signature gathering efforts to date.

### Supplemental Environmental Impact Report

Recently, the City Council authorized preparation of a Supplemental Environmental Impact Report (SEIR) that will consider the environmental impacts, if any, of a two lane Stoneridge Drive extension as compared to the four lane roadway extension included in the Amended Stoneridge Drive Specific Plan and update certain biological studies. Staff is currently defining the scope of the SEIR. Once the draft SEIR has been prepared and circulated, the Planning Commission will conduct a public hearing to take public comment on the draft document. Staff does not believe the SEIR will not have an impact on either the CLC or Hendrick Automotive PUD's currently being considered by the Planning Commission and hence believes the Commission has sufficient and adequate environmental information to make a recommendation on this PUD development plan to the City Council.

## SITE DESCRIPTION

**FIGURE 1**  
**Project Location**



The project site is vacant and is within Pleasanton's Sphere of Influence and Urban Growth Boundary. The development site is bounded on the north by I-580, on the east by El Charro Road, on the west by vacant land proposed to be a senior continuing care community by Continuing Life Communities (CLC), and on the south by vacant land planned to be a neighborhood park with a stormwater flow control basin and vacant land planned for retail/office development. Figure 1 (above) shows the project location.

## PROJECT DESCRIPTION

Hendrick proposes to construct an auto mall with 6 main buildings and 3 car washes. The PUD development plan, in conjunction with the conditions of approval, will establish the allowed uses, structures, and site improvements for the project site. The entitlements required for this project include a development agreement, tentative subdivision map approval, final map approval, and building permits. The project site will need to be annexed into Pleasanton as part of the process. It is anticipated that the site will be subdivided later, and building C (Mercedes Benz) will be on its own parcel.

**FIGURE 2  
Site Plan**



Project features include the following:

- Approximately 291,750 square feet of building area, thus allowing for a future expansion of 39,250 square feet according to the Stoneridge Drive Specific Plan Amendment
- Three car washes
- 2,630 parking spaces total, approximately 2,354 spaces of which will be for inventory parking
- The following building materials: glass, EFIS (Exterior Insulation Finish Systems), also known as a synthetic stucco, stucco, CMU (Concrete Masonry Unit) block, which is characterized by a rough, stone like texture exposing the split aggregate within the block, metal accents (canopies, columns), wood, and concrete, depending on the requirements of the manufacturer
- Windows in all but two of the roll up doors visible from public rights of way
- A floor area ratio of approximately 18%
- Numerous new trees (approximately 400) and the removal of the 3 heritage trees
- Green walls (landscaping) on 5 of the 6 proposed buildings

- Forty six new 24 inch box trees by the western property line
- A new black, decorative open fence along the shared property line with Caltrans if allowed by Caltrans (and the existing chain link fence would be removed)
- A 48' tall pylon sign by the freeway
- Dealership wall signs and 15' tall dealership pylon signs
- Two 8' tall monument signs
- If the service areas are air conditioned, high speed service doors in the car service areas to reduce the exchange of outdoor and indoor air during heating and cooling periods
- Skylights in the auto service and parts areas to reduce the requirement for artificial light
- Energy efficient HVAC systems
- Separated sidewalks along the private entrance road (to encourage walking)
- Customer shuttle services with low emissions

Roof top parking and exterior loud speakers are not proposed.

The recommended conditions of approval will allow the following as a permitted use:

- Automobile motorcycle, boat, recreational and commercial sales, rental, leasing, repair (not including auto body repair), upholstery, touch up painting, washing, and fueling uses of the C-S (Service Commercial) District, accessory uses, and temporary events
- Dry land hay farming on site until occupancy of the first building

The recommended conditions of approval will allow the following subject to the approval of a use permit:

- Painting (more than touch up painting, as determined by the Principal Planner), and auto body repair

The recommended conditions of approval require the following:

- Cool roofs on the 6 main buildings
- Roll up doors to be recessed 2" or more into the building wall
- Lighting on the freeway pylon sign to be halo illumination, to the extent feasible
- Lighting on all monument and wall signs to be halo illumination or top down lighting, to the extent feasible
- A 14' maximum height for the light standards by the CLC project to the west
- Bike racks by each building entrance
- Roof top parking, if proposed later, to be reviewed through a PUD Modification process
- A landscape buffer of fruit trees with large canopies by the Staples Ranch Neighborhood Park
- Six additional evergreen accent/canopy screen trees in the perimeter landscaping east of building F (by El Charro Road)

- Additional large drought tolerant evergreen canopy trees by the western property line, such that there are no visible gaps between the trees (once the trees are mature)
- California native landscaping species and species known to tolerate some aridity in the Caltrans right of way, and the on site landscape buffer adjacent to the freeway
- A street landscaping theme which complements the existing landscaping theme along eastern portion of Stoneridge Drive
- A 7' tall smooth stucco wall by the Staples Ranch Neighborhood Park
- An 8' tall wall by the CLC project to the west
- The auto mall to join the City of Pleasanton's Transit System Management (TSM) program
- A full time manager at the auto mall to be the TSM manager
- The construction of a bus shelter adjacent to the Staples Ranch Neighborhood Park

Additional project details, including recommended conditions of approval are described below. Table 1 below shows the heights, square footages, and the project's proposed minimum setbacks.

**TABLE 1  
General Project Information**

<b>Structures</b>	<b>Square Footage</b>	<b>Height<sup>1</sup></b>	<b>Minimum Setback<sup>2</sup></b>
<b>Main Buildings</b>			
A (Lexus)	78,330	32'-0"	120'
B (Volvo/Infiniti)	18,500	26'-0"	245'
C (Mercedes Benz)	71,020	39'-0"	80'
D (BMW Mini)	12,000	20'-4"	110'
E (BMW)	74,800	30'-0"	120'
F (Acura)	32,000	27'-0" (at top of parapet)  28'-6" (at top of attached sign structure)	70'
<b>Car Washes</b>			
By Building B (Volvo/Infiniti)	1,700	16'-0"	100'
By Building C (Mercedes/Benz)	1,700	16'-0"	24'
By Building E (BMW)	1,700	16'-0"	90'

Notes: 1. Height is measured from grade to the peak of the structure.  
2. The approximate minimum setback is measured from the closest property line.

Hendrick's proposed hours of operation are shown in Table 2.

**TABLE 2**  
**Proposed Hours of Operation**

<b>Operation</b>	<b>Monday-Friday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Sales</b>	8:00 a.m. to 9:00 p.m.	9:00 a.m. to 9:00 p.m.	10:00 a.m. to 9:00 p.m.
<b>Service</b>	7:00 a.m. to 7:00 p.m.	8:00 a.m. to 6:30 p.m.	Closed

As conditioned, an auto sale with a customer can continue after 9:00 p.m., if the customer arrived on the PUD site before 9:00 p.m. The recommended conditions of approval allow the Director of Community Development to allow later hours of operation.

**Site Constraints**

Two large easements (a Pacific Gas and Electric gas pipeline easement and a Zone 7 water transmission line easement) totaling 55' in width are adjacent to I-580 and limit what tree species and how many trees can be planted near I-580.

Caltrans is planning a high occupancy vehicle (HOV) lane in I-580 which is not anticipated to impact the edge of paving adjacent to the Staples Ranch property or proposed landscaping in this area. However, in the future Caltrans may propose to convert the HOV lane into a high occupancy toll (HOT) lane, and the existing BART line in the center of the freeway may be extended to Livermore. If these projects are approved, some or all of the landscaping in the Caltrans right of way adjacent to Hendrick Automotive Group's I-580 frontage may need to be removed. In addition, right of way may need to be acquired on the project site to accommodate freeway widening(s). Caltrans may need approximately 32' (in width) of additional right of way along Hendrick's frontage. For this reason, Hendrick is not proposing any buildings in this area. In the event additional right of way is acquired, Hendrick has agreed to submit an application for a redesign of its frontage which will include new landscape buffer/design treatments by the freeway to soften the visual impact of the widening. The design shall include a 12 foot wide landscape buffer along the frontage of the site by the freeway. A wider landscaping strip may be provided, if so desired by the applicant.

There is a 20' wide Pacific Telephone and Telegraph easement (now owned by AT&T) crossing the southern portion of the project site. Buildings cannot be located within this easement.

**Building Designs**

The proposed buildings are of a contemporary design and reflect their function for auto sales and service. The entrance elevations are primarily glass. Other building materials may include EFIS (Exterior Insulation Finish Systems), also known as a synthetic stucco, stucco, wood, metal, concrete, and CMU (Concrete Masonry Unit) block, which is characterized by a rough, stone like texture. The proposed building colors will be cool whites, grays, or browns. Bright accent colors will be used on 3 of the buildings: Mercedes Benz (blue), Acura (blue), and BMW Mini (orange). The building designs vary among the dealerships and reflect corporate architectural styles. Staff has worked with the applicant to achieve buildings which are attractive yet functional and staff is generally satisfied with the current proposal.



## **Landscaping**

### **Stoneridge Drive Landscaping**

As conditioned, the street landscaping along new portions of Stoneridge Drive will mimic the street landscaping treatments by the existing eastern terminus of Stoneridge Drive. This includes an offset double row of London plane trees by sidewalks and clusters of decorative shrubs in the parkway and medians. The ACSPA will construct the median landscaping improvements.

### **El Charro Road Landscaping**

Landscaping along El Charro Road will also be coordinated and will include large canopy London Plane trees. According to the Cost Sharing Agreement between the City of Livermore, ACSPA, and the City of Pleasanton, it is anticipated that Livermore will construct the El Charro Road median landscape improvements.

### **I-580 Landscaping**

The applicant proposes to provide trees, shrubs, and decorative ground cover by the I-580. As conditioned, the project will provide California native drought tolerant species, and the design treatments will be coordinated with CLC's landscaping treatments to the west.

### **Western Edge Landscaping**

The applicant is proposing a substantial landscape buffer along the western property line. The buffer will be 22'-28' in width and 1,110' long and will include more than 45 large evergreen trees.

### **Building Entrance and Façade Landscaping**

Around the buildings, the applicant proposes freestanding metal green screens on which vines will be trained to grow. The applicant has strategically located the screens to enhance the appearance of the building elevations which will be highly visible from public rights of way. Examples of green screens can be viewed at [www.greenscreen.com](http://www.greenscreen.com). Photograph 1 shows an example of an existing green screen at Chevron's roof top garden in San Francisco. The vines will cover the vast majority of the screen when mature. Accent trees are also proposed by buildings A, B, E, and F.



**PHOTOGRAPH 1**  
**Green Screen Example**

## Signs

There are several signs proposed throughout the site. A freeway sign, approximately 48' tall is proposed. Table 3 below compares the height of this sign to other existing and approved freeway signs along I-580.

**TABLE 3  
I-580 Freeway Sign Comparison**

<b>Freeway Sign</b>	<b>Height</b>
Hendrick's Proposed Freeway Sign	48'
Hendrick's Existing Freeway Sign	29'
Rosewood Pavilion's Existing Freeway Sign	34'
Dublin Regal Cinemas Freeway Sign	55'
Dublin Lowes (Approved) Freeway Sign	75'
Livermore Prime Retail (Approved) Freeway Sign	23'

Individual dealership pylon signs, approximately 15' in height, will be located along the entrance driveway to each dealership. As a comparison, Acura's, BMW's, and BMW Mini's existing entrance pylon signs (in Pleasanton) are approximately 25' in height. As requested by the applicant, 2 monument signs, 8' in height, will be allowed.

## Lighting

The applicant proposes 24' tall light standards throughout the site. This height is similar to the 25' tall light standard height limit allowed in Hacienda Business Park. Each light standard will have 1 or 2 head lamps. The lamps are proposed to be metal halide which provides a white light source. Metal halide lamps are typically used when the viewing of color (in this case the color of cars) is important.

The maximum foot candle proposed in the Conceptual Lighting Plans is approximately 27.8. As a comparison, at the existing tennis complex on the corner of Hopyard and Valley Avenues, the foot candle level on the courts is at least 30 foot candles at all points and is up to approximately 45 foot candles by the light standards. According to the Conceptual Lighting Plan, the foot candles around the perimeter of the project site will range from 0 to 23 foot candles. The conceptual lighting plan is consistent with the EIR.

As conditioned (and required by the EIR for the project) the light standards by CLC will not exceed 14' in height. The recommended conditions of approval require all exterior lighting to be directed downward and designed or shielded so as to not shine on neighboring properties.

## Fencing and Walls

The applicant proposes to remove the existing chain link fence located along the northern shared property line and replace it with an open, black wrought iron fence. A recommended condition of approval will limit the height of this fence to 6'.

The applicant proposes to construct a wall along the shared western property line by the Staples Ranch Neighborhood Park. The wall will be solid with decorative recesses and a

stucco treatment, similar to the existing wall at 325 Ray Street (see the proposed wall in Exhibit B). A recommended condition of approval will require this wall to be 7' in height.

The applicant proposes to construct a solid wall along the western property line. A recommended condition of approval will require this wall to be 8' in height.

### **Storm Drainage and Utilities**

Stormwater treatment on the site will be provided via a series of vegetated bioswales. Treated stormwater will be transported from the site to the stormwater flow control basin proposed in the adjacent Staples Ranch Neighborhood Park.

The applicant proposes to loop the water and sewer utilities, with a connection at Stoneridge Drive and another connection stub at CLC's proposed eastern property line, to increase reliability of these services.

### **Circulation**

One private driveway will connect the project site to Stoneridge Drive. The driveway will have 2 entrance lanes and 3 exit lanes. The driveway intersection with Stoneridge Drive will be signalized. The ACSPA will pay for the signal.

The applicant will provide a bus shelter as part of the project. Staff requests that the shelter be located by the Staples Ranch Neighborhood Park to reduce possible congestion in front of the auto mall. Staff has added a recommended condition of approval to address this. The Livermore Amador Valley Transit Authority (LAVTA) has not yet agreed to provide bus service along this portion of Stoneridge Drive. As such, the construction of the shelter may be delayed until LAVTA agrees to provide service.

Separated sidewalks will be provided on Stoneridge Drive. In addition, Hendrick will provide separated sidewalks on both sides of its entrance driveway. Staff recommends that a sidewalk not be installed along El Charro Road, since a sidewalk is not currently proposed on the El Charro Road/I-580 overpass. If a sidewalk were constructed as part of the project, it will not lead anywhere which would likely confuse pedestrians. Staff has added a recommended condition of approval that the City of Pleasanton may construct the sidewalk at a later date, if a connecting sidewalk is approved and funded to be constructed on the El Charro Road/I-580 overpass.

### **Noise**

The City Council approved several EIR mitigation measures related to noise. According to the EIR Mitigation Monitoring and Reporting Plan, a car wash noise study and interior peak sound level study are required prior to the issuance of a building permit. All car washes are required to be located and designed such that noise from the car washes, including the vacuuming areas, will not exceed 60 dBA (Lmax) at any habitable structure on the CLC project site to the west.

The use of exterior loud speakers is prohibited by the Specific Plan Amendment.

Staff has also added a recommended condition of approval requiring compliance with the City’s noise standards except as otherwise conditioned. If the service areas do not adhere to the noise standards, staff has added a recommended condition of approval allowing the Director of Community Development to require the roll up doors to be closed, or require the property owner to implement other noise attenuating measures to reduce noise levels such that the project adheres to the noise levels of the Pleasanton Municipal Code.

**Phasing**

Construction phasing will be minimal. It is anticipated that once the construction of a building begins, Hendrick will start the construction of the next building a month later, the third building a month after that, and so forth. It is estimated that each main building will take approximately 10 months to a year to construct.

**Green Building**

The applicant has agreed to achieve a minimum of 26 green building points (equivalent to a LEED certified rating level). A recommended condition of approval has been added to address this.

**ANALYSIS**

This section addresses how Hendrick revised its proposal to address the City Council’s and Planning Commission’s comments from the joint workshop. The project’s consistency with the General Plan and the Stoneridge Drive Specific Plan Amendment are described in the PUD Considerations section below.

In an effort to address the City Council’s and Planning Commission’s comments from the joint workshop on November 8, 2007, Hendrick has revised its proposal. The changes and recommended conditions of approval related to the comments are noted below in Table 4. Staff believes the project, with the conditions of approval recommended by staff, is supportable, and does a sufficient job of addressing the workshop comments.

**TABLE 4  
Response to Joint Workshop Comments**

<b>Potential Issue</b>	<b>Workshop Comments</b>	<b>Hendrick Response</b>	<b>Staff Comments</b>
<b>Site Layout</b>	-Move the western car wash away from the CLC development	-No change to the car washes previously shown  -A third car wash, by Mercedes Benz (Building C), is now proposed. The car wash will be set back approximately 24’ from the shared property line with CLC	- An EIR mitigation measure was approved by the City Council requiring the car washes (including any vacuuming areas) to be designed such that noise levels from the car washes will not exceed 60 dBA at the closest habitable structure on the CLC project site
<b>Architecture</b>	-Enhance architecture  -Add “green screens” on buildings	-“Green screens” have been added on at least 1 elevation of each main building, except the Volvo/Infiniti building (building B)	-Staff added the following recommended condition of approval: <ul style="list-style-type: none"> <li>• Require the roll up doors to be recessed approximately 2”-1’ into the building wall</li> </ul>

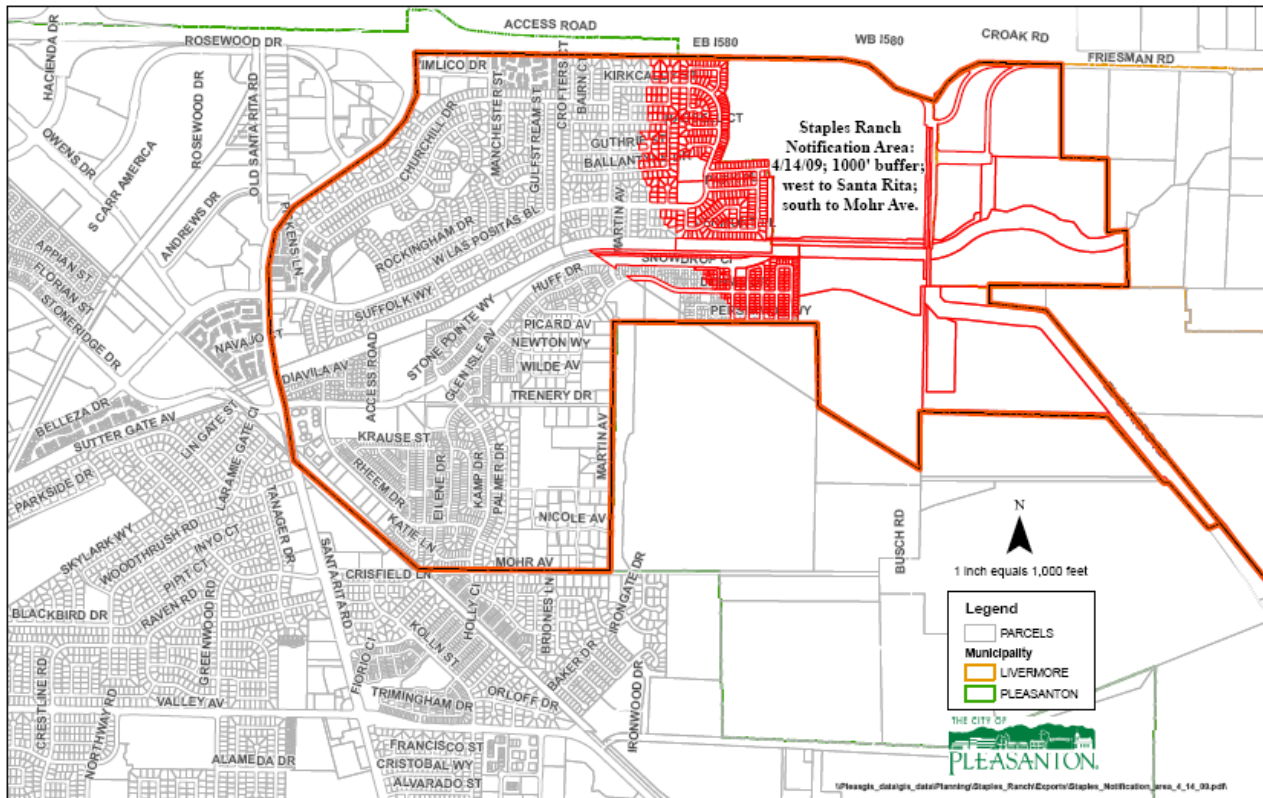
<p><b>Landscaping</b></p>	<p>-Add more landscaping, doesn't have to be trees</p> <p>-Add more landscaping around buildings</p> <p>-Add more landscaping by the Staples Ranch Neighborhood Park</p>	<p>-Green screens have been added on at least 1 elevation of each main building, except the Volvo/Infiniti building (building B)</p> <p>-Groundcover and shrubs are now proposed in Caltrans' right of way</p> <p>-A significant cluster of shrubs is now proposed by the intersection of the El Charro Road off ramp and El Charro Road</p> <p>-Eleven canopy trees have been added in the entrance drive median</p> <p>-Accent trees and additional groundcover has been added by building A</p> <p>-Additional ground cover has been added between buildings A and B</p> <p>-Trees have been removed by the Staples Ranch Neighborhood Park</p>	<p>-Staff added the following recommended conditions of approval:</p> <ul style="list-style-type: none"> <li>• Revise the plans such that 6 additional evergreen accent/canopy trees are located in the perimeter landscaping east of building F.</li> <li>• Revise the plans and enhance the landscaping buffer proposed by the southern boundary line. The trees shall be evergreen fruit trees with large canopies. The trees may be fruitless, and shall be spaced such that there will be no visible gaps between the tree canopies once the trees are mature. 50% of the trees will be in the Neighborhood Park and 50% will be on the project site. The applicant shall fund the installation of 50% of the trees to be installed in the Neighborhood Park.</li> <li>• Revise the plans along the western property line such that there will not be a visible gap in tree landscaping (when the trees in the buffer are mature)</li> <li>• Revise the plans and propose landscaping and irrigation in Zone 7's easement by the proposed freeway sign. The landscaping shall be groundcover and decorative shrubs</li> </ul>
<p><b>Paving/Heat Island</b></p>	<p>-Reduce potential heat island</p> <p>-Provide lighter colored paving if possible</p> <p>-Provide pervious concrete pavers or other pervious paving</p> <p>-Consider providing carports</p>	<p>-Will provide cool roofs</p>	<p>-Staff has added the following recommended condition of approval:</p> <ul style="list-style-type: none"> <li>• The auto dealerships shall have white cool roofs which are designed to reflect the heat of the sun away from the building, thus reducing its cooling load. If roof top parking is approved on a dealership building in the future, the roof material on the building may be changed. Photovoltaic panels and screened</li> </ul>

			<p>mechanical equipment may be located on roof tops</p> <p>Note: Additional landscaping areas have also been provided</p>
<b>Energy &amp; Photovoltaics</b>	<p>-Consider installing photovoltaics</p> <p>-Consider solar carports</p>	<p>-None proposed</p> <p>-The applicant requests that it not be required to design the roofs to be “photovoltaic ready” for future photovoltaic installations</p>	<p>-Staff has encouraged the applicant to consider photovoltaics. Staff feels that the project is still supportable since it will incorporate green building measures</p>
<b>Signs</b>	<p>-Reduce/consider reducing the freeway sign height</p>	<p>-Reduced from 50’ to 48’ in height</p>	<p>-Staff supports the freeway sign height</p>
<b>Lighting</b>	<p>-Minimize nighttime lighting</p> <p>-Turn off all roof top lighting after business hours</p>	<p>-Rooftop parking is no longer proposed</p>	<p>-The City Council approved several EIR mitigation measures related to lighting including the following:</p> <ul style="list-style-type: none"> <li>• Lighting fixtures for parking and security purposes within the auto mall that are adjacent to the senior continuing care community shall not exceed 14’ in height to reduce spill light directly on to the residences at the community</li> <li>• During non operational evening hours at the auto mall, all exterior parking lot lighting levels shall be designed such that they do not exceed 10 foot candles</li> <li>• All interior lighting shall be turned off during non operational evening hours, with the exception of lighting needed for security reasons</li> </ul>

**PUBLIC NOTICE**

Public notices were sent to all property owners and residents as shown in Figure 3 below. The noticing area is greater than the standard 1,000’ noticing distance. Staff received comments from Zone 7 and LAVTA. LAVTA requested a bus stop, even though LAVTA is not proposing bus service at this time. The Zone 7 and LAVTA letters are in Exhibit G. At the time this report was written, two comments had been received from Pleasanton residents, both in opposition to the auto mall. The comments express concern about the economic viability of auto dealerships (see Exhibit G).

**FIGURE 3**  
**Noticing Area**



Note: The properties within 1,000' are shown in red. The project noticing area is substantially greater than the standard 1,000' noticing area.

## PUD CONSIDERATIONS

The Pleasanton Municipal Code sets forth the purposes of the Planned Unit Development District and “considerations” the Planning Commission and City Council should consider when reviewing a PUD development plan. These considerations are typically used as PUD findings. The considerations and staff’s response are below.

### 1. Is the plan in the best interests of the public health, safety, and general welfare?

The project, as conditioned, will adhere to all applicable City standards concerning public health, safety, and welfare. The subject development will include the installation of all required on site utilities with connections to municipal systems in order to serve the project. The structures will be designed to meet the requirements of the Uniform Building Code and Fire Code. Two emergency vehicle access points will be provided. As described in consideration number 3 (below), staff believes the proposed development, as conditioned, is compatible with adjacent uses.

Staff’s analysis indicates the project, as conditioned, is in the best interest of the public health, safety, and general welfare.

**2. Is the plan consistent with the City’s General Plan and any applicable specific plan?**

The site’s General Plan Land Use designation Medium Density Residential (2 to 8 dwelling units per gross acre) and High Density Residential (greater than 8 dwelling units per gross acre); Parks and Recreation; and Retail/Highway/Service Commercial, Business and Professional Offices allows for a mix of uses on the Staples Ranch site including an auto mall. According to the General Plan, commercial development with a floor area ratio of 35% or less can be provided on the site without an amenity.

Development of the proposed project will further the implementation of the Stoneridge Drive Specific Plan Amendment, as approved by the City Council on February 24, 2009. The Stoneridge Drive Specific Plan Amendment anticipates an approximately 37 acre auto mall on the project site. As conditioned, the project will adhere to the design constraints of the Specific Plan Amendment, includes cool roofs, landscape buffers, green walls, an attractive wall by the Staples Ranch Neighborhood Park, stormwater treatment in landscaping areas, distinctive design treatments (such as expansive glass entry features), and roof parapets which match the building design as required/encouraged by the Specific Plan Amendment. The use of exterior loud speakers will be prohibited, as set forth in the Specific Plan Amendment. Staff believes the plans, as conditioned, will be consistent with the Specific Plan Amendment.

Staff’s analysis indicates the project, as conditioned, is consistent with the City’s General Plan.

**3. Is the plan compatible with previously developed properties in the vicinity and the natural, topographic features of the site?**

The project site and surrounding land is currently vacant. An outlet mall has been approved to the east, across El Charro Road in the City of Livermore. The City Council approved the Stoneridge Drive Specific Plan Amendment which allows for a senior continuing care community west of the project site, and a neighborhood park (with a stormwater flow control basin) and a retail/office complex south of the site. As conditioned, the project will be designed to minimize impacts on the senior continuing care community and neighborhood park.

For example, to minimize impacts to the proposed senior continuing care community, the project features, as conditioned, will include:

- A 22’-28’ wide landscape buffer with large evergreen trees (and no gaps in mature tree landscaping) by the shared property line
- An 8’ tall wall on the shared property line
- A light standard height limit of 14’ tall maximum by the shared property line
- Downward facing and shielded light fixtures
- Exterior parking lot lighting levels to be designed such that they do not exceed 10 foot candles during non operational evening hours
- Noise from the carwashes will be limited to 60 dBA (Lmax) at the closest habitable structure on the CLC project site



- Exterior loud speakers shall not be used
- The project will adhere to the City's standard noise requirements, except as otherwise conditioned

To minimize impacts to the proposed Staples Ranch Neighborhood Park, the project features, as conditioned, will include:

- An 8' wide landscape buffer with large evergreen trees by shared the property line
- A 7' tall smooth stucco wall by the shared property line
- Downward facing and shielded light fixtures
- Exterior parking lot lighting levels to be designed such that they do not exceed 10 foot candles during non operational evening hours
- Exterior loud speakers shall not be used
- The project will adhere to the City's standard noise requirements, except as otherwise conditioned

The site is predominately flat, with a gradual slope to the west. The site is approximately 355' in elevation at the eastern property line, and approximately 350' at the western property line. There is a large mound on the property which is material imported by KB Homes in 1995 in anticipation of using it for fill material as part of a residential project that was never constructed.

Staff's analysis indicates the project, as conditioned, is compatible with previously developed properties in the vicinity and adjacent proposed projects, and the natural, topographic features of the site.

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

The natural topography of the site is relatively flat. Minimal changes in grades are proposed. Steep slope banks are not proposed. The site is not located within an Alquist-Priolo Earthquake Fault Zone. Slides are not anticipated.

The proposed project will require the construction of stormwater detention facilities to contain the 100-year flood. An EIR mitigation measure for the project requires the site to be removed from the flood hazard area prior to occupancy. Staff has added a recommended condition of approval requiring this to be completed prior to the issuance of a building permit. Engineering modeling indicates that implementation of the Livermore flood protection improvements, as part of Livermore's approved El Charro Specific Plan, will provide sufficient detention to prevent inundation of the Staples Ranch site for the 100-year storm event. It is anticipated that Livermore will begin the construction of these improvements this year.

To help prevent the erosion and pollution of the Arroyo Mocho, on site stormwater will be treated on site for contaminants and directed into the stormwater flow control basin on the Staples Ranch Neighborhood Park, before being released into the Arroyo Mocho.

On site erosion control and dust suppression measures will be documented in the improvement plans and inspected by the Building and Safety Division during construction.

Staff's analysis indicates the grading, as conditioned, takes into account environmental characteristics and is designed in keeping with the best engineering practices to avoid erosion, slides, or flooding to have as minimal an effect upon the environment as possible.

**5. Have the streets and buildings been designed and located to complement the natural terrain and landscape?**

As stated above, minimal changes to the natural grade elevations are proposed.

There are 3 existing heritage trees on site which are proposed to be removed. Over 400 new trees are proposed to be planted as part of the project. Shrubs and ground cover, including native California species, will also be planted.

Staff's analysis indicates the project, as conditioned, has been designed and located to complement the natural terrain and landscape.

**6. Have adequate public safety measures been incorporated into the design of the plan?**

The project, as conditioned, will be consistent with City safety standards. As conditioned, the buildings will be equipped with automatic fire suppression systems (fire sprinklers). The project includes 2 points of access for emergency vehicles. The project will be required to comply with all building and fire code requirements.

Staff's analysis indicates the project, as conditioned, will include adequate public safety measures.

**7. Does the plan conform to the purposes of the PUD District?**

Table 5 (below) shows the purposes of the PUD District.

**TABLE 5**  
**Purposes of the PUD District**

- To encourage imagination and housing variety in the development of property of varying sizes and topography in order to avoid the monotony and often destructive characteristics of standard residential, commercial and industrial developments
- To provide a development procedure which will insure that the desires of the developer and the community are understood and approved prior to commencement of construction
- To insure that the goals and objectives of the city's general plan are promoted without the discouragement of innovation by application of restrictive developmental standards
- To encourage efficient usage of small, odd-sized or topographically affected parcels difficult for development by themselves
- To accommodate changing market conditions and community desires
- To provide a mechanism whereby the city can designate parcels and areas requiring special consideration regarding the manner in which development occurs
- To encourage the establishment of open areas in residential, commercial and industrial developments and provide a mechanism for insuring that said areas will be beautified and/or maintained;
- To complement the objectives of the hillside planned development district (HPD) in areas

The primary purpose of the district is to allow flexibility in the development of projects that the City determines are in its best interest. Staff believes that the proposed project implements a key component of the Stoneridge Drive Specific Plan Amendment which was approved by the City Council on February 24, 2009. The project is also consistent with General Plan. The PUD process allows for ample input from the public and for an ultimate decision by the City Council regarding the appropriateness of the development plan.

Staff believes the project, as conditioned, conforms to the purposes of the PUD District.

## **ENVIRONMENTAL ASSESSMENT**

The Environmental Impact Report for the Staples Ranch project has been certified by the City Council. The potential environmental impacts of this proposed project have been addressed in that EIR and no further environmental review is necessary. This is so even though City Council recently directed that a Supplemental EIR be prepared concerning narrowing a portion of the Stoneridge Drive extension to only two lanes and updating studies of certain biological resources. Neither of these issues has any direct impact on the PUD development plan for this project and hence staff believes that the Commission has sufficient and adequate environmental information to make an informed recommendation to the City Council as to this project.

## CONCLUSION

Staff believes the project is consistent with the Stoneridge Drive Specific Plan Amendment and the General Plan. Staff believes the applicant has revised the project to sufficiently address the City Council's and Planning Commission's previous review comments. Staff has added several conditions of approval which it believes will improve the project. Staff believes the project, as conditioned by staff, is supportable.

## STAFF RECOMMENDATION

1. Make the PUD findings ("PUD Considerations") for the proposed development plan as listed in the staff report; and
2. Adopt a resolution recommending approval of Case PUD-57, subject to the conditions of approval listed in Exhibit A, and forward the application to the City Council for public hearing and review.

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**EXHIBIT B**  
**Project Narrative**  
PUD-57

**Revised Project Description**  
**Hendrick Automotive Group**  
**Pleasanton Auto Mall**

**December 20, 2007**

RECEIVED  
FEB 27 2008  
CITY OF PLEASANTON  
PLANNING DIVISION

Hendrick Automotive Group intends to develop the 37.19 acres of the Staples Ranch as an upscale, state of the art auto mall consisting of as many as six dealerships clustered together under the Pleasanton Auto Mall name. The six automobile dealerships will offer luxury models of cars that include Acura, BMW, Lexus, Mercedes Benz, and Mini.

A tree lined main entry drive with a round about and car display at the terminus will provide access to the auto mall. Dealership signs and automobile display parking pad areas will demark the entry to each dealership. The buildings are to be constructed as one, two, and three stories in height. Three of the buildings are designed to include rooftop parking. The buildings will have individual architectural themes based on the corporate identity package developed for each franchise. Consistent with the City of Pleasanton Green Building Ordinance, site development will achieve LEED certification. Building exterior construction materials will typically consist of stucco, concrete, steel and glass, and concrete masonry units (CMU). Three stand alone car wash outbuildings will be constructed; one near Building B, the second near Building E, and the third will located to the west of the Mercedes Benz dealership. Each will utilize similar materials to complement the architectural designs of the dealerships. The ultimate expected size of the buildings allowing for potential expansion is 330,000 sq. ft. The site plan as submitted includes the following building square footage:

Building A: 78,330 sq. ft.  
Building B: 18,500 sq. ft.  
Building C: 76,555 sq. ft.  
Building D: 12,000 sq. ft.  
Building E: 74,800 sq. ft.  
Building F: 32,000 Sq. Ft.  
Carwash Building 1: 1,700 sq. ft.  
Carwash Building 2: 1,700 sq. ft.  
Carwash Building 3: 1,700 sq. ft.

Total preliminary Building Area: 297,285

The site will be attractively landscaped at the perimeter of the project and along the main entry drive to the auto mall and dealerships. The landscape planting for the project is in keeping with the automotive sales use for the site. Green screen climbing landscape structures will be located adjacent to the buildings to assist in softening the mass of the buildings and aid in breaking up large wall surfaces. The project will also include landscaping the Caltrans right of way along the



northern property boundary with shrubs, hydro seeded grasses and fescue, over seeded with wild flowers. The streetscape along El Charro Road and Auto Mall Place will consist of a double row of street trees, low shrubs and limited turf areas to create a gateway to the project and surrounding uses. Interior project landscaping will include a well landscaped entry drive of tree plantings, accent tree plantings at entry points to the dealerships, clustered shrub massings, and turf planting areas. The eastern and western property boundaries include wide landscape areas which will enhance the appearance along El Charro Road and serve as an additional buffer to the proposed retirement community to the west. The balance of the site will include concrete flatwork around each building, planters adjacent to the buildings, accent paving, and asphalt paving materials.

The project will incorporate a number of alternative building practices that are unique to the automotive dealership use. The alternative building practices can be grouped into five categories, site design, and water efficiency, atmospheric management, recycling of resources and materials, and innovation in project design.

### **Site Design**

During the construction of the project the contractor will make use of a number of erosion control measures to reduce construction impacts. This will include silt fencing to control sedimentation of exposed and disturbed soil, air bourn dust control during grading activity, and gravel transitions at entries and exits to pavement areas to limit soil transfer and sedimentation from construction equipment and traffic. The project is also providing for alternative transportation modes for employees by providing showers and changing areas as well as bike racks for storage while employees are at work. The site planning of the project also includes vegetated swales that will provide for water quality treatment of surface runoff from the project before discharge into the 5-acre neighborhood park. Construction of the roofing for the structure will incorporate a reflective roof coating to reduce heat island impacts.

### **Water Efficiency**

The project will utilize water efficient landscaping and irrigation to reduce the demand upon the domestic water supply. This will include the use of drought tolerant planting materials for the landscaping, and utilizing flood bubblers where appropriate to provide for a more efficient means to irrigate the landscape.

### **Atmospheric Management**

The HVAC systems for the project will be CFC free to reduce the impacts to the environment from a possible refrigerant release. The system will also be designed to meet indoor air quality performance standards for ventilation standards as well as maintenance of the duct work in a clean and dust free manner prior to and during construction. The HVAC system will also be designed for thermal comfort and will be verified post construction with a survey of the occupants. Low toxic emitting materials such as composite wood and agri-fiber products, carpet

and carpet adhesives and other sealants will be selected and used in the construction of the buildings. Lighting and control systems will be integrated into the buildings to reduce the demand and conserve energy. Finally, indoor chemical and pollutant source control measures consisting of exhaust fans and walk off mats will be used in the automotive service areas to reduce possible impacts and release of toxic substances.

### **Recycling of Resources and Materials**

The project will employ on-site recycling consisting of the collection and storage of recyclable papers and plastics and other automotive fluids. These materials will be collected and delivered to the proper recycling facilities. At a minimum, 50% of construction waste generated by the construction process will also be diverted from land fill disposal and recycled. The building materials used in construction will contain recycled content; examples may include rebar which is made from recycled steel and recycled concrete crushed into aggregate for use in sub-base for the project. Regional/local materials will also be used in the building construction to conserve energy by reducing the amount of fuel needed for delivery vehicles in the transport and delivery to the site. Finally, certified sustainable wood products may be used for the doors and finish work within the dealerships.

### **Innovation in Project Design**

Public education materials will be available to customers outlining the recycling programs and LEED building practices incorporated into the dealerships and the advantages to the community. The project will also utilize state of the art car wash facilities that reclaim the water and re-use it with a 74% reclaimed rate.

Signage will consist of four types: a project sign adjacent to the I-580 freeway in the northwest corner of the site; two monument signs, one at the main entrance to the auto mall off Auto Mall Place at the entry to the dealerships and a second monument sign at the intersection of El Charro Road and Auto Mall Place; five dealership signs located along the main entry drives to the dealership with each denoting the franchise; and finally, building fascia signage and ground mounted directional signage to be mounted on/adjacent to each dealership building.

The site will be striped with approximately 2,997 vehicle parking stalls. Approximately 643 spaces are required under the City of Pleasanton ordinance for the automotive sales, service, and employee parking uses, with the remaining 2,354 spaces provided for vehicle inventory.

Development of the 37.19-acre auto mall site will be comprised of approximately 6.7-acres of dealership and car wash buildings (18%), 25.1-acres of streets and parking areas (68%), and the remaining 5.2-acres of the site will consist of landscaping (14%). Total impervious surface areas are expected to be approximately 1,497,900 sq. ft. total which includes rooftops, flatwork and paving areas. The gross floor area ratio of building area to site area is expected to be 0.18.



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The lighting for the project will consist of pole mounted one to four light fixture units mounted on 24' poles. Lighting levels for the vehicle inventory has been designed to provide the minimum required for automotive sales and include shields and cutoffs to limit light spillage on to the adjacent projects. Three of the buildings are designed to have roof top parking which will be lit utilizing fixtures mounted on the parapet walls and bollard lighting between parking stalls. Light levels for the roof top parking will be the minimum necessary to provide for security.

In the event that the adjacent project to the west does not proceed to construction, Hendrick Automotive will work with the Alameda County Surplus Land Authority to secure the necessary easements required to locate an emergency vehicle access to Staples Ranch Drive, as well as provide the necessary water and sanitary sewer connections to service the project.



## **EXHIBIT C**

Meeting notes from Joint Planning Commission and  
City Council Workshop Dated November 8, 2007

PUD-57

### **MINUTES CITY OF PLEASANTON JOINT WORKSHOP OF THE CITY COUNCIL AND PLANNING COMMISSION November 8, 2007**

#### **CALL TO ORDER**

Mayor Hosterman called the joint workshop to order at 6:30 p.m.

#### **ROLL CALL**

Present: Councilmembers Cook-Kallio, McGovern, Sullivan, Thorne, Mayor Hosterman  
Commissioners Narum, O'Connor, Olson, Pearce, Chair Fox

Absent: Commissioner Blank

#### **Presentation and discussion of the proposed Staples Ranch Development, including Intent to pursue Acquisition of a five-acre site for a Neighborhood Park/Joint Detention Basin**

Assistant City Manager Steve Bocian said the developers would be making presentations of their projects, all materials presented were not final, and the purpose of the session was to obtain feedback from the Council and Planning Commission prior to starting the formal review process. He said staff plans to proceed with the purchase and sale agreement in the acquisition of the 5-acre neighborhood park, which would be discussed later in the meeting.

He presented the Staples Ranch site map, spoke about the Specific Plan for the site, and provided a brief history of the project area.

Mr. Bocian referred to the site plan and said one of the purposes of the workshop is to look at the development not as individual pieces but as a cohesive development. He said the public is viewing a significant amount of development as approved as part of the El Charro Specific Plan, so there is the potential of 1.5 square feet of retail of which 450,000 square feet is already approved for the prime retail outlet. This will have about 150 tenants in that development and approximately 2,400 parking spaces which should be developed within the next two years. He presented a future retail site and said a portion of it was being constructed jointly by the County and the City to provide flood protection for both Livermore property and for the Staples Ranch, stating that when the Council approved the cost sharing agreement, it also approved the detention area.

Commissioner Fox questioned whether the bridge to Arroyo would accommodate a four lane road lane if Stoneridge was ever connected through in the future. City Manager Fialho said the bridge could not accommodate a four lane road; if it goes to four lanes and Stoneridge is ever connected to El Charro, two bridge structures would be needed, each with two lanes.

Commissioner Fox said when the community park was discussed, Brian Swift had said in 2004 that the community master plan for the parks had taken the Staples Ranch Community Park and presented it as a 30-acre park. When the MOU came out, it was 17 acres and she questioned if it was ascertained whether or not the community park was accurate at 30 acres. Mr. Bocian said yes, when the K&B proposal came through, they proposed a 30 acre park. Around that

same time, the Council was looking at park planning throughout the City. They had an interest in lighted sports field and identified a couple of sites in the City, so the General Plan did include the 30 acre park within the Staples Ranch area, but the specific plan shows the community park as 17.2 acres. City Manager Fialho said what led to the change was that there was an active project being considered by the City that influenced the outcome of that General Plan designation to 30 acres. When the K&B project went away, in exchange for providing them density on the site, they were dedicating to the City a potential 30 acre park and now there is a conflict.

Ron Tai Regional Financial Officer with Hendrick Automotive and Project Manager for the Staples Ranch Auto Mall project, presented a PowerPoint presentation and videos. He described the proposal for an Auto Mall of 37 acres, noted Mercedes Benz of Pleasanton will join them, said they began in 1987 and were long time corporate citizens of the town. Their problem is that they are currently operating on 17 acres of owned land and 3 acres of leased land on 7 different sites, which operationally causes issues. Their manufacturers require certain minimum standards in land and building which they cannot meet on any of their franchises, so they must move. He presented recently completed buildings elsewhere in the country, said the site plan consists of 6 buildings with a total of 295,000 square feet, they are asking for rooftop parking over a portion of the 3 large buildings and propose parapet walls to disguise the parking, landscaping, lighting controls and they believe the parking will be invisible to anyone at road level. They are also proposing 4 carwashes on site and would use whatever is available in water reclaiming systems for environmental purposes.

Mr. Tai said the front of the property is beyond two public utility easements that have specific requirements of what you can put in them. They have presented a landscape plan and have agreed to landscape the Caltrans margin. They propose a double row of trees on El Charro and Auto Mall Place, thick landscaping, they have created two nice boulevards to access dealerships and the goal is to maximize landscaping on the exterior and the boulevards because of the way they operate. They do this because of problems with birds and tree sap and sight issues.

Mr. Tai presented elevations of all buildings and signage, stating their overriding goal is to get a sense of visibility from the freeway and said buying on the freeway was expensive but very important to them. He presented their proposed signs in comparison of neighboring cities, said the signs would be about 15 feet at the dealership and would be located close to the entry on the property.

Mayor Hosterman confirmed with Mr. Tai that the freeway sign was located at the northwest corner closest to the freeway.

Mr. Tai said the proposed facility will allow them to store twice as many cars, meet or exceed all manufacturers' standards for now and into the future, they will operate at much higher sales levels, which is good for them and the City as sales tax revenues increase.

Regarding their current 17 owned acres of property, they have significant interest from a number of developers who would like to buy all or part of the property and they would work with staff to pick projects that would enhance the City. Mr. Tai presented the fly-over videos for the project.

Mayor Hosterman asked if it was possible to use porous materials to park cars on; something that would allow for greater permeability and lighter in color so it does not absorb so much heat. Mr. Tai said this was possible, but he would have to question their engineering representatives about surface materials.

Commissioner Narum said the staff report talks about building a potential extra 35,000 square feet of building and Mr. Tai said they believe the proposal is at maximum for now; however, if there was additional space built, it would be an addition to the existing structures' service department areas to accommodate future requirement from manufacturers.

Commissioner Fox questioned the 50-foot sign and said the FAA has a regulation that states from every hundred feet from the runway you can only have a one foot structure. Mr. Tai said the signage was under the slope. She referred to the lights on the parking lot and asked whether they will stay on for 24 hours and whether the City of Livermore had commented on them. Mr. Tai said they received no comments from Livermore. Their typical standard light fixture is a box light, they try and contain the light on the lot so that no light is going to the sky. During hours of operation, there needs to be enough light to show cars and walk people around. At closing, there will be security lighting at a level appropriate for that type of business. He said they have built facilities in many jurisdictions and lighting is easily solved. Commissioner Narum asked if they had been built so close to an airport before and Mr. Tai said they have in Concord, North Carolina.

Councilmember Sullivan referred to the pavement and said not only was permeability an issue, but run-off and potential water pollution, and felt this much pavement was a heat island for the site which affects energy use. He asked if the developer thought about a strategy similar to the Fremont site with PV carports. Mr. Tai said they have talked about PV, however, they have not taken this further. Councilmember Sullivan suggested looking at the economics of it, as it will reduce the heat island which will lower the air conditioning load, cool the site off and generate electricity.

Councilmember Sullivan referred to the site lighting and said many car lots are lit up all night. He questioned the level of security lighting and Mr. Tai said during hours of operation all lights are on, but half of the lights go off on timers after a certain hour for a security lighting level to just before dawn.

Councilmember Sullivan referred to rooftop parking of 36 to 43 feet and confirmed the drawings included the parapets and it would not exceed that height.

Councilmember Sullivan referred to the project's cream color palette and said the drawings look more like bright white. Mr. Tai said because they are a franchise, each manufacturer has a standard set of color palettes typical to their business. In some cases there are multiple palettes and sometimes just one, but this would need to be settled with the City and more detail could be provided.

Councilmember Thorne asked how far above the building parapet was the rooftop lighting. Mr. Tai said this has not been settled yet. They will keep it at the absolute minimum level, use parapet lighting and freestanding lighting. He did not anticipate it being that visible from the freeway or neighborhoods.

Mayor Hosterman questioned if the rooftop parking was for additional space for new cars and Mr. Tai said they envision it to be for employee parking, which is several hundred spaces. He said the ramp is not necessarily secure but if there are no cars there after hours, there should be no reason not to turn the lighting off altogether in that area.

Councilmember McGovern said one of the most important parts of the plan is how it fits in with the park, and the landscaping is very important to her. She asked if the landscaping was flat or bermed next to the 5 acre park. Mr. Tai said they are proposing a wall to separate the park from the automotive dealership. Landscaping against the wall could hide the wall or break it up, and they feel this works best for security and separation of uses.

Councilmember McGovern said she could understand the use of a wall, but she would like it to be very nice, inviting, colorful and soft as it goes into the park. She said she was having trouble with the 50 foot sign and night lighting of the project, stating when you drive down the freeway and see some of the dealerships at night close to Office Depot, they are very bright. She asked if there is a certain wattage that would keep the property safe but with lower lighting.

Councilmember McGovern preferred more landscaping be proposed around the buildings and voiced concerns over the visual amount of parking and building space.

Councilmember Cook-Kallio questioned if the signs were represented during the flyover video and Mr. Tai said he believed the pylon signs were shown. He said the project is very large and if a 5 foot sign is placed on the site, it would not be seen and therefore, something of presence must be implemented. He then presented the video and verified the sign was in the video.

Councilmember Cook-Kallio said the staff report indicates 2 car washes and Mr. Tai noted they were contemplating up to 4 car washes, those buildings will be landscaped and they were mindful of noise impacts.

Mayor Hosterman said she was having trouble with the signage and asked Mr. Tai to contemplate opportunities to reduce it. She thought the nighttime picture was much nicer than the daytime picture and she confirmed this was an actual depiction of the signage.

Mayor Hosterman said projects in Pleasanton need to be elegant and timeless architecture and asked Mr. Tai to return to those corporations and regardless of their brand, suggest that there be an opportunity to soften the large buildings and give them a more elegant look.

Councilmember McGovern referred to the wall and she asked if it was anticipated that it would be the City's responsibility to landscape on the park side of the wall. Mr. Tai said this has been contemplated.

Commissioner Fox referred to the car wash, the park, and wall stating the car wash is fairly close to what is envisioned to be residential, and she questioned if it could be moved. Mr. Tai said this was not cast in stone; however, they try to put car washes where there is a flow from where vehicles get serviced, cleaned and then return to the customer. Putting them large distances away adds time, so they try and locate them close and on the back sides of the facilities. He noted the car wash would be located approximately 200 feet away from residential and the area will incorporate a wall and heavy landscaping. Also, the car washes are built inside of an enclosure so noise can be attenuated in a certain direction. However, they have not done

sound studies, he acknowledged noise would be measured to show what the decibel levels are and they were mindful of this.

Councilmember McGovern said the trees on the property with CLC and the neighborhood park were all within their wall. She thinks the wall would create a problem for both the CLC and the City to actually landscape it well to soften it. She asked Mr. Tai to discuss this with staff to assist in the wall's landscaping. Mr. Tai said they envision the wall to actually be CLC's wall, which they will participate on with them and it will be landscaped on both sides.

Commissioner O'Conner referred to the pylon sign and confirmed that their tallest, current sign on the freeway was 35 feet.

Rick Ashenbrenner, CEO of Continuing Life Communities, presented a short video which showed their existing retirement communities and residents explained what they like about the facilities and how the communities work. He said he would then review plans for the project. Mayor Hosterman said she discussed issues relating to airport sound with Mr. Ashenbrenner and now had a level of comfort about it.

Mr. Ashenbrenner said the average age at move-in is about 79 and over time it will stabilize at about 86 or higher. He said there are about 1.45 people per independent unit, so 45% are couples, that over time this will trend down and stabilize at about 1.25. He said traffic generation is very low mostly at off peak hours, most is from employees coming to work and not going to work and they are usually able to schedule shift changes to be off peak periods. They provide transportation for residents is buses, vans and automobiles. Their parking need is much less than developments designed for younger people and have found in other communities they need only 1 space per unit, plus a small number for employees and visitors. Over time, residents drive less and many give up driving and car ownership altogether. He said at one 16 year old community, 30% of residents occupying apartment style units do not own a car. Therefore, auto traffic will reduce in time as residents age in place and in a few years there will be many empty parking spaces.

He said their impact on schools, water, parks and city services is negligible, all personal laundry is done at a central facility, and in neighborhoods where communities are located, property values have enjoyed excellent appreciation. They have held dialogue of existing neighbors in the area, they have received input on fencing and what to do about the existing trees and shrubs. He said they are not just a developer but an owner/operator and they expect to operate long-term.

He presented their latest plan which has been revised from comments made, said the entrance gate has been moved back off of Stoneridge, they added more green space inside the property, reduced density about 10% by removing one of the taller buildings, removed higher density buildings in one area and replaced them with lower density villas. Access from the site is from Stoneridge Drive, there is a security gate, a gate connected to the health center and emergency vehicle access will be reciprocal between them and Hendricks Automotive, which would rarely be used.

He described the structures as being grouped for a pyramid effect, said one-story buildings are closest to the existing homes in all cases, noting most neighbors around them have two-story homes. The site is designed to buffer the property from the neighboring commercial property and to reduce noise from the freeway. Charles M. Saiter and Associates, their acoustical

consultant, has agreed that best is the strategic placement on site and a sound berm and wall. Neighbors are buffered from lights and noise from the commercial property, many will experience a reduction in traffic noise from the freeway of about 6 decibels, and residents will enjoy a better security situation as a result of the project backing up to their yards as opposed to other uses that may be proposed. He said the buildings have been laid out in an east/west configuration which is better for green building and energy conservation and air systems are centralized with an efficient centralized plant. They are also considering the possibility of co-generation, but they have not yet cited a facility.

Regarding the airport, they spent time with the airport representatives. He said the volume at the airport has been dropping and the activity is not objectionable to most people and agrees to notify all potential future residents of the project about the existence of the airport.

Mr. Ashenbrenner presented the health center, stating it is outside the fenced area but initially, the facility will accept residents and patients not part of the community. However, over time, most of the capacity will be occupied by residents of the campus. He described the central clubhouse, recreation center, potential indoor swimming pool, and courtyards. He presented architectural drawings and read into the record a statement from the architect relating their preference to use a California Mission style architecture, which is indigenous to most of the California coast. He presented building placement, cross section details, a bermed landscaped area, and he introduced David Gates, landscape architect.

David Gates, Landscape Architect, presented an animation of the gateway coming into Pleasanton from west to east, said they worked with the Auto Mall representatives to respect their signage, maintenance facility, the Auto Mall and transition into their landscaping. He presented the site plan, discussed their state-of-the-art bio-swale, bio-filters, and noted the area is well-landscaped facing neighbors as well as to the Auto Mall.

Commissioner Olsen questioned the berm along I-580 and confirmed material on site could be used.

Commissioner O'Conner questioned the average time from resident move in until their passage, and Mr. Ashenbrenner said the average time is about 12 years, with an average of the last one year in the health center. He discussed dementia care and said costs are included, which is a win/win for a family where one spouse transitions into the health center. He said they have found people who move into these facilities live better and longer, confirmed that many residents used their kitchens rarely in the units, and one meal a day was included from the facility's dining room.

Commissioner Pearce referred to visitor parking, stating there are 32 visitor parking spaces for 768 units, and Mr. Ashenbrenner said the numbers were not quite correct. He said there are 630 in the independent living side, and assured her that there will be more parking than needed, as many residents often do not have visitors on a daily basis.

Commissioner Pearce referred to the villas or duets and confirmed they all had garages; that the smaller ones have one car garage and the larger units have a larger garage, where some people use the added space for a golf cart. There will be enough parking for everyone and there will be at least one space per unit.

Commissioner Pearce referred to the timing of the phasing and asked how long they anticipated development between the Phase 1 and 1a in the case where residents may need to go off-site for health needs. Mr. Ashenbrenner said it was typical for the health center to open six months later than the main community due to skilled nursing being handled by OSHPOD, the State agency in charge of building hospitals, and said these approvals were very time-consuming. However, their contract stipulates they will send residents to a comparable facility until their health center is finished, but often times, both are built at the same time.

Commissioner Pearce referred to the wall separating the facilities and the park and she questioned how they would be involved with the wall and landscaping. Mr. Ashenbrenner said they do not have a wall between them and the park. There will be an 8 foot wall between them and Hendricks Automotive and they will share the cost of its construction and landscaping on both sides of it.

Commissioner Fox said on May 9, 2005 the City of Livermore sent Pleasanton a letter stating they strongly oppose the development of additional residential units in this area, even outside of the Airport Protection Area. They said senior health care facilities such as assisted living and congregate care should also not be developed in this area since they would be considered sensitive noise receptors. She asked if CLC representatives have had conversations regarding the compatibility issue, and Mr. Ashenbrenner said he has only had conversations with the airport and its operations, sound levels, and all agree they were well below levels.

Commissioner Fox referred to the California Airport Land Use Planning Policy of January 2002, Chapter 9, page 45 and confirmed with Mr. Ashenbrenner he did not discuss what type of zone they are classified under, and said Zones 3, 4, and 5 are areas which prohibit uses of hospitals and nursing homes. Mr. Bocian said the City of Livermore has agreed to support this and other projects provided that this development include provisions to handle any potential complaints from the development and CLC is therefore required to have an operation to handle complaints. The only issue they have raised is relative to the amount of traffic that could be generated from the Staples Ranch collectively.

City Manager Fialho noted that the City did execute a cost-sharing agreement with the city of Livermore that basically concluded generally that, so long as Pleasanton did not change dramatically the land use proposals from the MOU, Livermore would support the project as proposed or at least not contest it.

Councilmember Sullivan referred to the issue of affordability and said the initial proposals had no affordability content. The staff report on page 7 talks about a couple of different concepts, but he thought it was somewhat unclear. Mr. Bocian said they have been meeting regarding this matter and have developed a framework of two components; one is that CLC will agree to have 15% of the units split between median, low and very low income. The second is to create an annuity which would be used to write down rents for those in the lowest income area. He thinks it is important to know that when looking at these developments, they do not translate clearly to an independent housing project. They do not look at food, transportation or medical service costs. With this opportunity, all of those components are included within their fees so it has been a challenge, but he felt it was consistent with the City's Inclusionary Zoning Ordinance. Staff's intent is to pass along the framework to the Housing Commission and go through the standard process of drafting an affordable housing agreement for Council approval.

Councilmember Sullivan asked how many units were counted toward the housing cap based on policies of independent living, and City Manager Fialho said when the proposal initially came in at the 800 unit range, staff tried to calculate impact on the community and the number was around 240 units. Because the project has come in lower, the number would go down proportionately based on the methodology.

Councilmember Sullivan referred to the chart on page 7 and the 81 independent units of duets/villas, and he confirmed that some other portion would be layered on top of this and more information would come back with the PUD. City Manager Fialho said the Council will have an opportunity to decide whether they want to count the duets or count units based on impact.

Councilmember Sullivan referred to reduced traffic and confirmed a traffic study would be conducted as part of the EIR.

Councilmember Sullivan referred to the green building aspects, felt the proposal was aggressive with the energy and plant systems, and asked what green building guidelines were being used for the project to comply with the ordinance. Mr. Bocian said residential guidelines would be used along with multi-family guidelines from Waste Management.

Councilmember Sullivan referred to the noise issues and confirmed the EIR would quantify noise impacts on buildings.

Councilmember Thome referred to facility locations on site, the 432 seat auditorium and the 78 seat movie theater, and he confirmed with Mr. Bocian on the site map of their central location.

Councilmember McGovern said she serves on LAFTA, which is the wheels bus system. They have been asked how employees will get to work and asked if a service would be provided from BART or elsewhere. Mr. Ashenbrenner said most employees drive themselves or carpool. Some take public transportation, but he was not sure what would be arranged yet. Councilmember McGovern asked them to consider where a bus stop could be situated for employees, which she felt would be very important.

Councilmember McGovern referred to a walking path around the development to link to the 17-acre park and she wondered if Staples Ranch Drive by the EVA could be looked at. She asked if some pathway could be installed between the fences of those living on Vermont Place and the Villas, as well as access from the gated community from the health center.

Regarding affordability, she said Parkview was their latest approval that has an affordability component which took a long time due to the strain on their budget. When looking at the affordability provisions for renting and living in the community of independent living, she questioned if affordability was also being looked at for skilled nursing and dementia care. Mr. Bocian said yes, they are all wrapped in one in their basic fee. He said they offer a monthly fee which provides the cost for all levels throughout the development depending on the unit size and an insurance plan that allows someone to go through the health center. At any given time, those affordability standards in place would be there regardless of whether the person was on the independent or health center side. There is nothing separate with the units in the health center because they are wrapped into a basic monthly fee. He said 15% of the units would be occupied by individuals with incomes less than median, or 5% at median, 5% at low and 5% at very low. In addition, an annuity would be established that would provide a monthly subsidy for those most in need.



Councilmember McGovern confirmed the smallest independent living unit was approximately 600 square feet. She said she learned that every unit in independent living could be counted toward the housing cap because it followed the criteria of the US Census Bureau and felt continued discussion was needed.

Councilmember McGovern referred to phasing, said she understands the last section to be built is that closest to the freeway. She confirmed the berm will be built as part of Phase 1, noted there is a courtyard and another green space area between Phase 2 and she confirmed with Mr. Ashenbrenner that the area will be entirely green and walk-able even before the buildings go in.

Councilmember Cook-Kallo voiced concerns with affordability in how the units are counted. Even though they have kitchens they are not really being used because it is a full service facility. She referred to the formula to determine impact and she asked if it was consistent with the description. City Manager Fialho said it is based on the company's description of what they perceive the impacts to be, which takes into account cars driven, how often, etc.

Mayor Hosterman called for a short break and thereafter reconvened the meeting.

Mayor Hosterman said the third developer would make a presentation, questions and comments will be taken and the public hearing held, after which time a special meeting will be convened of the Council for possible action.

Steve Allen, Fremont Land, introduced Galan Grant, the primary architect, who would make a brief presentation.

Galan Grant, Architect, said they are very proud of their project, gave a background of Craig and Grant Architects and said this was one of the nicest projects done from the standpoint of energy conservation measures. They recently became credited as a green design firm, John Ambert was LEED certified and he gave a PowerPoint presentation showing the site elements, amenities, park area, potential retail shops, architecture of buildings, various building materials, the use of stone and corrugated metals, elevations, LEED elements, electric car charging stations, solar panels designed to generate enough electricity to power all site utilities, a recycling structure, dual purpose signage, outdoor room concepts, and pedestrian scale lighting. He said they were still working on the site plan and decided that the turn-in element completed as a circular form was more interesting and said the columns radiate around in a square pattern. The buildings were all clad in stone veneer, incorporate an armature for climbing plants and the only signage is the identifier for the project and no tenant names.

Regarding sustainable design strategies, he said it would incorporate solar, recycling, efficient lighting, indirect pedestrian lighting, direct down lighting and a green screen concept which covers the walkway that cuts across the parking lot. He said the green screens rise up above the parapets that help to create a growing, living organic surface which also assists in cooling. He noted the existence of a covered bicycle pavilion, vehicle charging stations, solar energy carports with continuous solar panels, and the use of sustainable materials.

Commissioner Narum referred to the site map and asked Mr. Grant to describe the circulation for the delivery trucks, particularly getting deliveries to the Majors. Mr. Grant said trucks will enter the site via Auto Mall Place, they will come through the boulevard, turn into the site, there is adequate circulation in the back of the Majors and he described the backup into the loading docks. The trucks then continue circulating in the same direction. On the north end, all shops

are front-loaded and all deliveries are made through the front doors, which is not uncommon in shopping centers.

Mr. Grant said one problem with dense landscaping is sign visibility, which must be balanced. They love street trees but it is tough on retailers because it conceals the architecture and signage.

Commissioner Narum referred to the south end of the plan by the community park and asked what the plans were for landscaping to create a buffer there. Mr. Grant said their landscaping concept consists of trees where there are no carports, a 10 foot high screen wall at the loading docks and the grid for climbing plants grow up above that. On the back side of the recycling structure there are climbing plants, green screens added to the back of the façade, all columns are wrapped with a woven wire mesh which is a common device for climbing plants and they may have some berming, as well. He confirmed there was no solid wall, but a living and growing wall of plants.

Commissioner O'Connor said since the shops will be front loaded, he asked and confirmed with Mr. Grant that certain hours will be built into the tenant's standard leases for deliveries.

Commissioner Perece said the staff report indicates the existence of a fast food restaurant to be allowed as a permitted use and she asked if allowed, where it would go, Mr. Grant said the restaurants typically like to be located on corners, they like visibility and there was not one currently shown on the plans. Mayor Hosterman asked that there be no fast food restaurants, and Mr. Allen said they do not anticipate any drive-thru's or convenient type fast foods, but other café type restaurants like Rubio's. Mr. Grant pointed out a location on the map for an outdoor bistro type operation, dell or café, and said it is important for them to make the areas active, live and friendly spaces.

Commissioner Perece confirmed with Mr. Grant that the drive-through drug store's traffic flow cuts across the pedestrian access to the park, and that the traffic from the drive-through would be low volume. Mr. Grant said these types of drug stores are approved typically where no drive-thru restaurants are allowed and he felt this would not be a critical issue.

Commissioner Olson asked if the retail center was a freeway-oriented center or a neighborhood oriented retail center, and Mr. Allen said they are proposing commercial regional because of the location; however, it was sort of neighborhood as well because with senior housing, they felt it would also serve that neighborhood..

Commissioner Olson referred to the pad next to the bank pad; Shope 1. She asked if it was 7 distinct stores or was it less. Mr. Grant said it could potentially be 35 retail stores; that all lines defined potential walls, but a tenant may want to take more than one space.

Councilmember Sullivan said it looks like the project is centered inward on the parking lot and the backs of the buildings are along major streets and the park. He asked if the developer considered having it the other way where it is more open to the community versus enclosed into itself. Mr. Grant said the philosophies of most cities have been to push buildings to the corner and street and not have parking lots as the primary visual element from streets. What they end up with is a highly animated exterior face so that the buildings become the screening devices for the field of parking in the middle. Also, the Majors is 30,000 square feet, their parking field extends far into the area which allows for shared parking that works for other shops. He said it

was approximately 11 acres and they have done projects of 100 acres where buildings would be placed along the boulevard, as well as buildings around the perimeter, but there is not that sense of scale for this project.

Councilmember Sullivan said he agreed with the buildings being along the streets if the fronts were along the streets as this would be more of a pedestrian, walk able neighborhood. However, it will not be and he agreed a lot has been done to soften the project with greenery. Mr. Allen referred to the buildings that face Auto Mall and El Charro and said the elevations provided showing the view from the parking lot are identical to what is seen from the street along those two major thoroughfare.

Councilmember Sullivan confirmed the developer was planning to build it as soon as it is approved. He asked about the PV powering the site, and John Ambert, their LEED certified representative, said they ultimately will have generated enough power to generate electricity for all site facilities and not necessarily for the structures themselves, which would make it a zero energy development.

Councilmember McGovern questioned what the smallest square foot retail space was, and Mr. Grant said they could have a space as small as 600 square feet. She voiced concern over the number of parking spaces versus the number of retail spaces. If a supermarket is put in, it usually attracts much more traffic than a restaurant for a prolonged time. She confirmed that there are 496 parking spaces and the City's requirement is 1 per 300 for the market. For restaurants, Mr. Grant said they park it at 10 per 1,000 because the heavier use is the restaurant and not the other retail spaces or the market.

Councilmember McGovern wanted staff to look at parking for retail to ensure there was adequate parking. She asked if they thought about making any of the buildings two stories so as to reduce the number of buildings on the site. Mr. Grant said in doing a two-story project, offices would go on the second floor. Councilmember McGovern referred to an example of the Asian Market on Dublin Boulevard with shops on the second floor and said the spaces seem very crowded to her.

Councilmember McGovern asked if there were more outdoor eating and resting/sitting areas proposed in the center, and Mr. Grant pointed them out on the site plan, stating they believe it is important to break up buildings. Councilmember McGovern sees the retail spaces as truly augmenting the park users, she hoped those types would come to the center and felt places should be provided for people to sit outside.

Councilmember McGovern referred to the EVA area and confirmed people would not be entering from this area. She said when the landscape plan returns, she will be concerned with the park and how it transitions. She was appreciative there is a path to the park as well as other nice elements and voiced concerns with parking and density.

Councilmember McGovern questioned if a gas station could be proposed, Mayor Hosterman agreed this was needed, and Mr. Grant noted they had not thrown out any ideas in terms of uses.

Councilmember McGovern questioned where El Charro ended, and Mr. Boclan said improvements to El Charro were being made up to a certain point and noted there is a median plan north of the area.

Councilmember McGovern voiced concerns with truck deliveries right next to the park and noise, as well as the garbage odors to the park and asked the developer to return with information on how this would be handled.

Mayor Hosterman thanked Mr. Allen and Grant and said the project was more appealing to her since seeing the presentation. She said she likes architectural design that is timeless, elegant and says Pleasanton. She felt there were spots in town that pull it together architecturally, had some ideas on designs, wanted to see more of a Blitmore-ish feel, she said the Council would be looking at a shopping center proposal at another location in town, and while she loves the architecture, she suggested they work with staff to further refine it. She said if it really looked like the actual plans, it would be nice, but she was worried it could look more like some of the strip malls seen along freeways. She also felt it was difficult to visualize signage and Mr. Grant said they like variety in signage and agreed it would add to the architecture.

Mayor Hosterman said she felt that with more uniformity, the better the entire center would look; however, she acknowledged Mr. Grant's idea of mixing design and lighting in signage. Mr. Grant felt worst was internally illuminated signage. He hoped the buildings look even better than what is presented on the plans, noted this was a work session and felt signage would be refined.

Mayor Hosterman said she was impressed with the green building measures, hoped there was an opportunity to make the surface area more permeable and something lighter than black pavement in color to minimize heat. Mr. Grant noted they are proposing permeable pavers and Mayor Hosterman asked that Hendrick Automotive also look at the use of permeable pavers.

Commissioner O'Connor asked if they have identified any of the anchor tenants yet, and Mr. Allen said the owners are dealing with several possible tenants for the market, drug store, restaurant, and for the bank; however, he could not disclose who they were given current negotiations.

Mayor Hosterman opened the item for public comment.

Dan Faustina representing Pleasanton First, said Pleasanton First and Friends of Pleasanton have been working for some time. The two groups formed over issues and differences in the development of Staples Ranch, they have come to agreement with certain key issues of the development and are hopeful that they can avoid having to go to the ballot.

Richard Pugh, representing Friends of Pleasanton, read a joint statement stating the development represents an opportunity for the City. He described the proposal, said the Planning Commission and Council will need to carefully consider the land use proposals in the context of the City's MOU with the County of Alameda while also balancing the needs and interests of the community. They support the timely review of the applications in an open and transparent manner, encourage the public's participation and emphasized their support for incorporating Staples Ranch into the City. The land use plan allows the City to relocate the existing auto mall to the Staples Ranch property, he described Hendricks Automotive and the partnership with Mercedes Benz and said both organizations collectively support this endeavor, as it will retain valuable sales tax revenues and jobs in Pleasanton. The proposed senior housing provides a mix of units, felt considerable thought, work with neighbors, setback requirements and architectural features have been put into the site and they are generally supportive of the use and look forward to the on-going review, given the community's input

relating to affordability and the City's inclusionary housing ordinance. Regarding the proposed 11 acre commercial project, Fremont Land has presented an opportunity that may provide a diverse project and he asked the Council to carefully review the proposal for creative opportunities to augment the community park site. He felt there should be semi-public uses and/or complimentary landscaped buffered areas. Both groups are also very supportive of parkland open space on the property and said the City will need to dedicate and earmark funds for the community park and future capital funds to construct the community park. While the City has approved a concept plan for the parks, they ask that the Council initiate a more comprehensive master planning process for the community park site, which will further refine site amenities and ensure future financing be approved by the City Council. He asked that the review process be transparent, open to the public and technical assistance be provided by staff and run parallel to the land use review process for the Staples Ranch property. They request the Council authorize City staff to initiate the effort and that staff be empowered to conduct public outreach including media advertising and hosting community workshops, support the joint statement and look forward in working mutually with the City.

Matt Morrison commented on the initial EIR study and said it had identified potential heritage trees, specifically two large Oak trees, on the property. The heritage tree ordinance does not protect them and he said protection must be done during the PUD. He believed that in order to increase pedestrian access from the park area to the retail site, it would be nice to see some of the smaller retail shops where front and back doors are proposed or multi-access sites for the south side of the retail property. He was supportive of multi-stories and felt this would draw more people in from the freeway.

Otis Nostrand hoped an ice facility will be included to enhance the project further, asked to include all four lanes of Stoneridge Drive and include the full four lane bridge funded and built by the development. He felt even greater will be the loss to Pleasanton if the project is developed in Livermore, Dublin or the County and asked the group to work swiftly and smartly in support of the MOU.

Ann Pfaff-Doss said she was opposed to having the extension done in a piecemeal fashion, said she was told West Las Positas would go all the way to Livermore which was lost and she hoped now this would be implemented. She also lives nearby the Val Vista Park, they do not have a lot of greenery, said it was necessary to be overly concerned about the retail development access to the park, and otherwise felt the project looked beautiful.

Sharrell Michelotti, Pleasanton First member, thanked Friends of Pleasanton, Pleasanton First, staff, the City Council and Planning Commissioners, said there are people from both groups and she asked them to raise their hands. She supported the process moving forward, supported the development to pay for the future four lanes for the bridge, felt signage was important for Hendricks, supported an ice arena and asked to move forward in the public hearing process and not an Initiative process.

Becky Dennis thanked everyone who encouraged the groups to get together, felt it was interesting to hear the various presentations, felt the Stoneridge bridge should be four lanes, the road should be planned to go through, signage should be beautiful and said a small sign would look silly, suggested moving the locations of the restaurant space and some retail, feeling it would be nice to look out onto the park as opposed to the parking lot. She asked to put the right retail next to the park and supported a gas station to be located on the corner instead of a restaurant.

Brian Arkin said he was on the Planning Commission when the gas station was being proposed on the Bernal property. He said the applicant came in with a gas station of a stucco box, but eventually he came back with something approvable which is the nicest looking in the state. He found that the owner hired the architect who did the homes to do the gas station and he hoped the developers could use this approach. He said shops should integrate with the senior project and the park, he would envision 40 foot deep sidewalks and grass berms where people can mix in and integrate, and he said the "strip mall" effect should be enhanced as well as reduced density. Regarding the Stoneridge extension, it is based on a 20 year old traffic model in the EIR that has regional improvements made and he asked that the extension not be built just because of the shopping center and asked to look at the phasing and regional improvements that are 20 years out.

Mayor Hosterman closed public comment.

Commissioner O'Connor referred to the Hendricks proposal and said he would like to see more landscaping on the interior to soften the inside, and not necessarily trees.

Commissioner Narum said she would like to see the transition from the various developments to the parks reviewed further, liked the landscaping along the freeway by the CLC development and voiced concerns with the number of visitor parking spaces for CLC development. She wants to see sidewalks and bike paths on both sides of Stoneridge Drive and Auto Mall Parkway, questioned if there was a funding mechanism and preservation of the right-of-way for the four lanes, voiced concern with colors proposed and hoped for a consistent and compatible palette, supported the freeway Auto Mall sign as proposed, voiced concern about the delivery circulation for the shopping center which should be addressed in conditions of approval, voiced concern with the shopping center design and felt the center at Stanley and Valley was a fabulous design and asked to further look at the components of that. She appreciates the green building features but felt more could be done for the design of the center to fit in with the Pleasanton architecture.

Commissioner Olson said he likes what he has seen, but because of the concern for getting as many customers to the retail site, the City could put Stoneridge through, but short of this, he wanted unencumbered bicycle access through the EVA. He was not in favor of a gas station, suggested considering what Livermore is doing on the other side of El Charro and let them have the gas station if it is incorporated in their plan. He likes the green aspects of the development which he felt could be a template for other projects.

Commissioner Pearce agrees with the bike access and EVA, wanted to make sure parking for CLC was appropriate, felt the facility needs to be sound-proofed, said all projects should be integrated and synthesized with each other and blend together. She was not sure they needed to represent Pleasanton, but more have their own upscale architectural style.

Commissioner Fox asked to see the auto mall car wash moved further to the east so it is away from the neighborhood, wants a buffer area between the Auto Mall and the CLC property due to spill-over from the lights, felt the auto mall freeway sign should be reduced somewhat to fit in more with the existing signs in Pleasanton, as well as making sure there is no obstruction from the airport. She voiced concerns about the location of the convalescent hospital and suggested CLC talk with Livermore Airport in terms of planning and clarifying exactly what zone this falls into which needs to also be clarified prior to the draft EIR coming out. Regarding the retail center, she believes the scale does not fit in with the area. The area behind the retail spaces is adjacent to the Arroyo Mocho and the community park is situated so there is dead area between

the back of the buildings and the park, and she wanted it to flow more into the community park area by reconfiguring it. She felt the retail center looked like the one on Willow in Concord opposite I-680, but she wanted to see something that preserves the trees that are currently in Staples Ranch; something with a more creative solution than showing the backs of the buildings and the front of the street in what Councilmember Sullivan's comments indicated. She wants the retailer to look at retail centers like Livery Station in Danville, which she felt was a model that could integrate some of the parks and pedestrian features which would provide more of a transition into the community park area.

Councilmember Sullivan referred to the joint statement by Friends of Pleasanton and Pleasanton First, said this is a significant event as they initially had an initiative with people having very strong feelings about what should happen on the property. Another group had feelings on the opposite ends of the spectrum and even though they were very divergent in their views, both had a willingness to sit down, work together, find common ground and do what is best for Pleasanton, which is a huge testament to what is best for Pleasanton. He said it sends a huge message to neighbors and the County that we can work through issues and conflicts like this and do the right thing. He said the City needs to let both groups know that it is taking their statements seriously, agreed there needed to be an open transparent master planning process for the park which involves the community, outreach, workshop formats without politicians or commissioners in the room and allow for the community to talk about what they want to do with the park.

He said part of the MOU is consistent with the cul-de-sac-ing of the Stoneridge Drive, the EVA and easement, and the City will have discussion on the Stoneridge Drive connection as part of the Circulation Element of the General Plan. He felt the gas station was a surprise to him and for Fremont Land representatives and he had no preference for this. For Hendricks, there is a lot of pavement and wanted some sort of mitigation for the pavement, whether it is permeable, carports with or without PV, and something to reduce the heat islands. He felt the lighting aspects needed to be scrutinized and minimized after hours. He said the 50 foot and 15 foot signs need work and he suggested looking at the other freeway signs in town and use those more as a model than what was seen tonight. Regarding architecture, he felt more work needs to be done for the Hendricks site to fit in better with some of the other uses on the site.

He thanked CLC representatives for working with the neighbors, supported the green energy concepts, felt the City needed to hone in on the affordability issues and the number of units still needed to be discussed. Regarding the retail site, he likes the architecture, felt some innovative things were being done with green building and energy efficiency, but suggested another look at the property and how the site integrates with the park. It is centered on a parking lot with its back to the community and this was not appealing to him. He said in San Francisco, they have a concept of public open space on private development, with courtyards, fountains, eating areas, roofs as public open space, and some of these concepts were needed.

Councilmember Thorne echoed comments regarding the joint statement and agreement and hoped the Council will support the contents of the document and allow the projects to go through in PUD's and allow the master planning process for the community park. Regarding the Auto Mall, he had some reservations, but his questions have since been answered such as lighting and parking on top of the building. He supports the sign at the corner because it looks like it has been integrated in the assisted living facility quite well in that it is next to the maintenance facility. He also voiced concern about the car wash on the west side of the property and wanted to ensure it is adequately screened and separated from the neighbors.

Regarding CLC's project, he felt they have done a magnificent job with it, appreciates their work with the neighborhood, and he will look in the future at the affordability element to make sure as much affordability is incorporated as possible. Regarding the retail center, he did not have as much concern about the architecture but he echoed integrating the facility with the rest of the property, particularly the park, and said he envisioned it as an extension of the park.

Councilmember McGovern said the joint statement shows the community consists of good people with good intentions who can work for good results and thanked those who worked together. She was interested in the City's application for annexation and questioned if there was a rule that did not allow application until all PUD's were approved. Mr. Bocian said there was and particularly in this project because it is consistent with the MOU. City Manager Fialho said LAFCO has a policy that relates to large projects and that they want an approved PUD or development agreement that specifies exactly how it is going to integrate. Councilmember McGovern said she therefore wanted approval sooner rather than later.

She referred to the Auto Mall and retail, said the park is very important and how the transition happens and in making it feel more like a master plan than units that sit there. She was getting warmer with the sign's size and said it was probably the best she has seen thus far, but suggested having bigger pictures of it. She likes green space and softening, wants to preserve the heritage trees, wants a bike/pedestrian path from the neighborhood behind CLC near Staples Ranch Road to encourage more use of the park, voiced concern with the amount of parking spaces and whether they are adequate for the retail center, wanted the retail center to look at how they actually have the buildings laid out and the possibility of going to two-stories in certain places to allow for more green soft space and a better transition to the park. She appreciates everyone's presentations and hoped comments will be taken to heart. She was a little worried about landscaping and how fertilizing will be done, and does not want anything to contaminate the Arroyo Mocho water. She felt the project was good for Pleasanton and hoped to move forward sooner rather than later.

Councilmember Cook-Kailo thanked all presenters for their work, appreciates the statement between the two groups and welcomes transparency. She thinks it would be fiscally responsible for the City to put in the four lanes to Stoneridge Drive even though we did not open it. She thinks the CLC site is gorgeous and questioned the move-in age, felt it is differentiated from other senior housing and single-family housing and hoped for creativity in the impact it may have with the services in Pleasanton when counting the PUD's for the housing cap. She was concerned about affordability and availability of such units as people age, is thrilled with the green building aspect and thinks it is important for it to interact with the park, as well as how the Sharks facility might interact with that.

**Adjournment:** Mayor Hosterman adjourned the Joint Workshop at 10:51 p.m. and advised the Council would reconvene into a Special Meeting.

Respectfully submitted,

Karen Diaz  
City Clerk



**Staples Ranch Neighborhood Meeting**  
**200 Old Bernal Avenue, Pleasanton**  
**Wednesday, March 21, 2007**  
**7:00 p.m.**

**Staff Present:** Steve Bocian, Assistant City Manager; and Robin Giffin, Associate Planner; Cory Emberson, Recording Secretary

**Staples Ranch is approximately 124 acres of undeveloped land within the larger 293-acre Stoneridge Drive Specific Plan (Specific Plan) area. The City of Pleasanton Planning and Community Development Department is hosting a neighborhood meeting at which the applicants, Alameda County Surplus Property Authority, Continuing Life Communities, and Hendrick Automotive Group, will solicit public input and comments and present their proposals for an approximately 1,400,000-square foot senior care retirement community and an approximately 330,000-square-foot automall on the Staples Ranch property located at the southwest corner of the I-580 and El Charro Road intersection.**

Mr. Bocian described the purpose for the neighborhood meeting and encouraged the attendees to ask questions and be engaged with the process. He described the project's background and scope and described the memorandum of Understanding (MOU) process. He displayed the proposed site plan on the overhead screen. He noted that they had hired a consultant to perform the Environmental Impact Report (EIR) and added that they would also have a traffic analysis done by Dowling & Associates. He noted that a full planning process would follow the neighborhood meeting, as well as an EIR scoping meeting before the City Council on April 11, 2007. He noted that a Planning Commission workshop would be held late in the summer, as well as a Housing Commission and Parks and Recreation Commission review. He noted that ultimately, the review and request for approval by the City Council may occur towards the end of 2007. He noted that they were also working with the City of Livermore regarding the configuration, design, and construction of El Charro Road.

Mr. Bocian pointed out the timeline for the planning review process and noted that areas of environmental concerns would be identified for the subject area during the April 11 scoping session. He noted that a Parks and Recreation Commission workshop would be held on April 5, 2007 and a Parks and Recreation Commission meeting on April 12, 2007 to examine potential uses of a 17-acre park. He indicated that the matter would go to City Council in late fall/early winter and that the annexation of the final map would occur in the spring of 2008. He noted that at the end of 2006, the City Council directed staff and the Parks and Recreation Commission to look at the potential uses for this park and asked that they look at the opportunities and the potential for placing an ice skating rink there. The City received a proposal from the firm of Logitech Ice, affiliated with the San Jose Sharks. They indicated an interest in building a community/regional ice skating facility that would be open to the public and featuring a range of ice skating opportunities. He noted that it would not be open to the Sharks for workouts. The Parks

and Recreation Commission had an initial workshop and indicated interest in working with Logitech Ice; the rink facility would take eight acres of a 17-acre site. He described the parking scheme for the facility.

Mr. Bocian noted that there was a potential reorientation of the park and displayed the changed configuration. The Parks and Recreation Commission asked staff to look at the parking, and staff has met with the architect several times.

Stuart Cook, Assistant Director of Alameda County Surplus Property Authority, presented the background of this property and displayed the site characteristics and circulation pattern on the overhead screen.

Rick Ashenbrenner, CEO, Continuing Life Communities (CLC), provided an overview of the proposed continuing care retirement community, covering 45 acres. He noted that the plans were not set in stone and that they were very interested in the community's comments. He noted that they intended to be in Pleasanton for the long term and that they would be a good neighbor. He noted that the average age of the residents would be 86 years old and that there should be many people over 90 years. He noted that the services would include security, activities, fine dining and casual food service, access to assisted living and skilled nursing on the same campus, with the cost included. He noted that aging couples would be able to stay together longer as their nursing needs changed. He noted that the residents would probably not own the property but would enjoy most of the benefits of a private home, with CLC taking responsibility for running it and providing food and health services. He noted that the residents would be excellent neighbors who would not provide any nuisance or congestion to the surrounding community. He described the landscaping and noise mitigation measures, including a sound berm. He displayed and described the site plan and various building designs and features.

A woman in the audience inquired what the six-foot wall would be constructed of. Mr. Ashenbrenner replied that they had not decided and asked her what she would like to see. He emphasized that the wall would not look like a fortress and did not believe the City Planning Department would allow that kind of wall.

Another woman in the audience inquired whether a wall would be built behind the houses on West Las Positas Boulevard. Mr. Ashenbrenner replied that they intended to build a wall at that location and that it would be 5.5 feet high, not the full six feet. She inquired about the proposed gate to the park. Mr. Ashenbrenner noted that the Emergency Vehicle Access (EVA) connection was a requirement and that he would be surprised it is ever used. He noted that the EVA connections were used for emergencies and added that it had never been the case to have pedestrian access through the property.

A gentleman in the audience asked about the parking layout. Mr. Ashenbrenner replied that the parking would all be at grade and that the buildings would be at grade. He added that the buildings would be shorter than the buildings in the Dublin Ranch area across the freeway. He noted there would be a mixture of open spaces, carports, and garages.

A woman in the audience noted that the airport protection area was right outside the site area and added that 50 percent of airport noise complaints came from two houses in Pleasanton just west of the proposed development. She inquired about the noise mitigation that Mr. Ashenbrenner proposed for the residents of the development. She added that her mother was 98, and she would have loved to have had this kind of community for her mother. Mr. Ashenbrenner replied that the airplane traffic would not be a problem for nearly every resident because of their diminished hearing capacity. He noted that they would build a more solid building and that they did not enter this project lightly. He added that another of their developments was under the approach path to an airport. He noted another well-known resort in their home town of Carlsbad had the same orientation to the Carlsbad Airport that this property had to the Livermore Airport and that the volumes were approximately the same, except the Carlsbad Airport had a much higher percentage of business jet traffic. He noted that Livermore had a high percentage of general aviation and recreational pilots who loved the amount of surrounding open space for safety reasons. He did not believe the airport traffic would be a problem and that the pilots were conscious of noise restrictions. He noted that any noise complaints would come to the operator of the development rather than to the airport.

A woman in the audience did not believe the statistic about noise complaints coming from two houses was entirely accurate and noted that there were more residents off of Valley Avenue near Santa Rita Road as well as from Livermore who were bothered by the noise. She stated that Livermore Airport was planning on extending their runway to enable larger aircraft to use the airport. She noted that she had seen some jets departing from Livermore at a low altitude over her house and added that she had complained to the City, the police, and the airport management several times. She was very frustrated with the noise situation and was concerned about an accident similar to that at the Sun Valley Mall in Concord that occurred in the late 1980's. Mr. Ashenbrenner noted that it was their opinion that the site was not that close to the airport and that it was outside the protection zone. The woman of the audience disagreed with Mr. Ashenbrenner's assessment.

A woman in the audience noted that she lived on Staples Ranch and inquired how far the wall would be from the current fences. Mr. Ashenbrenner noted that it depended on whether the fence was on the property line. He believed that was the case and that the wall, if built, would be right off the property line. He believed she would be able to retain her fence unless she wanted to remove it. The woman noted that Staples Ranch was built higher than the surrounding properties, which had to carry flood insurance. She did not believe a wooden fence would be secure but believed the customers would like metal gates or masonry. She believed it would look strange if their fence butted up against the adjoining fences and suggested adding a landscaped strip between the two fences.

In response to an inquiry by a woman in the audience regarding the construction timeline, Mr. Ashenbrenner believed that if all the approvals moved forward as hoped, the project

could begin in mid-2008. The bridge and the grading work would begin immediately, and another nine months to a year would be needed to get under construction. The development would be built in phases, and the first phase would last approximately 18 months to two years. He demonstrated the elements of the first phase on the overhead screen. The berm and grading would be done at the same time.

In response to an inquiry by a woman in the audience regarding the number of independent living units versus assisted living units and skilled nursing beds, as well as how it would fit into the housing cap, Mr. Ashenbrenner replied that would be decided by people other than himself. He noted that the continuing care retirement community and its components are under State law, which is all classed as assisted living. The MOU states that they could have a combination of 800 independent and assisted living units in the center, and they expected to have close to that. The number of skilled beds was currently planned at 89, although that could change.

In response to an inquiry by a woman in the audience regarding the berm behind the creek, Mr. Ashenbrenner noted that it also served as a levy for flood protection, although it would not be needed for that purpose. He believed they would probably flatten the levy to improve the drainage. He would like to hear from neighbors who wanted to retain the trees behind the woman's trees, as well as from neighbors who did not wish them to stay.

In response to an inquiry by a woman in the audience regarding the total resident population, Mr. Ashenbrenner replied that it would be about 1,000 people. He said that most of the residents drove when they moved in, but after 15 years, most of the residents did not drive any more. They provided bus, car, and van transportation for the residents.

In response to an inquiry by a woman in the audience regarding the method of trash removal, Mr. Ashenbrenner noted that there would be no garbage bins near the adjacent residences. The trash would be picked up by the facility staff and brought to a central location, where it would be collected by the trucks.

In response to an inquiry by a woman in the audience regarding the landscaping style, Mr. Ashenbrenner replied that they had not decided and that that had spoken to a landscape architect. She hoped they would not be looking at huge palm trees like Dublin Ranch. Mr. Ashenbrenner made a note of her preference.

In response to an inquiry by a woman in the audience regarding the cost for the residents, Mr. Ashenbrenner believed that they were one of the best values in the business and added that elderly people who owned a California home and had a responsible career and Social Security would be able to live at this facility. Their studies found that many of their residents were low-income. He noted that at the properties in Southern California, people paid two ways: with an entrance fee and a monthly fee. The entrance fees were generally paid out of the sales proceeds of the resident's home and ranged from \$200,000 up to \$1 million.

A woman in the audience who lived in Dublin was delighted to see this project and anticipated being able to trade their home maintenance, cooking, and cleaning chores for a community such as this.

In response to an inquiry by a woman in the audience regarding the construction hours and any wildlife migration in the adjacent field, Mr. Ashenbrenner replied they had faced the same issues in other cities. They provided rodent protection and control, and he noted that while they wanted to have an aggressive construction schedule, they must comply with the local ordinances. Mr. Bocian stated that construction hours may not start until 8:00 a.m.

In response to an inquiry by a woman in the audience regarding her concerns about flood control, Mr. Ashenbrenner noted that Staples Ranch was no longer in the flood plain and that the freeway did not drain well, requiring a culvert. He noted that this project would have its own drainage system that would drain towards the creek.

Mr. Ashenbrenner pointed out the EVA road, which was not for ambulances. He noted that if there were a fire or other natural disaster, it would provide another escape route.

In response to an inquiry by a woman in the audience regarding the grocery shopping choices within the site, Mr. Ashenbrenner noted that they did not know at this time but that more than likely, they would go out for groceries. He noted that a free continental breakfast was provided and that the residents would likely make lunch at home. There was also a big dinner in the evening, which was a big social event. He noted that his own mother lived in one of the communities and that she used her dishwasher and oven for storage.

A man in the audience encouraged Mr. Ashenbrenner to meet with Leander Hauri, the Livermore Airport manager, to discuss airport operations. He described the procedures used by pilots when taking off and landing at the airport and noted that the aircraft generally stayed above 1,200 feet before descending to land.

Ron Tye, Regional Financial Officer, Hendrick Automotive Group, noted that he had been associated with their operations in Pleasanton for 19 years. He described their operations and company background. He noted that the Staples Ranch site would serve their long-term needs and secure their position. He noted that they employed 420 people in the City and produced approximately \$27 million in sales tax revenue, split between the City, County, and other agencies. He displayed and described their construction plans and noted that three of the buildings would have rooftop parking. The access would be off of El Charro Road. He displayed several of their other sites and noted that they were all attractive, high-end sites. He displayed the proposed site plan and elevations and described the circulation for the site.

A few people in the audience stated that they did not like the sign. One woman stated that it reminded her of a sign that might be seen in East Dublin. Mr. Tye noted her comment.

A woman in the audience wanted to keep the sales tax base in Pleasanton and inquired whether there was any issue of toxic materials. Mr. Tye replied that there were no toxicity issues on any of their properties and that the BMW store received a clean bill of health by the appropriate County agency after it removed its gas tank.

In response to an inquiry by a woman in the audience about EVA's, Mr. Tye pointed out the additional exit.

Mr. Bocian invited further comments from the public and noted that this was the beginning of the process. He noted that the public may reach him at (925) 931-5002 or [sbocian@ci.pleasanton.ca.us](mailto:sbocian@ci.pleasanton.ca.us). He introduced Robin Giffin, Associate Planner and project planner.

A woman who had arrived late requested information about the alignment of the ice rink and the park. Mr. Bocian displayed the site plan and described its features. He described the planning process as required by the MOU.

The meeting ended at 8:37 p.m.



**ALAMEDA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, ZONE 7**  
100 NORTH CANYONS PARKWAY, LIVERMORE, CA 94551-9486 • PHONE (925) 454-6000

March 2, 2009

**EXHIBIT G**  
Correspondence  
PUD-57

Ms. Robin Griffin, Associate Planner  
Planning Division  
City of Pleasanton  
PO Box 520  
Pleasanton, CA 94566

**SUBJECT: Hendrick Pleasanton Automall, PUD-57**  
**El Charro Road, Pleasanton**  
**Zone 7 Referral No. 07-001D**

Dear Ms. Griffin:

In response to your referral letter regarding the subject project, we offer the following comments:

**Water Supply**

As stated within our previous letters (of 2/15/07 and 8/24/07), Zone 7's Cross Valley Pipeline is located along the northern boundary of the project and is located within a 25-foot wide easement. The preliminary landscape plans appear to show planting locations of trees on the Zone 7 easement line. Please note that Zone 7's easement includes language that excludes the planting of trees within the easement. (No portion of the tree trunk should be located within the easement). Please note that any work within the easement requires an encroachment permit to be obtained from Zone 7. Please contact Jaime Rios at (925) 454-5031 if you have any questions regarding this comment. Please contact John Koltz at (925) 454-5067 for an encroachment permit application.

Zone 7 requests that all applicants investigate minimizing potable water demands through conservation and through the use of recycled water.

**Groundwater Management**

We have no record of any water wells or monitoring wells located within the project boundaries. If any wells exist within the project limits, they should be reported to Zone 7. All unused or "abandoned" wells must be properly destroyed, or a signed "Statement of Future Well Use" must be filed at Zone 7 if there are plans to use the well in the future. Any planned new well, soil boring or well destruction must be permitted by Zone 7 before starting the work. There are currently no fees for the Zone 7 drilling permits. Well permit applications can be obtained by contacting Wyman Hong at (925) 454-5056, or can be downloaded from our web site at [www.zone7water.com](http://www.zone7water.com).

Please have the applicant check the site for the existence of abandoned septic tanks and drain lines. If they are found to exist on the parcel, they should be excavated and removed from the site prior to grading to eliminate the potential for them to act as conduits for

Ms. Robin Griffin, Associate Planner  
Planning Division  
City of Pleasanton  
03-02-09  
Page 2

contamination migration in the case of a future polluting event at the site. The County Health Services Agency is typically the administrating agency for septic tank removals in Alameda County. Their phone number is (510) 567-6700.

### **Flood Control**

There is an existing Zone 7 flood control facility, the Arroyo Mocho (Line G), located south of the project location. The City of Pleasanton is proposing (as part of the Staples Ranch EIR) to build a bridge to connect Stoneridge Drive to the proposed development. It is unclear what the bridge impacts would be on Zone 7's flood control facility, as it, as well as mitigation measures, have not been identified by the City yet. Zone 7 looks forward to continuing discussions with the City to satisfactorily address Zone 7's concerns with the bridge impact on Zone 7's flood control facility.

Developments creating new impervious areas within the Livermore-Amador Valley are subject to the assessment of Special Drainage Area 7-1 Drainage Fees. These fees are collected for Zone 7 by the local governing agency: 1) upon approval of vesting tentative or final map for public improvements creating new impervious areas; and/or 2) upon issuance of a building or use permit required for site improvements creating new impervious areas. Fees are dependent on whether post-project impervious area conditions are greater than pre-project conditions and/or whether fees have previously been paid. It is important to note that a new developer impact fee addressing drainage is under consideration and may be adopted before this project moves forward.

If you have any questions regarding comments from Flood Control, please contact Jeff Tang at (925) 454-5075. If you have floodplain related questions, such as whether the project is located within a natural floodplain, please contact the Floodplain manager at the City.

If you have any questions, please do not hesitate to contact the person identified per section comments or me at (925) 454-5037.

Sincerely,



Steven J. Ellis, P.E.  
Assistant Engineer

SJE:

c: Matt Katen, Zone 7, Groundwater Management  
Joe Seto, Zone 7, Flood Control  
Mr. Ron Tye, Hendrick Automotive Group, 4345 Rosewood, Pleasanton 94588





January 10, 2007

Livermore Amador Valley Transit Authority

Robin Giffin  
City of Pleasanton Planning Dept  
PO Box 520  
Pleasanton, CA 94566

**RE: Pleasanton Auto Mall (PUD-57)**

Dear Ms. Giffin:

Thank you for the opportunity to comment on the development application for the above referenced project. The proposed development, which is for a large automobile retail complex, would be located at the northwest corner of El Charro Road and (future) Stoneridge Drive.

Although this specific development contains a type of land use that is not typically a large transit ridership generator, its magnitude and location appears to warrant the inclusion of a bus turnout for future service. Ideally, this turnout would be located (begin taper) on westbound Stoneridge Drive some 100 feet far-side of the El Charro Road intersection.

No amenities are requested, but the design should include a concrete pad behind the sidewalk measuring 20 feet in length and 6 feet in depth. This will allow LAVTA to install a shelter and / or seating at this location at a future point without encroaching on sidewalk clearances.

Although Stoneridge Drive may not initially connect through west of this area, it is anticipated that it will do so in the long term. In addition, LAVTA has requested that the Staples Ranch EIR include consideration of public transit vehicle access to an emergency vehicle access (EVA) facility that would allow thru access to and from the existing Stoneridge Drive terminus near Trevor Parkway.

Thank you again for consulting with LAVTA on this matter and for ensuring that developments in our community include adequate infrastructure for, and access to, public transportation.

Sincerely,

A handwritten signature in black ink, appearing to read "Cyrus Sheik". The signature is written in a cursive, somewhat stylized font.

Cyrus Sheik  
Transit Planner

Cc: Janis Stephen, Traffic Engineering

1362 Rutan Court, Suite 100 • Livermore, California 94551  
(925) 455-7555 • fax (925) 443-1375

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**From:** hb

**Sent:** Saturday, May 30, 2009 7:52 PM

**To:** Robin Giffin

**Subject:** public hearing June 10 staples ranch development

PUD-57 Hendric Automotive Group: NO!

Just what we need another car dealership! What about all of the ones going bankrupt?!!

PUD-68 Life Communities: YES!

As long as I can afford to live there.

HBrazil

Pleasanton,CA

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**From:** Craig Thomas  
**Sent:** Monday, June 01, 2009 9:52 PM  
**To:** Maria Hoey; Robin Giffin  
**Subject:** comments on Staples Ranch Project Development Agreement

Dear Planning Commission Members,

I am writing to express my interests and concerns about the Staples Ranch Project Development Agreement.

My interests and concerns are two-fold:

First, working with the Hendrick Automotive Group as an economic base for the development seems ill-advised. The current recession has affected car buyers, car dealers, and every aspect of the automotive industry in the US and in the Tri-Valley. The recession's effects on the long-term viability of the Hendrick Automotive Group cannot be known. However, a transformation of the US auto industry is underway, with the bankruptcy of GM and Chrysler, and the stress on the rest of the automobile supply chain. The transformation is not just affecting US car makers; Japan's auto industry is having its worst sales ever, too. The rest of the US economy is being transformed through bailout-based indebtedness at a scale never undertaken before. A shift in the macro economics of oil pricing could put our consumers on the same playing field as the rest of the world: \$4 to \$5 per gallon gasoline. Pleasantonians' relationships to their cars are likely to be changed forever.

I believe that the use of precious land resources to subsidize an at-risk industry is not in the best interests of Pleasanton's citizens.

Second, the development of Staples Ranch will increase the number of jobs in Pleasanton. Both the senior continuing care facility and whatever commercial development is undertaken at the site will require skilled and unskilled workers.

Where will these people live? As far away as they have to in order to find affordable housing.

How will they get from their homes to their jobs? By driving their cars, of course.

Historically, Pleasanton's development has been done at the scale of the automobile, at the expense of the quality of the lives of its citizens, not to mention the lives of the people who work here but must live miles away. We have intersections that are designed for the convenience of drivers at the peril of pedestrians. Try crossing the street at Santa Rita and Stoneridge at 5:15pm. Imagine what this intersection will be like when the Stoneridge extension provides an alternative route for 580.

I do not think Pleasanton needs a four- or six-lane highway with speed limits of 35 to 45 miles per hour (with commute traffic moving at 50 miles per hour) to provide access to a car dealer and a senior care center.

What we need is planning that is done on human scale, not on SUV scale. Planning that considers the complete impact of development, not just the tax revenues. Planning that is based on the future of Pleasanton, not on the past.

Thank you for your consideration.

With best regards,

Craig Thomas  
2846 Elsnab Court  
Pleasanton, CA 94588

**PUD-57**  
**Waste Diversion Plan**  
**Exhibit B**

**Recycling of Resources and Materials**

The project will employ on-site recycling consisting of the collection and storage of recyclable papers and plastics and other automotive fluids. These materials will be collected and delivered to the proper recycling facilities. At a minimum, 50% of construction waste generated by the construction process will also be diverted from land fill disposal and recycled. The building materials used in construction will contain recycled content; examples may include rebar which is made from recycled steel and recycled concrete crushed into aggregate for use in sub-base for the project. Regional/local materials will also be used in the building construction to conserve energy by reducing the amount of fuel needed for delivery vehicles in the transport and delivery to the site. Finally, certified sustainable wood products may be used for the doors and finish work within the dealerships.

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**Sent:** Monday, June 22, 2009 9:08 AM  
**Subject:** Staples Ranch Public Comments

Maria and Terry:

Over the weekend, I received one comment from a resident about the Hendrick Automotive Group (PUD-57) and Continuing Life Communities (PUD-68) PUDs. The comment is below:

1. Phil Sommer—He is in support of both projects and would like them to move forward as quickly as possible. He stated that he is a Pleasanton resident, but didn't leave an address.

Take Care,  
Robin Giffin

**SUPPLEMENTAL MATERIAL**  
Provided to the Planning Commission  
After Distribution of Packet

Date Distributed: 6/22/09

-----Original Message-----

**From:** Mike Shelly

**Sent:** Wednesday, June 24, 2009 4:29 PM

**To:** 'mhoey@ci.pleasanton.ca.us'

**Subject:** Comments on Staples Ranch Project Development Agreement

Ms. Hoey & Commission:

Please take into consideration my endorsement of Craig Thomas' sentiments (Exhibit J, PUD-68).

What does the future hold for this project should Hendrick unavoidable delay, or find itself unable to develop & occupy as intended?

I believe we need a "Plan B" for this event before going forward.

Thank you for your consideration,

Respectfully

Michael Shelly

**SUPPLEMENTAL MATERIAL**

Provided to the Planning Commission  
After Distribution of Packet

Date Distributed: 6/24/09