

**EXHIBIT A  
CONDITIONS OF APPROVAL**

**PUD-123  
2694 Stoneridge Drive, Mathew Zaheri  
August 9, 2017**

**PROJECT SPECIFIC CONDITIONS OF APPROVAL**

**Planning Division**

1. The storage of vehicles on the subject site is only permitted within the approved 201-stall parking lot. No additional vehicular storage or inventory is to be on-site without modification of the PUD development plan.
2. Within 30 days of completion of the subject 201-stall parking lot, all vehicles on the temporary parking lot approved under PUD Modification No. PUD-106-01M and Design Review No. P16-1381 shall be removed. The temporary lot shall be restored to its original natural condition within 30 days of final of the new lot. The gravel shall be removed from the temporary lot and the area shall be hydroseeded with final specifications to be reviewed and approved by the City Landscape Architect.
3. Unless otherwise approved by the Director of Community Development, the following is prohibited on the subject property:
  - a. Outdoor music;
  - b. Banners, pendants on light poles, balloons, temporary signage, inflatables, and similar items as determined by the Director of Community Development;
  - c. Tents;
  - d. Raised display areas;
  - e. The parking of display vehicles within landscape areas; and
  - f. Outdoor tire storage.
4. No signage is approved with this application.
5. The plans submitted to the Building and Safety Division for plan check and permit issuance shall be scalable with the scale indicated.
6. The PUD development plan shall expire two years from the effective date of this ordinance unless a building permit is issued and construction has commenced and is diligently pursued or as otherwise vested by an approved Development Agreement.
7. The subject project shall be developed in accordance with the Cost-Sharing and Pre-Development and Cooperation Agreements.
8. All vehicles on the site shall be parked in the striped parking spaces and shall not be parked in any drive aisle or designated fire lane.
9. At no time shall outdoor storage of vehicle parts occur on the site.

10. The project developer shall be responsible for its proportionate share of the maintenance of the Staples Ranch Neighborhood Park Detention Basin as specified in the Funding and Improvement Agreement (Staples Ranch Neighborhood Park/ Detention Basin).
11. All future dealership, site design changes, and new structures shall be reviewed on a case-by-case basis in accordance with the purposes and requirements of Chapter 18.68 of the Pleasanton Municipal Code, unless otherwise governed by an approved Development Agreement. All future site design changes, landscaping changes, building additions, and new buildings shall be subject to this process, except as otherwise conditioned.
12. Conveyance documents for all parcels on the Staples Ranch Site shall include the required disclosures listed below. Each property owner on the Staples Ranch Site shall provide all of its future tenants and any purchaser of any property on the Staples Ranch Site with copies of the required disclosures listed below. The property owner will disclose to all potential tenants and property owners conditions that may not be readily apparent which may occur on or near the Staples Ranch Site:
  - a. The presence of and typical activities and physical characteristics associated with the auto mall planned on the Staples Ranch Site including vehicle servicing, washing, and vacuuming, bright lighting, illuminated freestanding freeway sign, noise, early and late hours of operation, and large truck deliveries.
  - b. The presence of and typical activities and characteristics associated with park uses on the Staples Ranch Site including bright lights, noise, large buildings, large delivery trucks, early and late use hours of park use.
  - c. The presence of typical activities and characteristics associated with retail and/or office uses on the Staples Ranch site including bright lighting, noise, early and later hours of operation, and large delivery trucks.
  - d. The future extension El Charro Road to Stanley Boulevard, as shown in the General Plan.
  - e. The anticipated I-580 freeway widening by Caltrans.
13. Pre-Development & Cooperation Agreement:
  - a. Applicant acknowledges that the City has provided to applicant a copy, and the applicant is aware of the existence of that certain Pre- Development and Cooperation Agreement by and among the City of Livermore, the County of Alameda, the Surplus Property Authority of the County of Alameda, the City of Pleasanton, and CalMat Co., d/b/a Vulcan Materials Company, Western Division ("Vulcan"), dated September 18, 2007 (the "Cooperation Agreement"), and further acknowledges that applicant has reviewed and understands the provisions of the Cooperation Agreement, including but not limited to the provisions thereof that prohibit the City's issuance of certain permits for applicant's project unless and until the City complies with its obligations under the Cooperation Agreement, and allow Vulcan to join applicant as a real party in interest in any action to enforce the City's obligations under the Cooperation Agreement. Applicant consents to the recordation of the Memorandum of Agreement on title to Applicant's property and shall execute and deliver to City all documents required to evidence the consent to recordation.

- b. Applicant shall provide each potential tenant or purchaser of the project site with the following written disclosure:

This property is located in the vicinity of operating quarries on land designated by the County of Alameda for sand and gravel quarry and related operations, including asphalt and concrete plants, landfill, recycling of construction materials, reclamation and other similar uses (the "Quarry Lands"). The Quarry Lands have been designated by the State of California as containing aggregate and mineral resources of regional significance. Operations and reclamation activities at the Quarry Lands are projected to continue until at least 2030. Quarry operations may result in airborne particulate matter, bright lights, noise and vibration, unattractive visual appearance, and heavy truck traffic. El Charro Road serves as the main access route to the Quarry Lands and is subject to a high volume of heavy truck traffic related to the Quarry Lands.

- c. All property owners shall attach the following rider to each deed for any property within the Staples Ranch Site:

Grantee hereunder acknowledges and agrees that the subject property is located in the vicinity of active and operating quarries and processing facilities. Grantee also acknowledges that quarry operations may result in airborne particulate matter, bright lights, noise and vibration, unattractive visual appearance, and heavy truck traffic on El Charro Road and adjacent streets and roadways within or outside the quarries. Grantee accepts possible inconvenience or discomfort from any of the foregoing and Grantee hereby acknowledges and agrees that no claim of nuisance shall lie based on any of the foregoing. Grantee hereby covenants to include this same paragraph, in its entirety, in any subsequent deed by Grantee of all or any portion of the subject property. Grantee further covenants to include this same paragraph within any lease for all or any portion of the subject property.

### **Stoneridge Drive Specific Plan Amendment/Staples Ranch Project Mitigation Monitoring and Reporting Plan**

14. The subject project shall be implemented as required by the EIR and Mitigation Monitoring and Reporting Plan (MMRP). All mitigation measures of the Stoneridge Drive Specific Plan Amendment/Staples Ranch EIR are hereby incorporated by reference and shall be implemented as required by the EIR and MMRP. If any of the conditions of approval conflict with any applicable EIR mitigation measures, the requirements of EIR mitigation measures apply.
15. Prior to the issuance of a building permit, the project developer shall pay all traffic fees to which the property may be subject, as set forth in the MMRP.
16. The project developer shall provide adequate light levels for security and retail needs, while minimizing light spillover onto adjacent properties. Parking area light standards shall be limited to 25 feet in height. In accordance with measure VQ-3.1 and VQ-3.3 of the MMRP, all exterior lighting shall be directed downward and all perimeter lighting shall be shielded or utilize equivalent technology to avoid shining on neighboring properties. Energy efficient lamp technologies shall be incorporated wherever feasible (mercury

vapor shall be avoided, and incandescent lights shall be avoided unless they are integrated with a control mechanism that limits their operation time). The use of such lighting shall help minimize impacts on reduced visibility of the night sky. Plans submitted to the Building and Safety Division for permits shall demonstrate compliance with this measure to the satisfaction of the Director of Community Development.

17. In accordance with measure VQ-3.2, the project developer shall design lighting systems to provide appropriate light illumination for the proposed project and protect surrounding uses from spillover light and glare by incorporating the following guidelines and specifications. The lighting plan submitted to the Building and Safety Division with plan check plans shall demonstrate compliance with these measures:
  - a. Prior to the issuance of a building permit, a lighting plan that includes specifications for signs and exterior lighting shall be submitted for review and approval by the Director of Community Development. The plan shall include a photometric diagram, prepared by a certified lighting professional, showing predicted maintained lighting levels produced by the proposed lighting fixture facilities that achieve the following during hours of operation:
    - i. The first row of light standards shall not exceed a foot candle level of 35.0 by the southern boundary of the Auto Mall site as measured at ground level.
    - ii. The foot candle level for the remainder of the project site shall not exceed 10.0 foot candles as measured at ground level, except:
      - In approved designated display areas where merchandise is presented to customers, the foot candle level may be up to, but not exceed, 30.0 at ground level; and
    - iii. Lighting fixtures for automobile sales and services shall not exceed 25 feet in height for ground mounted poles.
  - b. During non-operational evening hours, all exterior parking lot lighting levels shall be designed such that they do not exceed 10 foot candles.
18. In accordance with measure AQ-2.1, the applicant shall implement the following mitigation measures during all construction phases to reduce impacts associated with construction dust to the extent feasible, as determined by the City Engineer. These measures shall be incorporated into the construction documents describing procedures and specifications for contractors to follow.
  - a. Water all active construction areas at least twice daily.
  - b. Cover all trucks hauling soil, sand, and other loose materials to or from the Project Area or require all trucks to maintain at least two feet of freeboard.
  - c. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
  - d. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
  - e. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

- f. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- g. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- h. Limit traffic speeds on unpaved roads to 15 mph.
- i. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- j. Replant vegetation in distributed areas as quickly as possible.
- k. Suspend excavation and grading activities to the extent feasible when instantaneous wind gusts exceed 25 mph.
- l. Limit, to the extent feasible, the number of areas adjacent to residences subject to excavation, grading and other construction activity at any one time.

19. In accordance with measure BIO-5.1, prior to the beginning of mass grading, between February 15 and August 15, including grading for major infrastructure improvements, an avian nesting survey shall be conducted of all habitat within 350 feet of any grading or earthmoving activity. The survey shall be conducted by a qualified biologist, as determined by the City, and occur no more than 21 days prior to disturbance. If no active nests are found, no further action is required.

If active nests for special status avian species or raptor nests are found within the construction footprint, construction activities shall be delayed within a minimum 500-foot buffer zone surrounding active raptor nests and a minimum 250-foot buffer zone surrounding nests of other special status avian species until the young have fledged. This buffer zone shall not extend beyond the Staples Ranch site. The appropriate buffer can be modified by the City in consultation with qualified biologists and the California Department of Fish and Wildlife (CDFW). No action other than avoidance shall be taken without CDFW consultation. Completion of the nesting cycle shall be determined by a qualified ornithologist or biologist, as determined by the City.

The buffer zone shall be delineated by highly visible temporary construction fencing, and no intensive disturbance (e.g., heavy equipment operation associated with construction, use of cranes or draglines, new rock crushing activities) or other project related activities that could cause nest abandonment or forced fledging, shall be initiated within the established buffer zone of an active nest.

If the project is built in phases, this condition of approval shall be implemented for each phase of development.

20. In accordance with measure HZ-2.1, prior to initiation of any on-site construction activities, the project developer shall contact the Underground Service Alert (USA) whose purpose is to receive planned excavation reports from public and private excavators and to transmit those planned excavation reports to all participating excavation. The USA will contact local utilities and inform them that construction is about to begin in their service area. This notice allows local utilities to mark the areas where their underground facilities are located near the construction site so that they may be avoided during project construction.

21. In accordance with measure HZ-2.1, the project developer shall develop an emergency response plan prior to construction that will include response measures in the event that there is disturbance of any underground utilities. The plan will be subject to review and approval by the Building and Safety Division and/or City Engineer.
22. In accordance with measure HY-1.1, and in accordance with the applicable provisions of the Municipal Regional Permit (MRP)-NPDES Permit, implementation of and compliance with the stormwater quality BMP's are required. However, to ensure that implemented BMPs are effective for reducing potential pollutant loads to a sufficient level of protection, each project developer shall prepare and implement a site-specific Water Quality Management Plan (WQMP) with BMPs targeted to reduce post-construction pollutants listed in Table 3.5-5 of the EIR.

This WQMP shall identify specific stormwater BMPs for reducing potential pollutants in stormwater runoff. BMPs shall be selected to target pollutants listed in Table 3.5-5 of the EIR; selection criteria and documentation shall be incorporated into the WQMP. A qualified engineer shall prepare and submit, concurrently with the submittal of off-site or on-site improvement plans, (whichever comes first), the WQMP for review and approval by the City Engineer, prior to issuance of the building permit. The WQMP must be approved by a qualified engineer of the City's Engineering Division prior to the beginning of construction activities.

The WQMP shall include the following BMPs along with selected BMPs to target pollutant removal:

- a. Waste and materials storage and management BMPs (design and construction of outdoor materials storage areas and trash and waste storage areas, if any, to reduce pollutant introduction).
- b. Spill prevention and control BMPs.
- c. Slope protection BMPs.
- d. Water efficient irrigation practices.
- e. Permanent erosion and sediment controls (e.g., hydroseeding, mulching, surface covers).

Projects within the Project Area will be required to comply with the applicable provisions C3.c of MRP, including Low Impact Development (LID) source control, site design, and stormwater treatment if applicable.

The WQMP shall not include infiltration BMPs unless they comply with design guidelines and requirements specified in TC-1: Infiltration Basins in the CASQA Stormwater Quality BMPs Handbook for New Development and Significant Redevelopment (2003) and/or are specifically approved by the City Engineer and shall meet MRP - NPDES Permit minimum requirements including adequate maintenance and that the vertical distance from the base of any infiltration device to the seasonal high groundwater mark shall be at least 10 feet.

23. In accordance with the requirements of measure HY-1.2, an Integrated Pest Management Plan shall be prepared and implemented to minimize the risk of pollutants associated with landscape establishment and maintenance practices in surface water runoff and infiltration to groundwater. All Integrated Pest Management Plan guidelines shall comply with California Department of Pesticide Regulation and Alameda County Agricultural Commissioner rules and regulations in regards to pesticide storage, use, transportation, reporting, and safety. The plan shall encourage minimization and efficiency of chemical and fertilizer use. Because the receiving water has been listed as impaired by diazinon, diazinon use shall be prohibited. Each property owner shall be responsible for implementation of the Integrated Pest Management Plan. The plan must be approved by the City Engineer prior to the beginning of occupancy.
24. In accordance with measure NO-3.1, the project developer shall implement construction best management practices, including the following, to reduce construction noise:
- a. Locate stationary construction equipment as far from adjacent occupied buildings as possible.
  - b. Select routes for movement of construction related vehicles and equipment so that noise sensitive areas, including residences, and outdoor recreation areas, are avoided as much as possible. Include these routes in materials submitted to the City of Pleasanton for approval prior to the issuance of building permits.
  - c. All site improvements and construction activities shall be limited to the hours of 8:00 a.m. to 5:00 p.m., Monday through Saturday. In addition, no construction shall be allowed on State and Federal holidays and Sundays. If complaints are received regarding the Saturday construction hours, the Director of Community Development may modify or revoke the Saturday construction hours. The Director of Community Development may allow earlier "start times" for specific construction activities (e.g., concrete foundation/floor pouring), if it can be demonstrated to the satisfaction of the Director of Community Development that the construction and construction traffic noise will not affect nearby residents.
  - d. All construction equipment must meet Department of Motor Vehicle (DMV) noise standards and shall be equipped with muffling devices.
  - e. Prior to construction, the applicant shall post on the site the allowable hours of construction activity.
  - f. The property owner shall designate a noise disturbance coordinator who will be responsible for responding to complaints about noise during construction. The telephone number of the noise disturbance coordinator shall be conspicuously posted at the construction site and shall be provided to the Director of Community Development.
  - g. Additional best management practices may be required by the Building and Safety Division and/or City Engineer. All additional best management practices shall be reviewed and approved by the Building and Safety Division and/or City Engineer, prior to implementation.
25. In accordance with measure TR-12.1, prior to the issuance of final improvement plans or grading permits, the project developer shall develop and provide a construction access plan to be reviewed and approved by the City Engineer. This plan will include, at a minimum, the following construction traffic management strategies for each phase of development:

- a. Using El Charro Road for construction related access for all phases of development, to the maximum extent feasible, rather than Stoneridge Drive.
  - b. A set of comprehensive traffic control measures, including the scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs and flag persons if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. In addition, the information will include a construction staging plan for any public right of way used of each phase of the proposed project.
  - c. Provisions of parking management and spaces for all construction workers for each phase of construction.
  - d. Notification procedures for adjacent property owners regarding when major deliveries, detours, and lane closures will occur.
  - e. The location of construction staging areas for materials, equipment and vehicles.
  - f. The identification of haul routes for the movement of construction vehicles that would minimize impacts on vehicular traffic, circulation, and safety; and a provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul tracks can be identified and corrected by the project developers.
  - g. A process for responding to, and tracking complaints pertaining to construction activity, including identification of an on-site complaint manager.
26. In accordance with measure CR-1, prior to the issuance of a grading permit or building permit for the project, the project developer shall retain the services of a qualified archaeological consultant having expertise in California prehistoric archaeology. The archaeological consultant shall determine if planned development could potentially impact important archaeological resources and shall then design an appropriate archaeological monitoring program. Upon completing the archaeological monitoring program, the archaeological consultant shall submit a written report of findings first and directly to the Director of Community Development. At a minimum, the archaeological monitoring program shall include the following:
- a. An archaeological monitor shall be on site during native soil disturbing activities.
  - b. The archaeological consultant shall advise all project contractors to be on the alert for evidence of expected resources, and know how to identify the evidence of the expected resources, and the appropriate protocol in the event of discovering an archaeological resource.
  - c. The archaeological monitor shall be present on the Staples Ranch site until the Director of Community Development, in consultation with the archaeological consultant, determines that project construction activities could have no effects on significant archaeological resources.
  - d. The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.
  - e. If an intact archaeological deposit were to be encountered, all soil disturbing activities in the vicinity of the deposit shall cease. The City shall empower the archaeological monitor to temporarily redirect demolition/excavation/construction crews and heavy equipment until the resource is evaluated. The archaeological consultant shall immediately notify the Director of the Community Development of the encountered resources.
  - f. Should archaeological resources be encountered during construction, the project developer shall consult with City and tribal representatives to determine the



appropriate disposition of findings. Mitigation measures shall include one of the three alternatives below:

- i. In-Situ Preservation: The project developer shall preserve artifacts and resources as found and shall apply suitable open space, capping, or monumentation to the site. The project developer shall alter development plans to accommodate this alternative, as necessary.
- ii. Excavation/Recovery: The archaeological consultant shall excavate the site, evaluate the site for historical references, recover artifacts as appropriate, and cover the site to preserve remaining artifacts. The project developer shall maintain sufficient buffering between development subsurface construction and the location of resources.
- iii. Excavation/Removal: The archaeological consultant shall excavate and recover the cultural resources as described above and remove artifacts as necessary. However, due to the depth of development excavation, the site would be permanently disturbed.

If the City requires data recovery, the archaeological consultant shall first prepare an Archaeological Data Recovery Plan that s/he shall submit to the Director of Community Development for review and approval.

If development plans call for trenching within 200 feet of the Arroyo Mocho, a program of subsurface mechanical trenching along the impacted route shall precede project trenching in an attempt to locate additional archaeological sites and/or the original meander of the Mocho, where such sites would most likely be. If additional sites were to be found, the project developer shall adhere to the above mitigation measures.

If human remains are discovered, the project developer shall contact the County Coroner immediately. If the coroner determines that the human remains are Native American remains, the project developer shall notify the California State Native American Heritage Commission.

The archaeological consultant shall prepare a Final Archaeological Resources Report, meeting City and state standards, evaluating the historical importance of the archaeological resource and describing the archaeological and historical research methods employed in the testing, monitoring, and data recovery programs. The Director of Community Development shall review and approve this document. The project developer shall file the report with appropriate state offices.

27. In accordance with measure UT-1, plans submitted to the Building and Safety Division for plan check shall incorporate low-flow irrigation head and/or drip irrigation with electric controllers set to water after 7:00 p.m. and before 10:00 a.m., and property soil preparation for landscaped areas that includes a minimum of two inches of mulch and two inches of organic soil amendment, as recommended by a qualified landscape architect.
28. If it is determined through field inspections and/or monitoring that a site is not in compliance with an EIR mitigation/improvement measure, the responsible party for implementation of the mitigation/improvement measure is the responsible party to bring the mitigation/improvement measure into compliance. The responsible party is listed in

the EIR Mitigation Monitoring and Reporting Plan. The City of Pleasanton may require the responsible party to prepare a peer review report by a consultant chosen by the City of Pleasanton to determine compliance and to recommend measures to correct noncompliance. All peer review costs shall be borne by the party responsible for the implementation of the mitigation/improvement measure.

As parcels are sold, new property owner(s) will be responsible for all of their parcel's "Project Developer" mitigation responsibilities as listed in the EIR Mitigation Monitoring and Reporting Plan, including but not limited to: implementing mitigations, monitoring, reporting, bringing mitigation/improvement measures in nonconformance into conformance, and reimbursing the City of Pleasanton for costs borne by the City of Pleasanton to review monitoring reports and conduct other monitoring activities related to their parcel(s).

Prior to the issuance of a building permit, a Mitigation Monitoring fund (or other funding mechanism acceptable to the City of Pleasanton) shall be established by the City of Pleasanton. The applicable Project Developer shall deposit funding into the Mitigation Monitoring fund (or other funding mechanism acceptable to the City of Pleasanton) to cover estimated City of Pleasanton costs to review future monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct other monitoring activities related to the Project Developer's mitigation related responsibilities. The initial deposit amount shall be determined by the City Engineer. In the event that the Mitigation Monitoring fund (or other acceptable funding mechanism) does not adequately cover future costs borne by the City of Pleasanton, the property owner of the project development site will be responsible for the City of Pleasanton's costs to review monitoring reports, contract with peer review consultants, conduct field inspections, attend meetings, and conduct other monitoring activities related to the Project Developer's PUD site.

### **Landscape Architecture Division**

29. The project developer shall replace all dead and dying ground cover and plant new shrub species in the landscape area along El Charro Road and Stoneridge Drive to match the existing landscape palette as shown in the Exhibit D of the August 9, 2017 Planning Commission Staff Report. In addition, enhanced landscaping shall be installed at the corners of El Charro Road and Stoneridge Drive as well as Stoneridge Drive and Auto Center Way. The new shrubs and enhanced corner landscaping shall be shown on the landscape plan and shall be subject to the review and approval by the Planning and Landscape Architecture Divisions prior to building permit issuance. Additional landscaping materials or modifications may be required by the Landscape Architecture Division at final inspection to ensure adequate planting coverage and/or screening.
30. All trees used in landscaping shall be a minimum of thirty-six (36) inch box-size as shown on the landscape plan and all shrubs shall be a minimum of five (5) gallons.
31. The project landscaping and irrigation shall be designed for and utilize recycled water.

## **Traffic Engineering Division**

32. The parking lot shall be designated for employee parking only and shall be signed/striped accordingly.

## **Engineering Department**

33. A separate recycled irrigation water meter shall be installed unless otherwise approved by the City Engineer.
34. Per NPDES MRP Permit, source control, site design measures, and design and implementation of stormwater treatment measures are required for “special land use category” development and redevelopment projects (auto service facilities, retail gasoline outlets, restaurants, and stand-alone uncovered parking lots) that create and/or replace 5,000 square feet or more of impervious surface (collectively over the entire project site). The project developer shall submit the stormwater treatment measures with the improvement plans, for review and approval, prior to any permits issued.
35. All plantings within the stormwater treatment measure areas shall be per the Alameda County Clean Water Program “C.3 Stormwater Technical Guidance, Appendix B” dated May 2, 2016, version 5.1.
36. All water for irrigation purposes shall be recycled water and a separate recycled water irrigation meter shall be installed and irrigation meter fees paid unless otherwise approved by the City Engineer.

## **STANDARD CONDITIONS OF APPROVAL**

### **Planning Division**

37. The proposed parking lot shall be constructed in substantial conformance to Exhibit B, dated “Received, July 20, 2017” on file with the Planning Division, except as modified by the following conditions. Minor changes to the plans may be allowed subject to the review and approval of the Director of Community Development.
38. To the extent permitted by law, the project applicant shall defend (with counsel reasonably acceptable to the City), indemnify and hold harmless the City, its City Council, its officers, boards, commissions, employees and agents from and against any claim (including claims for attorneys fees), action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside, or void the approval of the project or any permit authorized hereby for the project, including (without limitation) reimbursing the City its attorneys fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its choice.
39. All conditions of approval shall be attached to all permit plan sets submitted for review and approval, whether stapled to the plans or located on a separate plan sheet.

40. Planning Division approval is required before any changes are implemented in the site design, grading, landscape material, lighting, etc., before construction begins and after construction is completed.
41. Campers, trailers, motor homes, or any other similar vehicle are not allowed on the construction site except when needed as sleeping quarters for a security guard.
42. A construction trailer shall be allowed to be placed on the project site for daily administration/coordination purposes during the construction period.

### **Landscape Architecture Division**

43. A final landscape plan and irrigation plan shall be submitted to and approved by Director of Community Development as part of the improvement plans prior to issuance of an on-site permit. Said landscape and irrigation plan shall be consistent with the approved landscape plan plus any conditions of approval, and shall be detailed in terms of species, location, size, quantities, and spacing. Plant species shall be of a drought tolerant nature with an irrigation system that maximizes water conservation throughout the development (e.g., drip system). Irrigation system shall meet all requirements for compatibility with recycled water supply per City of Pleasanton Recycled Water Standards.
44. The project shall comply with the City of Pleasanton's Water Efficient Landscape Ordinance (WELO). All plans should be prepared by a licensed Landscape Architect. Prior to building permit issuance, the applicant shall submit the following documentation to the Landscape Architecture Division for review and approval:
  - a. Project Information;
  - b. Water Efficient Landscape Worksheet;
  - c. Soil management report;
  - d. Landscape design plan;
  - e. Irrigation design plan; and
  - f. Grading design plan.
45. Prior to building permit final, the landscape architect shall certify in writing to the Landscape Architecture Division the landscaping has been installed in accordance with the approved landscape and irrigation plans with respect to size, number, and species of plants and overall design concept. The certificate of completion letter shall include:
  - a. Project information sheet, certificate of installation according to the landscape documentation package, irrigation scheduling, schedule of irrigation landscape and irrigation maintenance, landscape irrigation audit report, and soil management report (if not previously submitted).
46. The property owner is encouraged to use best management practices for the use of pesticides and herbicides.
47. The project developer shall provide root control barriers and four inch perforated pipes for parking lot trees, street trees, and trees in planting areas less than ten feet in width, as determined necessary by the Director of Community Development at the time of review of the final landscape plans.

48. For purposes of erosion control, the applicant/developer shall plant a hydroseed mixture that has been designed by the project Landscape Architect. The hydroseed mixture shall be specified on the building permit plans for review and approval by the Director of Community Development and shall be maintained by the project developer until such time as permanent landscaping is place.
49. The following statements shall be printed on to the site, grading, and landscape plans where applicable to the satisfaction of the Director of Community Development prior to issuance of a building permit:
  - a. No existing tree may be trimmed or pruned without prior approval by the Community Development Director.
  - b. No equipment may be stored within or beneath the driplines of the existing trees.
  - c. No oil, gasoline, chemicals, or other harmful materials shall be deposited or disposed within the dripline of the trees or in drainage channels, swales, or areas that may lead to the dripline.
  - d. No stockpiling/storage of fill, etc., shall take place underneath or within five feet of the dripline of the existing trees.
50. Prior to issuance of a grading or building permit, the project developer shall install a temporary six foot tall chain-link fence (or other fence type acceptable to the Director of Community Development) outside of the existing tree drip lines, as shown on the plans. The fencing shall remain in place until final landscape inspection by the Department of Community Development. Removal of such fencing prior to that time may result in a "stop work order."
51. The project developer shall enter into an agreement with the City, approved by the City Attorney, which guarantees that all landscaping included in this project will be maintained at all times in a manner consistent with the approved landscape plan for this development. Said agreement shall run with the land for the duration of the existence of the improvements located on the subject property.

## **Engineering Department**

52. A "Conditions of Approval" checklist shall be completed and attached to all plan checks submitted for approval indicating that all conditions have been satisfied.
53. The project developer shall construct six-inch vertical P.C.C. curbs and gutters within the new parking area unless otherwise approved by the City Engineer for the purpose of urban stormwater runoff treatment/retention.
54. This approval does not guarantee the availability of sufficient water to serve the project.
55. The project developer and/or the project developer's contractor(s) shall obtain an encroachment permit from the City Engineer prior to moving any construction equipment onto the site.
56. All cut and fill slopes shall be revegetated and stabilized as soon as possible after completion of grading, in no case later than October 15. No grading shall occur between October 15 and April 15 unless approved erosion control measures are in place, subject

to the approval of the City Engineer. The project developer shall include erosion control measures on the final grading plan, subject to the approval of the City Engineer. Such measures shall be maintained until such time as a permanent landscaping is in place.

57. Storm drainage swales, gutters, inlets, and channels shall be privately maintained by the property owner.
58. The haul route for all materials to and from this development shall be approved by the City Engineer prior to the issuance of the building permit.
59. Any damage to existing street improvements during construction on the subject property shall be repaired to the satisfaction of the City Engineer at full expense to the project developer. This shall include slurry seal, overlay, or street reconstruction if deemed warranted by the City Engineer.
60. Plans submitted for plan check shall include all plant materials within the bioswale areas to be in compliance with Alameda County Clean Water Program's "C.3 Stormwater Technical Guidance, Appendix B" dated May 2, 2016, version 5.1.

### **Building and Safety Division**

61. At the time of building permit plan submittal, the project developer shall submit a final grading and drainage plan prepared by a licensed civil engineer depicting all final grades and on-site drainage control measures to prevent stormwater runoff onto adjoining properties.
62. Prior to issuance of building or demolition permits, the applicant shall submit a waste management plan to the Building and Safety Division. The plan shall include the estimated composition and quantities of waste to be generated and indicate how the project developer intends to recycle at least 75 percent of the total job site construction and demolition waste measured by weight or volume. Proof of compliance shall be provided to the Chief Building Official prior to the issuance of a final building permit. During demolition and construction, the project developer shall mark all trash disposal bins "trash materials only" and all recycling bins "recycling materials only." The project developer shall contact Pleasanton Garbage Service for the disposal of all waste from the site.

### **Community Development Department**

63. The project applicant/developer shall submit a refundable cash bond for hazard and erosion control. The amount of this bond will be determined by the Director of Community Development. The cash bond will be retained by the City until all the permanent landscaping is installed for the development, including individual lots, unless otherwise approved by the department.
64. The project developer shall pay any and all fees to which the property may be subject prior to issuance of permits. The type and amount of the fees shall be those in effect at the time the permit is issued.

65. If any prehistoric or historic artifacts, or other indication of cultural resources are found once the project construction is underway, all work must stop within 20 meters (66 feet) of the find. A qualified archaeologist shall be consulted for an immediate evaluation of the find prior to resuming groundbreaking construction activities within 20 meters of the find. If the find is determined to be an important archaeological resource, the resource shall be either avoided, if feasible, or recovered consistent with the requirements of the State CEQA Guidelines. In the event of discovery or recognition of any human remains in any on-site location, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County coroner has determined, in accordance with any law concerning investigation of the circumstances, the manner and cause of death and has made recommendations concerning treatment and dispositions of the human remains to the person responsible for the excavation, or to his/her authorized representative. A similar note shall appear on the improvement plans.

### **CODE REQUIREMENTS**

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

#### **Building and Safety Division**

66. The project developer shall submit a record of survey and a site development plan in accordance with the provisions of Chapter 18.68 of the Municipal Code of the City of Pleasanton. These plans shall be approved by the Chief Building Official prior to the issuance of a building permit. The site development plan shall include all required information to design and construct site, grading, paving, drainage, and utilities.

#### **Urban Stormwater Conditions**

67. The project shall comply with the NPDES Permit No. CAS612008, dated November 19, 2015, and amendments, issued the by California Regional Water Quality Control Board, San Francisco Bay Region, a copy of which is available at the Community Development Department, Public Works/Engineering section at City offices, Alameda County Clean Water Program and at State Water Board:

[http://www.waterboards.ca.gov/sanfranciscobay/water\\_issues/programs/stormwater/Municipal/index.shtml](http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/index.shtml);

The project shall comply with the "Construction General Permit" as required by the San Francisco Bay Regional Water Quality Control Board:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/construction.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml))

## A. Design Requirements

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



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

- III. Plant materials selected shall be appropriate to site specific characteristics such as soil type, topography, climate, amount and timing of sunlight, prevailing winds, rainfall, air movement, patterns of land use, ecological consistency and plant interactions to ensure successful establishment.
- IV. Landscaping shall also comply with City of Pleasanton ordinances and policies regarding water conservation.

## **B. Construction Requirements**

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

Construction activities (including other land-disturbing activities) that disturb one acre or more (including smaller sites that are part of a larger common plan of development) are regulated under the NPDES stormwater program. Operators of regulated construction sites are required to develop and implement a Stormwater Pollution Prevention Plan and to obtain a Construction General Permit (NOI) from the State Water Resources Control Board to discharge stormwater:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/docs/finalconstpermit.pdf](http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/finalconstpermit.pdf)

### Stormwater

1. The project developer shall submit a Stormwater Pollution Prevention Plan (SWPPP) for review by the City Engineer/Chief Building Official prior to issuance of building or engineering permits. A reviewed copy of the SWPPP shall be available at the project site until engineering and building permits have been signed off by the inspection departments and all work is complete. A site specific SWPPP must be combined with proper and timely installation of the BMPs, thorough and frequent inspections, maintenance, and documentation. Failure to comply with the reviewed construction SWPPP may result in the issuance of correction notices, citations or stop work orders.
2. The amendments to the SWPPP and all the inspection forms shall be completed and available at the site for inspection by the city, county or state staff.
3. The project developer is responsible for implementing the following Best Management Practices (BMPs). These, as well as any other applicable measure, shall be included in the SWPPP and implemented as approved by the City.
  - a. The project developer shall include erosion control/stormwater quality measures on the final grading plan which shall specifically address measures to prevent soil, dirt, and debris from entering the storm drain system. Such measures may include, but are not limited to, hydroseeding, hay bales, sandbags, and siltation fences and are subject to the review and approval of the City Engineer/Chief Building Official. If no grading plan is required, necessary erosion control/stormwater quality measures shall be shown on the site plan submitted for an on-site permit, subject to the review and approval of the Building and Safety Division. The project developer is

responsible for ensuring that the contractor is aware of and implements such measures.

- b. All cut and fill slopes shall be revegetated and stabilized after completion of grading, but in no case later than October 15. Hydroseeding shall be accomplished before September 15 and irrigated with a temporary irrigation system to ensure that the grasses are established before October 15. No grading shall occur between October 15 and April 15 unless approved erosion control/stormwater quality measures are in place, subject to the approval of City Engineer/Chief Building Official. Such measures shall be maintained until such time as permanent landscaping is in place.
- c. Gather all sorted construction debris on a regular basis, place it in the appropriate container for recycling, and empty at least on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater runoff pollution.
- d. Remove all dirt, gravel, rubbish, refuse, and green waste from the street pavement and storm drains adjoining the site. Limit construction access routes onto the site and place gravel on them. Do not drive vehicles and equipment off paved or graveled areas during wet weather. Broom sweep the street pavement adjoining the project site on a daily basis. Scrape caked-on mud and dirt from these areas before sweeping.
- e. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site in order to retain any debris or dirt flowing in the storm drain system. Maintain and/or replace filter materials to ensure effectiveness and to prevent street flooding.
- f. Create a contained and covered area on the site for the storage of cement, paints, oils, fertilizers, pesticides, or other materials used on the site that have the potential of being discharged into the storm drain system through being windblown or in the event of a material spill.
- g. Never clean machinery, equipment, tools, brushes, or rinse containers into a street, gutter, or storm drain.
- h. Ensure that concrete/gunite supply trucks or concrete/plaster operations do not discharge wash water into street, gutters, or storm drains.
- i. Equipment fueling area: Use off-site fueling stations as much as possible. Where on-site fueling occurs, use designated areas away from the storm drainage facility, use secondary containment and spill rags when fueling, discourage "topping off" of fuel tanks, place a stockpile of absorbent material where it will be readily accessible, and check vehicles and equipment regularly for leaking oils and fuels. Dispose rags and absorbent materials promptly and properly.
- j. Concrete wash area: Locate wash out areas away from the storm drains and open ditches, construct a temporary pit large enough to store the liquid and solid waste,

clean pit by allowing concrete to set, breaking up the concrete, then recycling or disposing of properly.

- k. Equipment and vehicle maintenance area: Use off-site repair shop as much as possible. For on-site maintenance, use designated areas away from the storm drainage facility. Always use secondary containment and keep stockpile of cleanup materials nearby. Regularly inspect vehicles and equipment for leaks and repair quickly or remove from the project site. Train employees on spill cleanup procedures.

### **C. Operation Requirements**

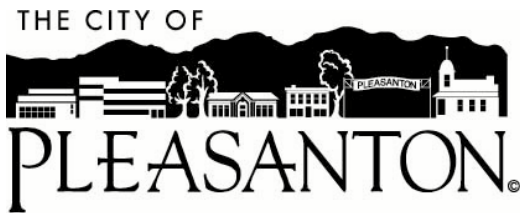
The Permit's operation and maintenance requirements include but are not limited to the following: The operation and maintenance of treatment measures including but not limited to bio-swales, lawns, landscaped areas with deep-rooted plants, oil/water separator, filterra units, etc., requires completing, signing and recording an agreement with Alameda County recorder's office in a format approved by the State and Alameda County.

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

collected to prevent entry into the storm drain system. Wastewater containing any soap, cleaning agent or degreaser shall not be discharged into the storm drain.

- h. Vegetated swales with grasses shall be mowed and clippings removed on a regular basis.

**{END}**

**Planning Commission  
Staff Report**

June 28, 2017  
Item 6.a.

- SUBJECT:** Work Session for PUD-123
- APPLICANT/  
PROPERTY  
OWNER:** Mathew Zaheri
- PURPOSE:** Work Session to review and receive comments on an application for a Planned Unit Development (PUD) development plan to construct a 201-stall parking lot for vehicle display/inventory to be shared by Stoneridge Chrysler-Jeep-Dodge-Ram and a future auto dealership
- GENERAL PLAN:** Retail/Highway/Service Commercial/Business and Professional Offices, Medium Density Residential, High Density Residential, and Parks and Recreation
- SPECIFIC PLAN:** Stoneridge Drive Specific Plan Amendment/Staples Ranch - Auto Mall
- ZONING:** Planned Unit Development – Commercial (PUD-C) District
- LOCATION:** 2694 Stoneridge Drive, part of the Auto Mall Site at Staples Ranch
- EXHIBITS:**
- A. [Planning Commission Work Session Topics](#)
  - B. [Project Plans](#)
  - C. [Public Comments](#)
  - D. [Location and Notification Map](#)
- 

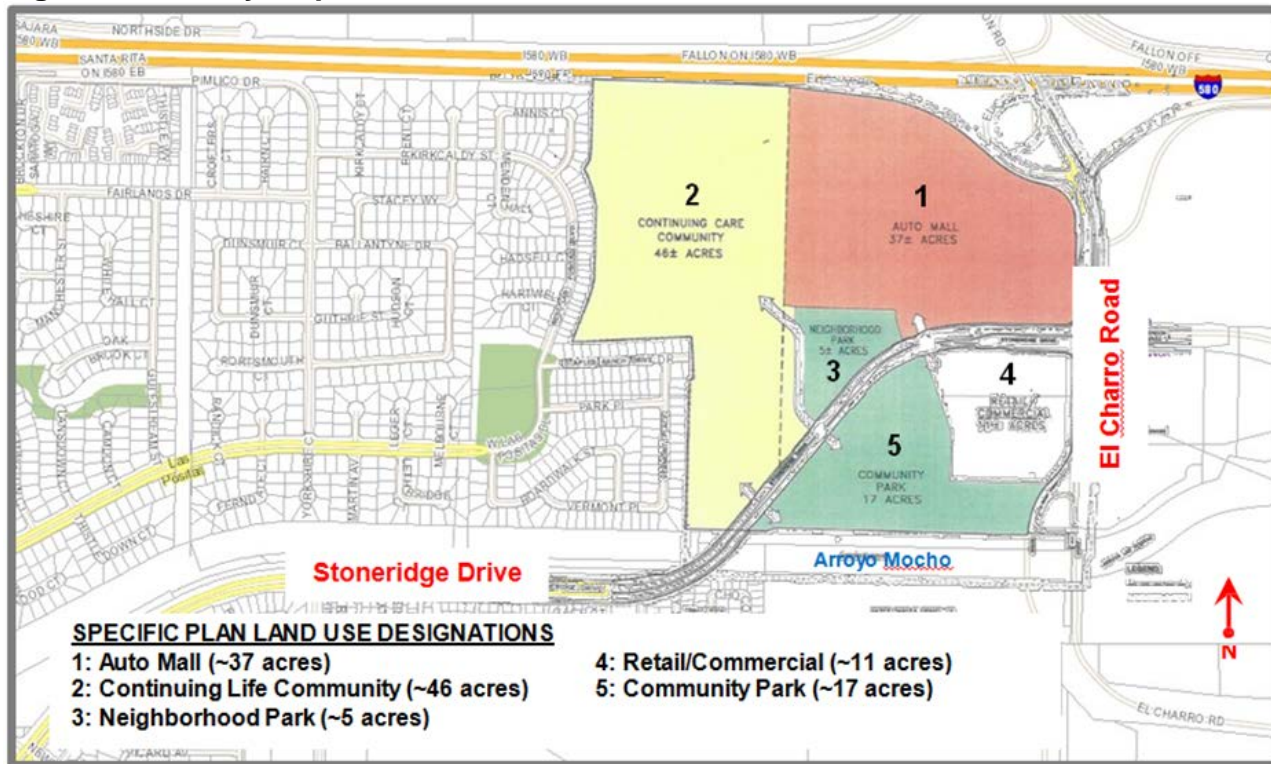
**BACKGROUND**

Mathew Zaheri, on behalf of Stoneridge Chrysler-Jeep-Dodge-Ram (Chrysler), has submitted a Planned Unit Development (PUD) development plan application for the construction of a 201-stall parking lot to be shared by Chrysler and a future automobile dealership at the Auto Mall site at Staples Ranch within the Stoneridge Drive Specific Plan/Staples Ranch (Specific Plan).

The Specific Plan, which was adopted by City Council on August 24, 2010, contains design standards for properties within the Specific Plan area and includes a Mitigation Monitoring and Reporting Program (MMRP), which allows for implementation and monitoring of mitigation measures identified in the Supplemental Environmental Impact Report prepared for the Specific Plan. The subject property is located within the Auto Mall land use designation as shown the Figure 1. The approximately 37-acre Auto Mall site is located north of Stoneridge Drive and the Neighborhood Park, south of Interstate 580, east of the Continuing Life Communities (CLC) site, and west of El Charro Road. The Auto Mall consists of four sites, two of which are currently

developed. The applicant owns three of the parcels, totaling approximately 16 acres, east of Auto Mall Way.

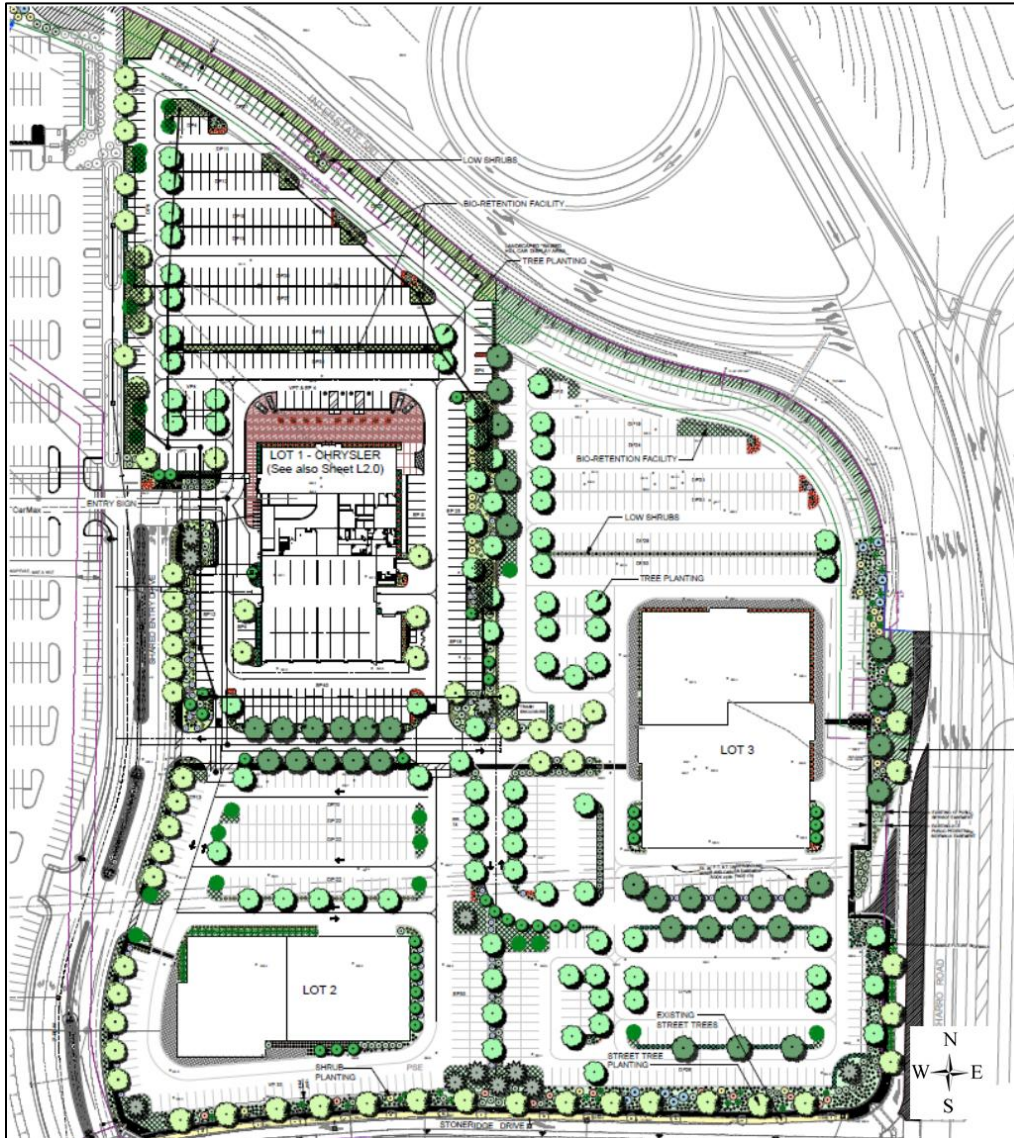
**Figure 1: Vicinity Map**



On May 20, 2014, the City Council approved PUD-98, allowing CarMax to construct an auto dealership consisting of an 11,783-square-foot sales and presentation building, an approximately 45,000-square-foot service building, an approximately 3,930-square-foot quality control building and non-public car wash, vehicle sales display area, project signage, and related site improvements on approximately 19.66 acres of the Auto Mall site at Staples Ranch. Construction of the CarMax dealership was completed in approximately January 2017.

On September 16, 2014, the City Council approved PUD-106 for Chrysler to construct an auto dealership consisting of an approximately 31,792-square-foot building with a 2,175-square-foot service canopy and 1,250-square-foot non-public car wash, and related site improvements on approximately 5 acres of the Auto Mall site at Staples Ranch. PUD-106 also included a conceptual master plan for the development of the entire 16-acre site east of Auto Mall Way with three tentative dealerships. The originally submitted conceptual master plan is shown in Figure 2. Construction of the Chrysler dealership on the 5-acre site was completed in 2016.

**Figure 2: PUD-106 Conceptual Master Plan**



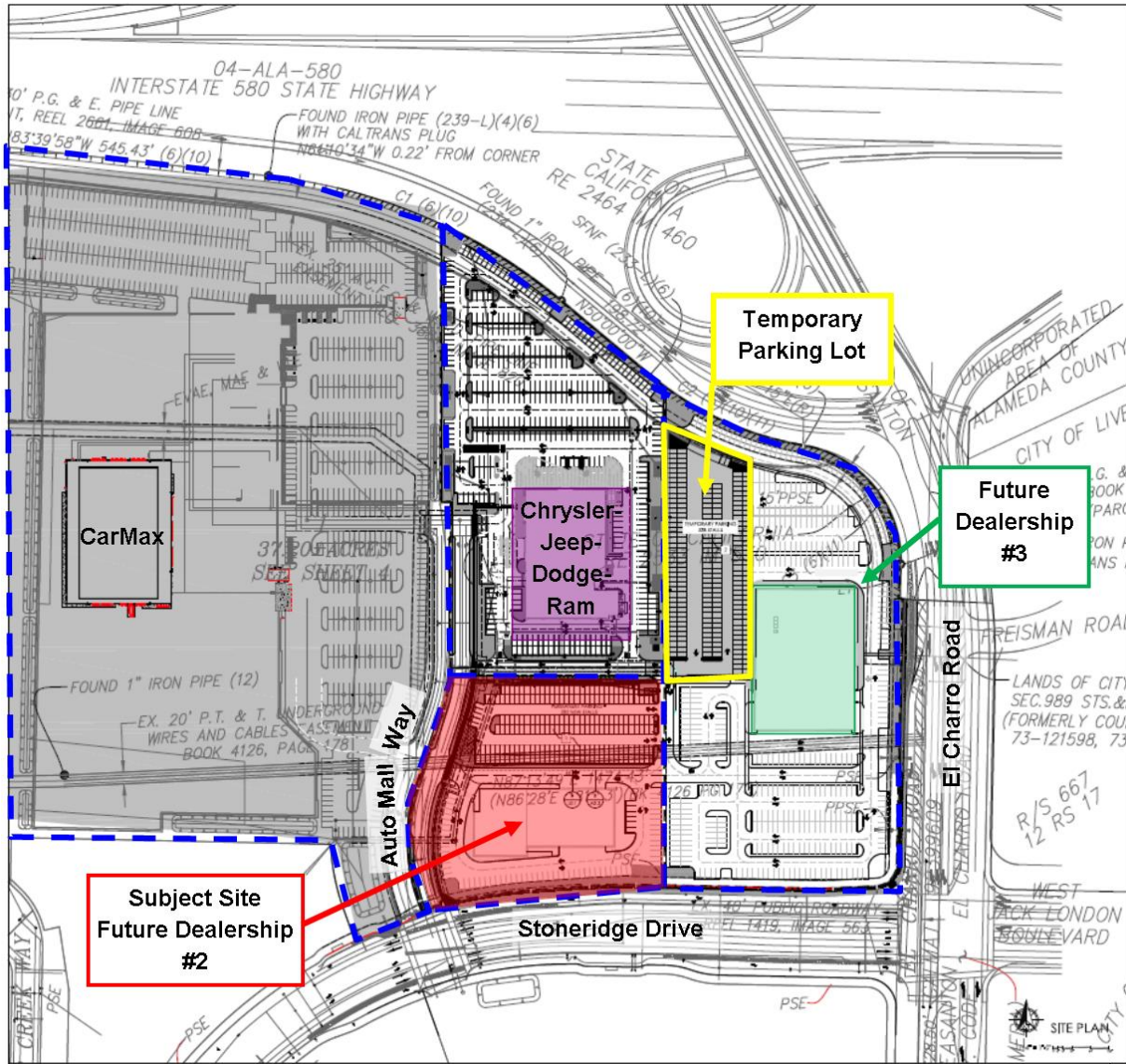
On October 20, 2016, a Minor Modification to PUD-106 and Design Review applications were approved to allow for the development of an approximately 244-space temporary parking lot for employee parking and for storage of new and used vehicle inventory on vacant land immediately east of the Chrysler dealership. The temporary parking lot was approved for up to six months, with up to two, six-month extensions if the Director of Community Development determines that the extension would not have any adverse impacts on the surrounding neighbors or the City in general. The applicant has received the first of two allowable extensions, which allows parking up to November 10, 2017. One additional 6-month extension could be permitted at that time.

The purpose of the workshop is to receive comments from the Commission and public regarding the project, which involves the construction of a 201-stall parking lot to be shared by Chrysler and a future automobile dealership. No action on the project will be made at the work session. The project will, however, ultimately require Planning Commission action and final decision by City Council. A list of discussion topics and questions are included in the body of this report and in Exhibit A.

## SITE DESCRIPTION

The approximately 3.6-acre project site is currently vacant and is located at 2694 Stoneridge Drive at the northeast corner of Stoneridge Drive and Auto Mall Way, on the south side of the overall Auto Mall site. Figure 3 shows the proposed revised master plan of the Auto Mall site at Staples Ranch with the temporary 244-space parking lot on Lot 3. The CarMax Auto Superstore is located on the western 20 acres of the Auto Mall site. The Chrysler dealership is in the north-central portion of the site and is bordered to the south by the subject site and to the east by the future dealership.

Figure 3: Auto Mall Site Plan



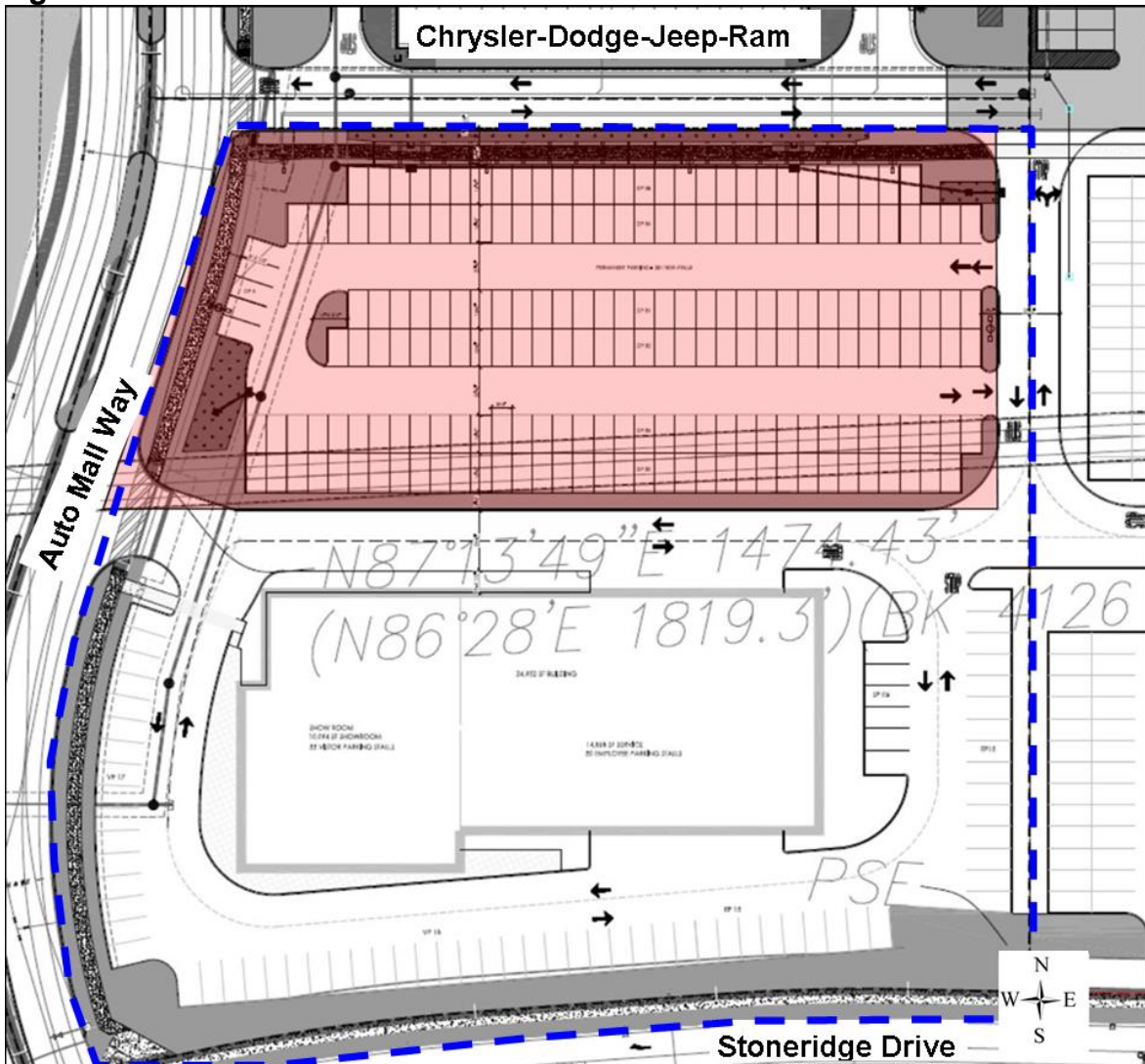
The subject parcel is vacant and relatively flat. Two driveways along Auto Mall Way currently provide access to the Chrysler dealership. No future access to any of the dealerships will be provided from Stoneridge Drive. No mature trees are located on the site.



## PROJECT DESCRIPTION

The applicant proposes to construct a 201-stall parking lot for display/inventory parking to be shared between Chrysler and the future automobile dealership as shown previously in Figure 3. The new parking lot will be on the northern 1.25-acre portion of the subject parcel within the Auto Mall site highlighted in Figure 4 in pink. All 201 parking spaces would be used by Chrysler until the future dealership is constructed on the subject parcel. Once the future dealership on the subject parcel is developed, the parking area would be shared between Chrysler (130 stalls) and the future dealership (71 stalls). The project characteristics are described below; project plans are included as Exhibit B.

Figure 4: Site Plan



### Site Layout & Access

The applicant currently owns the entire 16-acre site, comprising three separate parcels, and operates the Chrysler dealership immediately to the north of the subject parcel. There are no immediate plans to develop the remainder of the subject parcel beyond the proposed parking lot improvements. The applicant has provided a revised conceptual master plan that includes the entire 16-acre site to ensure that the on-site circulation system, including fire truck access, areas for unloading of vehicles, and other related items, are designed comprehensively in a way that is acceptable to the City.

The 16-acre project site is accessed from Stoneridge Drive via an entry drive, Auto Mall Way, which is shared with CarMax Auto Superstore. The entry drive contains two lanes to enter the project site and three lanes for exiting. The access drive continues further north and ends at a T-intersection where incoming visitors would make a right turn into the Chrysler site. One additional access point is proposed from Auto Mall Way into the subject parcel once the future dealership is developed. Chrysler is currently utilizing a temporary gravel parking lot to the east of its current dealership for employee/inventory parking. Once the proposed parking lot is constructed, the applicant will remove the temporary gravel lot and move inventory parking to the subject parcel. At this time, the proposed parking lot will only be accessed from the Chrysler parcel. The dimensions of proposed parking stalls within the display and service areas are 8 feet 6 inches wide by 16 feet deep, with 20-foot drive aisles. Tandem parking is proposed for some of the spaces.

### Landscaping

Landscaping along the street frontages, between the street and the sidewalk, was planted with the development of the Chrysler parcel. A conceptual landscaping plan has been submitted illustrating the proposed parking lot landscaping. New landscaping will be installed along the project frontage behind the sidewalk as well as along the southern parking lot perimeter planter and within parking end-cap landscape planters. Proposed tree species (all are proposed to be 24-inch box size) for the parking lot landscaping include: flowering pear and coast live oak. A variety of shrubs and ground cover are proposed in the planters and bio-retention areas. The proposed landscaping plan has been designed to match the existing development.

### Lighting

The proposed lighting plan for the proposed parking lot will be consistent with the lighting currently on the Chrysler site and is included within the project plans. The remainder of the site will not have lighting at this time. Pole-mounted lighting at a height of 25 feet above finished grade is proposed in the parking lot area, consistent with the 25-foot maximum height allowed by the Specific Plan. Approved "designated display areas" are allowed by the Specific Plan to have a maximum footcandle level of 30 during operating hours. The applicant's lighting plan indicates the entire new parking lot will be a display area. The proposed lighting plan indicates a maximum level of 36.4 footcandles. The applicant will need to revise the lighting plan to comply with the 30 foot candle maximum. A separate plan for lighting levels during non-operational hours has not been shown, but in accordance with the MMRP, all exterior parking lot lighting levels during non-operational hours must be designed to not exceed 10 foot candles. Plans submitted for final approval will need to be revised to meet MMRP requirements during both operational and non-operational hours.

### Dealership Operations

The Chrysler dealership includes an approximately 31,792-square-foot building with a 2,175-square-foot service canopy and 1,250-square-foot car wash with 46 visitor stalls, 248 display stalls, 55 service vehicle stalls, and 36 employee stalls for a total of 385 stalls. In addition, Chrysler is currently utilizing 244 temporary stalls on the eastern parcel. Once the new parking lot is complete, Chrysler will move all cars from the temporary lot and utilize the 201 new stalls until the development of the future dealership, at which time the parking will be shared and Chrysler's parking will be reduced to 130 stalls within the lot for a total of 515 stalls.

The application narrative indicates that the future dealership on the subject site is planned to be approximately 14,200 square feet, which would include a 10,000-square-foot two-story showroom/office and a 4,200-square-foot service department. The site would include a total of 200 parking spaces including: 17 visitor stalls, 165 display/service stalls, and 18 employee stalls. However, the narrative is not consistent with the submitted plans, which include a revised Landscape Sheet L0.1 showing a 14,200 square-foot building with new site layout, internal access, and circulation and a total of 214 parking stalls. In addition, the submitted civil plans indicate that the future dealership will be approximately 25,000 square feet and would include 35 visitor stalls, 6 service stalls, 71 display stalls and 30 employee stalls for a total of 142 parking spaces. The discrepancy between the narrative and plans will need to be corrected prior to moving forward with the project. The original PUD conceptual master plan included a 27,500-square-foot dealership with parking for 33 visitors, 44 employees, 30 service stalls, and 105 display stalls for a total of 212 parking stalls. The future dealership building and site improvements would require future approval through the PUD Development Plan process (Planning Commission and City Council review).

### **CONSIDERATIONS FOR THE WORKSHOP**

The following section provides potential discussion topics and analysis of key issues related to the project. This workshop will allow the Planning Commission to provide direction to the applicant and staff regarding any issues it wishes to be addressed before the project formally returns to the Planning Commission for a recommendation to the City Council. The areas noted below are where staff would find the Commission's input most helpful. A list of these discussion topics and specific questions regarding the proposal are attached to this report as Exhibit A for the Planning Commission's consideration and discussion.

#### **Site Plan**

The site plan has been designed to provide access and circulation to and from Stoneridge Drive via the shared access drive at Auto Mall Way. The new parking lot will be accessible only from the Chrysler site until the future dealership is constructed. The parking lot would be used strictly for vehicle inventory and display and would not be accessed by the public unless on foot. The parking lot would face Stoneridge Drive and would be visible until the landscaping to the south of the lot matures, and the future dealership is developed. The proposed dimensions of the display/inventory parking stalls for the new lot are 8 feet 6 inches wide by 16 feet deep, with 20-foot drive aisles, which staff finds acceptable since the parking lot will be accessed by employees only. The proposed lot will meet Livermore-Pleasanton Fire Department requirements. Tandem parking is proposed for some of the spaces, consistent with City approvals granted to other dealerships in order to maximize the amount of inventory parking.

#### **Discussion Point #1**

*Are the on-site circulation and parking layout acceptable?*

#### **Conceptual Dealership Master Plan**

The entire 16-acre portion of the Auto Mall is anticipated to eventually include a total of three dealerships. The proposed parking lot will be the first phase of the second dealership. The submitted narrative indicates that the future dealership on the subject site is planned to be approximately 14,200 square feet, comprising an approximately 4,200-square-foot service department and approximately 10,000-square-foot office/showroom, and would include a total of 200 parking spaces including: 17 visitor stalls, 165 display/service stalls, and 18 employee stalls. The proposed dealership on the subject lot is smaller in size than what was originally

envisioned and shown in the conceptual master plan submitted with PUD-106. The proposed dealership would be reduced in size from approximately 27,500 square-feet to 14,200 square feet, with parking reduced from 212 to 200 spaces. In previous correspondence with the applicant, staff has asked for data to support the applicant's claim that a smaller dealership on the site would be viable. This information has yet to be provided, and staff believes it would be useful when this application returns to the Planning Commission for consideration of approval.

Discussion Point #2

*Are the proposed parking lot improvements and overall conceptual master plan, with a smaller dealership on Lot 2 acceptable?*

**PUBLIC NOTICE**

Notice of this workshop was sent to all property owners in Pleasanton within 1,000 feet of the site as shown in Exhibit D. At the time of the report publication, Staff received one email, included in Exhibit C, with concerns regarding the appearance of the site and existing landscaping along Stoneridge Drive. Any public comments received after publication of this report will be forwarded to the Commission.

**ENVIRONMENTAL ASSESSMENT**

Since the Planning Commission will take no formal action on the project at the work session, no environmental document accompanies this work session report. Environmental documentation will be provided in conjunction with the Planning Commission's formal review of the PUD application. On August 24, 2010, the City Council certified a Supplemental Environmental Impact Report (SEIR) and adopted the California Environmental Quality Act (CEQA) Findings and a Statement of Overriding Considerations for the Stoneridge Drive Specific Plan Amendment/Staples Ranch. The scope of the subject development falls within the development envelope assumed in the SEIR and is therefore within its scope of review.

**STAFF RECOMMENDATION**

Staff recommends that the Planning Commission review the attached material, take public testimony, and make suggestions/comments to the applicant and staff regarding the development of the site.

**Primary Author:**

Jennifer Hagen, Associate Planner, 925-931-5607 or [jhagen@cityofpleasantonca.gov](mailto:jhagen@cityofpleasantonca.gov)

**Reviewed/Approved By:**

Steve Otto, Senior Planner  
Adam Weinstein, Planning Manager  
Gerry Beaudin, Community Development Director

**PUD-123, Stoneridge Chrysler, Mathew Zaheri**

**Work session to review and receive comments on an application for Planned Unit Development plan to construct a 201-stall parking lot for displaying vehicles to be shared by Stoneridge Chrysler-Jeep-Dodge-Ram and a future dealership located at 2694 Stoneridge Drive. Zoning for the property is PUD-C (Planned Unit Development - Commercial) District.**

Jennifer Hagen presented the Staff Report.

Commissioner O'Connor asked staff to elaborate on the landscaping proposal.

Ms. Hagen explained how as part of the original Chrysler dealership, the applicant was required to plant a single row of trees along Stoneridge Drive and El Charro Way. She described the current conditions along Stoneridge Drive where there are two rows of London Plane trees; a more mature row exists in front of the sidewalk and smaller rows are directly behind the sidewalk. Those along Stoneridge Drive and El Charro are all London Plane trees which as described by staff is a typical street tree present throughout the City, and that's all that was required to be planted along the perimeter of the property.

Commissioner O'Connor asked if the original PUD called for any upgrades to the landscaping.

Ms. Hagen replied: not at this time, not unless that is something the Commission requests. The original PUD only required perimeter trees at the edge of the 16 acre site.

Commissioner Ritter asked staff to clarify that the applicant owns the 16 acres that includes the temporary parking lot.

Ms. Hagen confirmed that the applicant does own the 16 acre site including the temporary parking lot.

Commissioner Ritter asked staff if the original Dodge Chrysler dealership approval was conditioned with the expectation that the temporary lot would be paved at some point in the future.

Ms. Hagen explained that in the original dealership approval the temporary lot was not included. At that time, the applicant likely was not anticipating the level of inventory they now have. The temporary lot came to play in 2016 sometime after the original dealership was complete. At that time, the applicant indicated the need for additional parking and began parking on this temporary lot. Staff approved the temporary use permit for the lot with the understanding from the applicant that it would be a temporary solution to satisfy the parking needs while the applicant went through the process to obtain a permanent parking solution, be that off-site or the proposal at hand.

Commissioner Ritter inquired if/when dealership 3 comes in will there be an easement set up to tie them in to access half of this temporary lot.

Ms. Hagen clarified how as soon as the 6 months is over and this permanent lot is developed, the applicant will be required to remove the aggregate gravel base and will relinquish their right to park on it. Therefore, by the time dealership 3 goes in this would no longer be a temporary lot.

Mr. Weinstein added that once dealership number 3 comes along it would be a separate PUD development plan for that site which would include additional landscaping.

Commissioner Allen asked if consideration was given to reducing the size of Lot 2 because aside from the BMW mini-dealership which is associated with BMW, it would be the smallest-sized dealership.

Ms. Hagen replied that the Acura dealership is also the same size as the Mini dealership.

Commissioner Allen asked if the applicant looked at the option of reconfiguring the parking on Lots 2 and 3 to make Lot 2 larger knowing that it would broaden the possibilities for occupancy thereby allowing a successful dealership which could provide a significant amount of tax revenue.

Ms. Hagen responded, stating staff had asked the applicant for a proposal of how the three lots would be configured and used in the future. To date, the applicant had not made their intentions clear; however, staff would require that information for the final application. She went on to explain how as staff views it, the site for dealership 3 is twice the size of both the Chrysler and the future dealership 2, therefore, staff feels there would be room if the applicant wanted to re-arrange and have additional parking for Lot 2 that comes from Lot 3. Ms. Hagen further explained how once a dealership comes in they are most likely going to re-arrange everything from the size of the building to the size of the vehicle service facility, and parking inventory would be based off of the dealership and their service needs.

Commissioner Brown asked staff to clarify what changed about Lot 2 from the PUD once it was a conceptual master plan because the parking lot appears to be around the same size and in the same location.

Ms. Hagen clarified that no changes were made to the dimensions of Lot 2, but that the narrative changed which described the operations of the second dealership.

Commissioner Brown asked if the temporary lot had been lit.

Ms. Hagen replied it was not.

Commissioner Brown concluded that the comments received from some of the residents regarding lighting issues were in reference to lighting elsewhere and no changes would be made regarding that.

Ms. Hagen concurred.

Commissioner Brown added, for the record, that he had asked a question of Adam Weinstein privately which was “does the landscaping around the proposed lot help alleviate any of the lighting for Stoneridge?” The response received was that it helps contain the spread of the light beyond the parking lot area.

Mr. Weinstein clarified that the landscaping is pretty ineffectual in staff’s opinion due to the fact it is very young and fairly scarce. He went on to explain that there are mitigation measures in the EIR that was adopted for the Specific Plan which mandate specific light candle levels that lighting has to achieve to prevent a large amount of spillover or glare onto the project sites surroundings.

Commissioner Brown asked staff to confirm that the applicant proposal had a 36 candle level and staff was going to work with them to drop it down to 30 which is in the existing PUD, and that after hours the lighting would be diminished down to 10.

Ms. Hagen confirmed Commissioner Brown’s statement and explained how part of the mitigation is outside of normal business hours.

Commissioner Ritter asked if lighting for CarMax is measured in lumens and if Chrysler’s lighting is higher as proposed.

Ms. Hagen replied that all dealerships are under the same mitigation monitoring and that the proposal before the Commission has a 36 candle level light but that staff was working with the applicant to reduce it to 30 as stated in the existing PUD.

Commissioner O’Connor asked if Code Enforcement had responded to any of the complaints regarding the lighting at Chrysler.

Ms. Hagen said Planning had reviewed the lighting levels on the plans but that Code Enforcement had not measured the actual level of lighting. She reassured the Commission that Code Enforcement could take a field reading.

Commissioner Allen asked if the parking lot on Lot 2 in the original plan was intended to be used also for dealership 1, the Chrysler dealership at that time.

Ms. Hagen explained how the earlier plan was conceptual, so there wasn’t a narrative describing the intended operations.

Commissioner Allen asked staff to comment if there are some areas of the dealership that are unsightly or not well-maintained, as described in the public correspondence received.

Ms. Hagen stated that staff went to the site and observed that the trees are very young and there is not any groundcover. There was no trash, vacant cars, or anything like that, but it is just a vacant dirt lot and not necessarily attractive.

Vice Chair Nagler asked staff to confirm that when Stoneridge Creek, the senior living facility, was conceived, the plan was already in place for the subject property to be auto dealerships.

Ms. Hagen agreed and further explained that it was all part of the same specific plan. Stoneridge Creek, Pacific Pearl, this site as well as the community park were all conceptualized together. So the only permitted use on this property has always been auto-related dealerships.

The Commission took a five-minute break.

### **THE PUBLIC HEARING WAS OPENED.**

Vice Chair Nagler welcomed the applicant and asked her if she had any comments on the project in general or background.

The applicant representative indicated that the first phase had been developed (the Chrysler dealership) but that the remaining 16 acres had not. She said the applicant had an idea of how to lay out the future dealerships, but again, that could change based on the actual design. She explained how the gravel space would be given back to the dealership as soon as that portion of the site is developed. Everything else, she said, is legal.

Vice Chair Nagler asked the applicant representative to clarify that the lot the applicant is asking to be built now is to replace the temporary gravel lot.

The applicant representative said yes, the applicant needs some additional parking that would serve the dealership now, but in the future it will be given back to the south side.

Vice Chair Nagler asked the applicant representative to confirm that when the application says that it's going to be shared, shared doesn't mean that both dealerships will have vehicles; that she's saying that when dealership #2 is developed, that the subject parking lot will no longer be accessible to the Chrysler dealership.

The applicant representative said it will be accessible. She explained that the first top row and the second top row will be given to one dealership, the middle row will still be used by Chrysler Jeep Dodge, and the bottom two rows will be given to the developer of dealership #2.

Vice Chair Nagler asked the applicant representative why they chose to ask that this portion be paved as opposed to where the temporary gravel lot is. He explained how the Chrysler dealership now has a temporary permit to use that parking lot (shown in yellow), and the proposal is to build the lot between the Chrysler dealership and dealership #2 (shown in pink). He asked why the proposal is asking for the parking lot be built there as opposed to where the temporary parking lot is. He described how the reason for asking the question is because the acreage allocated to dealership #3 is much larger than what's been allocated to #2, and as proposed it could necessitate more re-arranging in the future than necessary.

The applicant representative said she did not have an answer to the question.

Vice Chair Nagler asked if there are any immediate potential occupants or plans for dealership #2.



The applicant representative replied not at this time.

Commissioner Allen asked if the applicant representative was able to provide the analysis of what the market opportunity is for the reduced dealership #2 which would be 14,000 square feet, as requested by staff.

The applicant representative stated she was not aware an analysis was requested.

Ms. Hagen explained to the applicant representative that in previous discussions with the applicant as well as in earlier comment letters the analysis was requested and that the applicant, Mr. Zaheri, would need to provide that information.

Vice Chair Nagler asked Commissioner Allen to explain why that is of interest.

Commissioner Allen explained how this was zoned for auto and the City receives a significant amount of sales tax revenue from auto dealerships. So, to the degree that an auto dealership lot is being provided that is one of the smallest in Pleasanton, it would likely mean it would be harder to attract a dealership, and that lot may be vacant for much longer. Therefore, the City would not receive sales tax revenue. So that's why it's a concern. Commissioner Allen went on to discuss the alternative viewpoint, or the reason not to be concerned—because Mr. Zaheri owns the entire site and presumably his goal would be to maximize revenue, and so as a smart business person, he will probably come back to us and if he can't find a dealership, ask for more re-arrangement of land. However, Commissioner Allen explained, her reason for being concerned about it is that this is uniquely zoned land that brings in a significant amount of sales tax revenue and the City needs the sales tax revenue. So, to have a plot of land that doesn't seem to have the market opportunity, unless someone shows otherwise, is why she asked for the same analysis as staff.

Vice Chair Nagler reinforced Commissioner Allen's comments to the applicant representative, stating that the point is for Mr. Zaheri to be aware that there's interest on the part of the Planning Commission about whether or not putting in this lot somehow diminishes the potential for development of dealership #2.

Commissioner Brown asked the applicant representative if the narrative is correct is stating that the dealership #2 has been reduced in size conceptually from 27,500 to 14,200 square feet. He explained why he is asking—that it fundamentally affects Commissioner Allen's question in terms of comparing other dealership sizes. He recognized that there are a couple of dealerships around 14,000 square feet, but that Commissioner Allen's question wouldn't be a question if the narrative hadn't reduced dealership #2's size.

The applicant representative shared how as a team they looked at the size of the floor plate of the dealership when they decided to reduce the size of the floor plate and actually go vertical to two stories versus one but that it's still potentially smaller than what was originally proposed. She said they took a look at the size of the land and thought that it was the appropriate size of building for that amount of space and parking.

Vice Chair Nagler asked the applicant representative if she was aware of any dealerships that would operate in that configuration of a site.

The applicant representative replied she had come across one in Mountain View—a smaller, three-story BMW dealership in the middle of the city.

Commissioner Allen elaborated on Vice Chair Nagler's question, explaining how she understood his question to mean within Pleasanton are there opportunities, and knowing we already have a BMW dealership and a BMW Mini dealership associated with it which is 14,000 square feet, are there other dealerships and what is the market opportunity for dealerships of that size that aren't already in Pleasanton.

Commissioner O'Connor added how it also begs the question as to whether we are sacrificing Lot 2. Lot 3 is the largest of the three. He said it just seems odd that we would maybe put ourselves in a position where we can't find a dealership to take that small of a lot when we have another lot right next to it that's larger than even the Chrysler lot.

Commissioner Brown brought up the fact the workshop is in regards to the parking lot which hasn't materially changed between the PUD-106 plan and what's proposed tonight. He expressed concern that the issue of a potential future application for the dealership #2 is immaterial to this application.

Mr. Weinstein clarified, restating Ms. Hagen's previous comment, which was that there absolutely will be the opportunity in the future when future dealerships come to reconfigure dealership #3 and dealership #2. He reminded the Commission that there is flexibility to do that because each dealership that comes in will need its own PUD development plan.

Commissioner Ritter asked if dealerships generally do land leases or do they own the land and the building. More specifically, he asked the applicant representative, is Mr. Zaheri interested in selling these lots off or just land leasing them.

The applicant representative was unsure but believed he would either lease the land or remain the business and land owner.

Ms. Hagen offered to provide further information after discussing with the applicant.

Commissioner Ritter asked if CarMax owned the property.

Ms. Hagen replied, yes, CarMax does own the property.

The applicant representative said Mr. Zaheri has mentioned many times that he actually bought this land and he developed phase 1 and he does not have anything in mind yet for those two dealership sites yet he still does need the parking spaces that could serve #1. Furthermore, he has expressed interest in moving around some of the parcels in the future to satisfy other needs.

Commissioner Ritter asked the applicant representative to comment on the condition of the property as mentioned in public comment letters, and to address the code enforcement violations that have occurred.

Mr. Weinstein clarified that there was only one code enforcement violation.

Commissioner Ritter revised his question, asking the applicant representative to comment on how the applicant plans to take care of the additional area if he is unable to maintain the area he currently occupies.

The applicant representative replied that she was unaware of any issues and asked if the applicant knew of the code enforcement violations.

Mr. Beaudin explained that the issues have been related to overflow parking and the state of the landscape at the perimeter of the property. He elaborated about how as the dealership got up and running, it was very successful, so parking was the primary focus and landscaping was secondary.

Commissioner O'Connor asked Mr. Beaudin to explain that if the major problem is overflow parking and what's being proposed is to remove the gravel from a 244 stall parking lot and create a 201 stall parking lot, how could one presume the overflow parking problem would be resolved.

Mr. Beaudin responded that staff had discussed the issue internally and concluded that the 244 spaces were created in a gravel lot area and that parking would be more efficient and better managed in the paved lot. This is really an inventory issue for this location. Mr. Beaudin elaborated, saying it's been a very successful dealership so far but staff does expect things to level off at a certain point and he believes we're there. So, Mr. Zaheri in his application has tried to right-size this parking lot area as opposed to formalizing a temporary solution which was happening at a time when growth was still happening at the dealership. Mr. Beaudin clarified that he doesn't want to suggest that the dealership will be less successful, but rather that they've figured out the market and so based on employees and inventory they need to carry, as well as some efficiencies that they have figured out in the existing parking areas, he believes they're trying to right-size it.

Vice Chair Nagler asked what the sanction is when there is overflow parking.

Mr. Beaudin explained that the goal is not to be punitive but rather to maintain safety, accessibility, and visibility. He elaborated on how the City had worked with the applicant to find off-site parking locations and the collaborative effort resolved the issues.

Vice Chair Nagler asked if after the issue was resolved had the dealership adhered to the solution.

Mr. Beaudin replied, yes.

Commissioner Allen asked the applicant representative if they explored having the overflow parking being part of dealership #3 instead of dealership #2 so that dealership #2 would have more space for sales and service since dealership #3 has lots of space. She explained that the intent behind her question was to ensure future dealerships would have plenty of space to attract strong market opportunity.

The applicant representative agreed that Commissioner Allen's proposed configuration would make sense and said the applicant likely had a valid reason for designing the parking as he had but she was not aware of what that reason was.

Mr. Beaudin assured Commissioner Allen that he had that question in his notes to discuss with Mr. Zaheri.

Ms. Hagen added that the current configuration and layout of the temporary parking does not match the configuration of the circulation master plan. She explained how if you look at it right now, the temporary parking lot is going up and down on the lot where the future circulation is actually going to be going side to side and it's going to mirror the same row pattern and access and circulation as the Chrysler dealership. The applicant wanted the parking to be as close to the Chrysler dealership as possible, and so to do that the most feasible place to do it would be on lot 2. If you do the upper portion of lot 3, it's going to be going horizontal and it's going to go all the way over El Charro and really it's not going to be very close to the Chrysler dealership. Ms. Hagen elaborated on the initial discussions between the applicant and staff with regard to the placement of the temporary lot. Furthermore, when they did the temporary lot they actually had to do a lot of improvements and address drainage issues and all the aggregate, and so that was before they had the plan of where the permanent parking was going to go. So it really didn't make sense once a temporary parking lot was down to then create a secondary temporary parking lot in a different location. Therefore, since the temporary parking lot was already in place, the most feasible location was on lot 2.

Vice Chair Nagler thanked the applicant representative and closed the public hearing.

#### **THE PUBLIC HEARING WAS CLOSED.**

Vice Chair Nagler brought the attention to the Discussion Points provided by staff.

##### *1. Are the on-site circulation and parking layout acceptable as proposed?*

Commissioner Ritter answered that since they've already been using it, they probably know what circulation system is optimal and so if that is what they proposed it probably is the best.

Commissioner Allen said she could go either way. She could agree with Commissioner Ritter's point or she could ask for further consideration of the use of Lot 3 for some parking and at a minimum, employee parking. She explained how she believes the market analysis may be useful and had that been provided her answer may have been different. Her concern is that Lot 2 is too small as designed to produce expected revenues.

Vice Chair Nagler said the on-site circulation and parking layout are fine as proposed and that he is comfortable with staff having the Commission's feedback. He reminded the Commission that the question relates only to the proposed circulation within the lot itself as proposed and whether or not having a single point of access is appropriate.

Commissioner Allen thanked Vice Chair Nagler and agreed that the circulation of the parking layout is acceptable for this design.

Commissioner Brown asked staff to evaluate and consider where car trailers would park while unloading to ensure they would not disrupt circulation.

2. Is the proposed location of this additional lot, the size of the additional lot and the overall conceptual master plan as is being proposed to be changed acceptable?

Commissioner Ritter answered that if he were the owner, he would see that it's already been re-landscaped with drainage improvements and the like. He believes it is the perfect lot to get instant paving and that if the applicant wanted to go the least expensive route and get immediate use that this proposal would make the most sense. Ideally, when dealership #2 comes along and says they want to buy this, the owner will give him this part already graded out and then put in an application to make that temporary parking to get that ready for the next opportunity. Commissioner Ritter concluded that the applicant is likely getting it ready for sale or lease to a future dealer #2. He added that with regard to landscaping, he is really concerned about the code enforcement issues and would like to see it cleaned up.

Commissioner Allen agreed with Commissioner Ritter's thoughts on landscaping. She added that she would like to see the planning of more mature trees because the current trees are not growing quickly enough to provide the desired coverage. As far as the overall concept, she said she could understand that the Commission could deal with this as a temporary solution, as Commissioner Ritter mentioned, knowing it is all owned by the same person and that if he needed more land later he could take it from dealership #3. Commissioner Allen said she is okay with that but she personally would rather have an option laid out now to deal with the concerns rather than tackle the issues when dealership #3 comes in. She said she would like to see diligence paid to looking at the options of moving some of the temporary parking specific to Chrysler to future dealership #3.

Commissioner O'Connor answered that he does not want to design the plan for Mr. Zaheri and that he believes the goal of the applicant is to maximize his income, therefore, he trusts that the plan the applicant proposes will be the best option. With regard to the proposed improvements and the overall conceptual master plan, Commissioner O'Connor said he would like to see the landscaping and lighting issues addressed. The perimeter landscaping should be supplemented so as to become more attractive to the neighboring properties and to passersbys, and the lighting should be toned down to the maximum allowable lumens for the site to prevent spillover into the adjacent residential areas.

Commissioner Brown said he believes the Commission is getting ahead of themselves by trying to design future dealerships and that he agrees with Commissioner O'Connor that the applicant will presumably know the market and design the lots to maximize his revenue.

Vice Chair Nagler concluded that the Commissioners have made consistent comments that suggest a way to substantially improve the application. He agreed with all of the comments and asked staff to address the issues of drainage, runoff, grading, and the like when the lot is built with the understanding that a building will someday be built on Lot #2. Vice Chair Nagler added that what has changed on this auto mall site since the original permit was issued and the plan was adopted is the development across the street and the increased amount of traffic. He elaborated on how the freeway entrance with the Stoneridge extension is used as a major point of entrance and exit to the City and not just to get to those businesses, so the appearance of this vacant lot actually has taken on more importance to us as a City than when the whole site was initially permitted. Therefore, Vice Chair Nagler agreed that he would like to see additional landscaping along the perimeter of the property when the application comes back to the Commission.

Mr. Beaudin summarized that the Commission would like to see landscape improvements and lighting concerns addressed. He asked if options for the future layouts, as requested by Commissioner Allen, were of interest to the majority of the Commission or if they were comfortable with the layout as proposed knowing it could change when dealership #2 and #3 submit their applications.

Commissioner O'Connor replied that he is comfortable with the layout as is.

Commissioner Ritter agreed with Commissioner Allen with regard to ensuring proper drainage.

Mr. Beaudin assured the Commission that staff will have a grading and drainage plan with the site plan.

Commissioner Brown agreed that he is comfortable with the layout as proposed.  
Commissioner Allen agreed with the layout as proposed.

Mr. Beaudin asked if the Commission was interested in the applicant producing a market analysis or if they were comfortable with leaving it up to the applicant to watch what the market brings, and respond at that time.

Vice Chair Nagler replied that he believes the applicant will design the property in a way to maximize his profits. He added though, that it would be in the City's best interest to be sure the site looks as appealing as possible to attract those future opportunities.

The Commission agreed unanimously.

Mr. Beaudin concluded that staff would focus on the landscaping, lighting, and drainage and move forward with the shared parking arrangement that's been proposed to future dealership #2.

LOTS 2 & 3 PLANT SCHEDULE										
SYMBOL	BOTANICAL NAME	COMMON NAME	EXPOSURE	WATER DEMAND	MINIMUM SPACING	FLOWER/FOLIAGE COLOR	SIZE	SALT SPRAY TOLERANCE	SOIL SALT TOLERANCE	QUANTITIES
<b>TREES</b>										
T-1	Cedrus deodara	Deodar Cedar	SW	Low	See Plan	Evergreen	24" BOX	T (1)	T (1)	0
T-2	Platanus a. 'Bloodgood'	Bloodgood London Planetree	SW	Medium	See Plan	Tan Fall Foliage	24" BOX	H (2)	H (2)	25
T-3	Pyrus calleryana 'Capital'	Flowering Pear	SW	Medium	See Plan	White, Red Foliage	24" BOX	H(1)	H(1)	0
T-4	Quercus agrifolia	Coast Live Oak	SW	Low	See Plan	Evergreen	24" BOX	T (1)	T (1)	0
<b>SHRUBS &amp; GRASSES</b>										
S-1	Callistemon c. 'Little John'	Dwarf Bottlebrush	SW/NE	Low	4'0"	Red/Evergreen	5 GAL	T (1)	T (1)	21
S-2	Ceanothus 'Pt. Reyes'	Spreading California Lilac	SW	Low	8'0"	Blue Blossom	5 GAL	H (2)	H (2)	0
S-3	Cistus x. p. 'Sunset'	Rock Rose	SW	Low	6'0"	Purple/Evergreen	5 GAL	H (1)	H (1)	0
S-4	Elymus glaucus*	Blue Wild Rye	SW/NE	Medium	3'0"	Blue-Green/Evergreen	5 GAL	H (2)	H (2)	11
S-5	Gazania 'Fiesta Red'	Clumping Red Gazania	SW	Medium	2'0"	Red/Evergreen	5 GAL	H (1)	H (1)	36
S-6	Lantana 'Gold Rush'	Yellow Lantana	SW	Low	6'0"	Yellow/Evergreen	5 GAL	H (1)	T (1)	6
S-7	Lantana montevidensis	Spreading Purple Lantana	SW	Low	6'0"	Purple/Evergreen	5 GAL	H (1)	T (1)	4
S-8	Liriope muscari	Lily Turf	SW, SW-NE	Medium	1'0"	Purple/Evergreen	5 GAL	M (1)	M (1)	0
S-9	Myrica californica	Pacific Wax Myrtle	SW/NE	Low	10'0"	White/Evergreen	5 GAL	H (1)	T (1)	0
S-10	Pittosporum t. 'Variegatum'	Variegated Tobira	SW/NE	Low	6'0"	White/Evergreen	5 GAL	H (1)	H (1)	0
S-11	Rhamnus californicus 'Seaview'	Spreading Coffeeberry	SW/NE	Low	8'0"	White/Evergreen	5 GAL	H (1)	H (1)	0
S-12	Rhaphioloepis indica 'Ballerina'	Spreading Pink Indian Hawthorn	SW/NE	Low	4'0"	Pink/Evergreen	5 GAL	H (1)	H (1)	160
S-13	Rhaphioloepis indica 'Clara'	White Indian Hawthorn	SW/NE	Low	5'0"	White/Evergreen	5 GAL	H (1)	H (1)	18
S-14	Rosa Flower Carpet 'Appleblossom'	Pink Ground Cover Rose	SW	Medium	5'0"	Pink Flowers	5 GAL	S (1)**	S (1)**	9
S-15	Trachelospermum jasminoides	Star Jasmine	SW, SW-NE	Medium	4'0"	White/Green-Red	5 GAL	T (1)	T (1)	101
S-16	Xylosma c. 'Compacta'	Dwarf Xylosma	SW	Low	5'0"	White/Green	5 GAL	H (1)	H (1)	19
<b>GROUND COVERS</b>										
GC-1	Arctostaphylos uva-ursi 'Point Reyes'	Bearberry	SW/NE	Low	6'0"	White/Evergreen	5 GAL	M/T (1)	M/T (1)	0

KEY: SW = full sun; SW-NE = partial sun, light shade; SW/NE = sun or shade

KEY TO RECLAIMED WATER (HIGH IN SALTS): H = Highly Tolerant; T = Tolerant; M = Moderate; S = Sensitive

1. Source for reclaimed water tolerance: "Landscape Plant Salt Tolerance Selection Guide for Recycled Water Irrigation", Wu, Dodge, 2005; California Dept. of Water Resources, "Recycled Water Use in the Landscape"

2. Source for reclaimed water tolerance: "Recyclandscape" Growing Points Newsletter (2001 - including their references)

3. University of California Cooperative Extension (ucanr.org/sites/ceetst/files/55087.pdf); Recycled Water/Salt Tolerance List

4. US Forest Service Fact Sheet ST-487, 1994; Bloodgood London Planetree; Gilman and Watson

Source for plant water use is the WUCOLS database, current version; additional sources for salt tolerance: BlackOliveEastNursery.net and OregonState.edu

\* In accordance with Appendix B - Stormwater Technical Guidance Handbook

\*\* Plants that tested as 'Sensitive' were to water salt levels that are 200 - 400 mg. The reclaimed water source for this project has salt levels that are less than 140 mg (see table)

Contractor is responsible for providing quantities to meet the design intent expressed on the plans.

EXISTING CALTRANS PLANTING

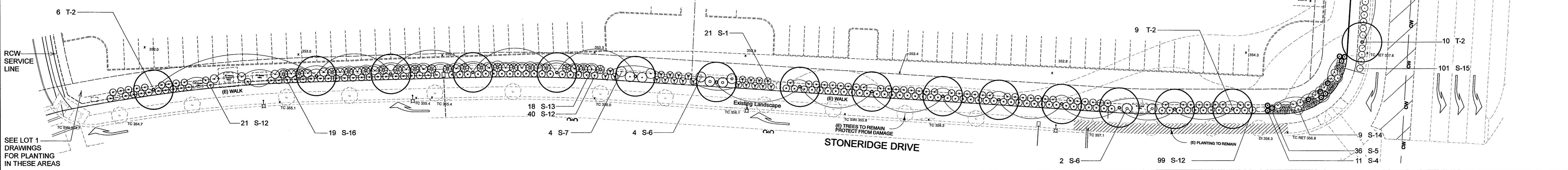
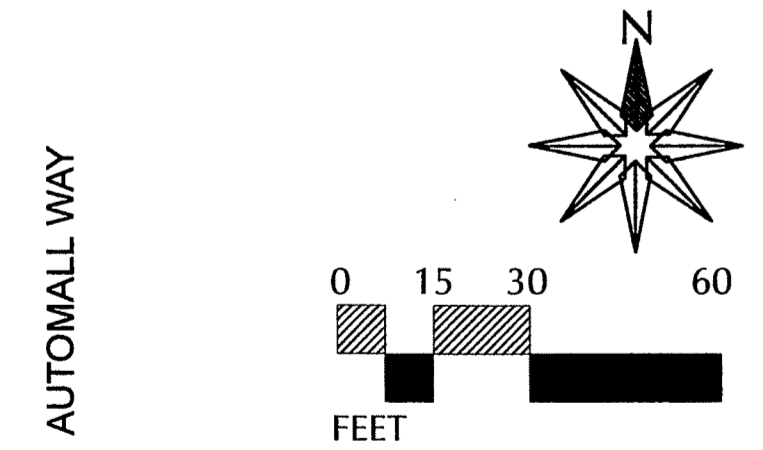
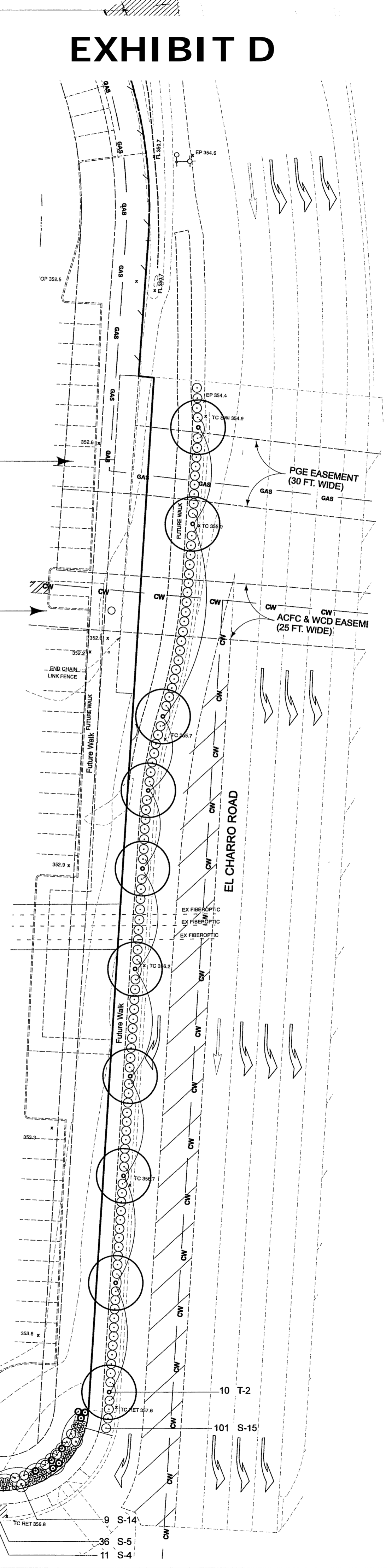
FUTURE MANZANITA GROUND COVER (GC ON LOT 3)

# EXHIBIT D

CAUTION: CONTRACTOR SHALL EXERCISE EXTREME CAUTION TO PROTECT EX. ZONE 7 WATER LINE AND PG&E GAS LINE IN PLACE. LOCATION AND/OR ELEVATIONS OF THE EXISTING ZONE 7 WATER AND PG&E GAS LINE ARE UNKNOWN. CONTRACTOR SHALL POT-HOLE AND VERIFY THIS INFORMATION AND NOTIFY THE CIVIL ENGINEER OF ANY CONFLICT WITH THE DESIGN PRIOR TO STARTING ANY CONSTRUCTION.

CONTRACTOR SHALL CONTACT U.S.A. AT 811 A MINIMUM OF TWO WORKING DAYS PRIOR TO STARTING ANY WORK WITHIN THE EXISTING 30-FOOT WIDE PG&E PIPELINE EASEMENT.

CONTRACTOR SHALL OBTAIN AN ENCROACHMENT PERMIT FROM ZONE 7 PRIOR TO STARTING ANY WORK INSIDE THE EXISTING 25-FOOT WIDE ACFC & WCD WATER LINE EASEMENT. CONTRACTOR SHALL CONTACT JOHN KOLTZZONE 7 AT (925) 454-5067 TO OBTAIN AN ENCROACHMENT PERMIT PRIOR TO STARTING ANY WORK WITHIN THE DISTRICT EASEMENT.



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Consultants

Project  
**Staples Ranch  
 Auto Mall  
 Lots 2 & 3  
 Perimeter Landscape**

Pleasanton, California

Client  
**ASE  
 CONSTRUCTION  
 MANAGEMENT**

Sheet Title  
**PLANTING  
 PLAN &  
 PLANT  
 SCHEDULE**  
 SUBMITTAL FOR  
 CITY APPROVALS  
 NOT FOR CONSTRUCTION

Scale

Designed by  
 MDF

Drawn by

Checked by  
 MDF

Revisions

Plot Stamp

Date  
**JULY 2015**  
 Project Number  
**1401**  
 Sheet Number

**EXHIBIT E**



PUD-123, 2694 Stoneridge Drive, Stoneridge Chrysler/Mathew Zaheri