

**STAFF REPORT****PLANNING COMMISSION REGULAR MEETING OF****JUNE 20, 2023****PREPARED BY:**Jennifer Hagen, Senior Planner  
JHagen@brentwoodca.gov**PROJECT DESCRIPTION:**

Item No. 2, An application for Costco, which includes two vacant parcels totaling approximately 19.04 acres located south of Lone Tree Plaza Drive and east of Heidorn Ranch Road (APNs 019-020-073 and 019-020-073). The project includes the following requested entitlements: (1) Tentative Parcel Map (MS 351-22) for the reconfiguration and subdivision of two vacant parcels into a total of four smaller parcels; (2) Conditional Use Permit (CUP 22-001) application to operate the proposed fuel facility; (3) Design Review (DR 22-002) application for the development of a 154,852-square-foot Costco Warehouse with a 5,368-square-foot entrance canopy, and a gas station fueling area with an 11,500 square foot canopy over 16 fueling dispensers, which allows for 32 fueling positions situated. Associated parking lot, landscaping, and access and circulation improvements will also be included on the two lots; and (4) Master Sign Program (MSP 22-001) consisting of building mounted signage for the Costco warehouse and Costco fueling station. Pursuant to CEQA Section 15183, the project is consistent with the development density established by a Community Plan, General Plan, or Zoning for which an environmental impact report (EIR) has been certified. Therefore, no further environmental analysis is required as the proposed Tentative Parcel Map and Design Review applications are consistent with the General Plan.

**GENERAL PLAN:**

Priority Area One Specific Plan (PA-1)

**ZONING:**

PA-1 - Regional Commercial and Transit Village Mixed Use Districts

**OWNER/APPLICANT:**

Ruckstahl, LLC / Arcadia Development Co.

**PREVIOUS ACTIONS:**

Previous actions related to this agenda item that were taken by the Planning Commission and City Council are listed below. To view prior actions and materials, and Brentwood Municipal Code references in the staff report, as applicable:

- Visit [www.brentwoodca.gov/meetings](http://www.brentwoodca.gov/meetings), and select the meeting date(s) desired to see the reference materials and videos.
- Visit [www.brentwoodca.gov/municipalcode](http://www.brentwoodca.gov/municipalcode) to research references to the Brentwood Municipal Code and search by the code section(s) cited.

On October 16, 2018, the Planning Commission held a public hearing in regard to the Priority Area 1 (PA-1) Specific Plan, and recommended that the City Council approve 1) certification of an Environmental Impact Report (PA-1 EIR), 2) adoption of a General Plan amendment (GPA 18-002), 3) adoption of the PA-1 Specific Plan (SPA 18-001), and 4) adoption of a rezone (RZ 18-003) to implement a zoning text amendment and map amendments within the PA-1 Specific Plan and adopting Chapter 17.295 (PA-1 Zone).

On November 13, 2018, the City Council adopted Resolution No. 2018-159, 1) certifying the PA-1 EIR, 2) adopting the General Plan amendment (GPA 18-002), 3) approving the PA-1 Specific Plan, and 4) adopting a rezone (RZ 18-003) to implement a zoning text amendment and map amendments within the PA-1 Specific Plan and adopting Chapter 17.295 (PA-1 (Priority Area One) Zone).

On September 20, 2022, the Planning Commission adopted Resolution No. 22-023 recommending the City Council approve 1) an Addendum to the PA-1 EIR; 2) a Specific Plan Amendment (SPA 22-001) for the PA-1 Specific Plan; and 3) a Rezone (RZ 22-001) to amend Brentwood Municipal Code Chapter 17.295 (PA-1 [Priority Area One] Zone), as recommended to be amended by the Planning Commission for future City Council consideration.

On October 11, 2022, the City Council adopted Resolution No. 2022-126, approving 1) an Addendum to the PA-1 EIR; 2) a Specific Plan Amendment (SPA 22-001) for the PA-1 Specific Plan; and hearing the first reading of an Ordinance - 1048 for a Rezone (RZ 22-001) to amend Brentwood Municipal Code Chapter 17.295 (PA-1 [Priority Area One] Zone) and amend the zoning map.

On October 25, 2022, the City Council adopted the second reading of Ordinance No. 1048 approving a Rezone (RZ 22-001) to amend Brentwood Municipal Code Chapter 17.295 (PA-1 [Priority Area One] Zone) and amend the zoning map.

**BACKGROUND:**

The project site includes two vacant parcels located south of Lone Tree Plaza Drive and east of Heidorn Ranch Road. The two vacant parcels are approximately 19.04 acres (Parcel A) and 4.02 acres (Parcel D).

**Figure 1: Aerial with Parcels**

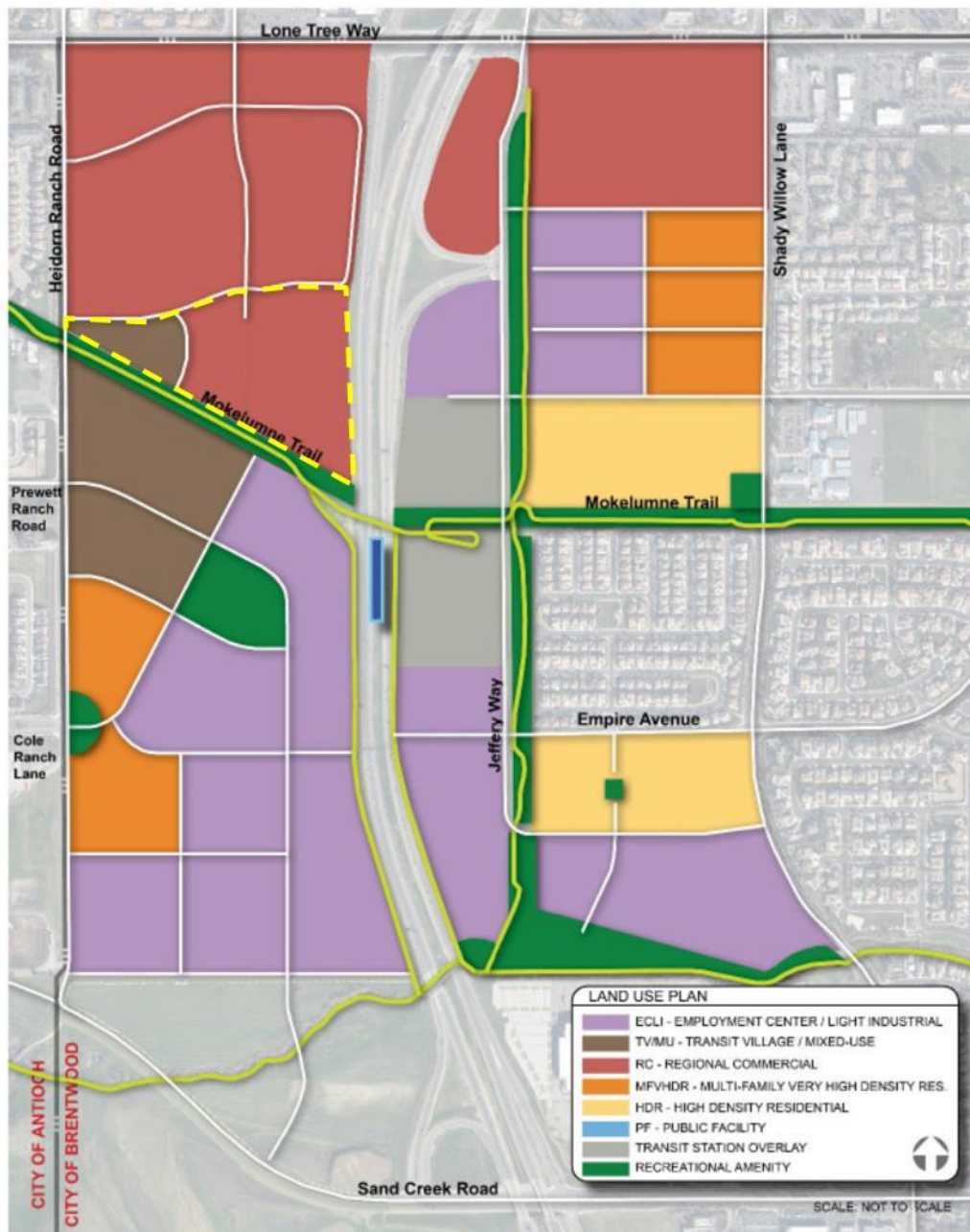


#### PA-1 Specific Plan History

On October 11 and 25, 2022, the City Council considered a recommendation from the Planning Commission to approve a Specific Plan Amendment (SPA 22-001) and associated zoning ordinance amendment (RZ 22-001) to modify the PA-1 Specific Plan. After deliberating on the proposed Specific Plan Amendment and Rezone, the Council ultimately approved the Specific Plan Amendment by adopting Ordinance No. 1048 (RZ 22-001) to amend both the Brentwood Municipal Code (Chapter 17.295 [PA-1 [Priority Area One] Zone]) and the zoning map to reflect the PA-1 Specific Plan Amendment (SPA 22-001).

The most relevant changes related to subject properties included changing the Specific Plan designation of the 19.04-acre Parcel A site from Transit Village/Mixed Use (TV/MU) to Regional Commercial (RC). The 4.02-acre Parcel D site maintained its original designation of TV/MU. The updated Specific Plan Map is shown in Figure 2.

**Figure 2: 2022 Adopted PA-1 Specific Plan**



### Surrounding Land Uses

**North:** Lone Tree Plaza Drive, with Lone Tree Plaza beyond (Kohl's, Rockin' Jump, Home Depot, etc., all within the PA-1 Specific Plan, Regional Commercial district).

**East:** State Route 4, with undeveloped parcel beyond within PA-1 Specific Plan.

**South:** Mokolumne Trail, with three large estate parcels and agricultural land beyond, all within PA-1 Specific Plan.

**West:** Heidorn Ranch Road with a private school and single-family homes within the City of Antioch beyond.

### Detailed Project Description

The applicant, Arcadia Development Co., requests approval of a Tentative Parcel Map (MS 351-22), Conditional Use Permit (CUP 22-001), Design Review (DR 22-002), and Master Sign Program (MSP 22-001) to construct a Costco Wholesale warehouse and fuel facility located south of Lone Tree Plaza Drive and east of Heidorn Ranch Road.

The proposed Tentative Parcel Map (MS 351-22) includes the reconfiguration and subdivision of two vacant parcels (19.04-acre Parcel A and 4.02-acre Parcel D) into a total of four smaller parcels. The final configuration is summarized as follows:

Parcel A	17.79 acres (Costco retail warehouse)
Parcel B	1.66 acres (Costco fuel station)
Parcel C	1.38 acres (to remain unimproved and zoned TV/MU)
Parcel D	2.23 acres (to remain unimproved and zoned TV/MU)

The proposed Conditional Use Permit (CUP 22-001) application is to operate the fuel facility.

The proposed Design Review (DR 22-002) application is for the development of a 154,852-square-foot Costco retail warehouse with a 5,368-square-foot entrance canopy on Parcel A, and a fueling facility with an 11,500 square foot canopy over 16 fueling dispensers, which allows for 32 fueling positions situated on Parcel B. Associated parking lot, landscaping, and access and circulation improvements will also be included on the two parcels.

Finally, a Master Sign Program (MSP 22-001) is proposed for Parcel A and Parcel B, consisting of building mounted signage for the Costco retail warehouse and Costco fueling station.

### **ANALYSIS:**

#### General Plan Consistency - Priority Area One (PA-1)

The subject site has a General Plan land use designation of PA-1. The intent of the PA-1 designation is to establish an employment center that will assist the City in achieving its goal of a healthy jobs-to-housing balance, reducing commute times for residents, and establishing new opportunities for economic growth and employment within the city. Consistent with the General Plan, the proposed project will complement the diversified mix of service commercial activities and employment opportunities that contribute to Brentwood's economic well-being (Goal Land Use [LU] 3). The project complies with the General Plan Land Use Element in that the proposed retail use will support the continued development and intensification of employment centers within the city by establishing 250-300 new job opportunities (Policy LU 3-1 and 3-3). The development of the retail use will also attract economic growth, by encouraging employment opportunities, and by providing needed services for the community (Goal ED 1 and 2).

While the project is not anticipated to have a significant adverse effect on the surrounding properties from a noise perspective, the site will be a temporary source of noise during construction activities. The project complies with the Noise Element in that construction activities will be relegated to the City's established hours, construction vehicles will be required to use operating mufflers, and loud stationary noise sources will be positioned away from sensitive receptors (Action N-1). Continued compliance with the Noise Element under operational conditions will also be required. Seismically sound construction designs and practices will further comply with the Safety Element (Goal SA 1).

### Specific Plan Consistency - Priority Area One (PA-1)

With regard to the PA-1 Specific Plan, the proposed project is consistent with its various goals, in that: the project helps prioritize the Specific Plan area's emergence as Brentwood's next-generation employment hub with the generation of between 250-300 new jobs (Goal 1). To address the city's jobs-to-housing imbalance, the Specific Plan's goals include the predominant development of employment-generating uses, including but not limited to, regional commercial, general commercial, professional office, business park, and light industrial/flex space uses. To achieve a mix of these uses, employment-generating development is envisioned to be focused around and have suitable access to the State Route 4 interchange at Lone Tree Way consistent with the proposed development.

The proposed project will serve as one of the City's largest sales tax generators and private employers, while functioning as a catalyst to attract more regional and neighborhood-serving retailers to the city, consistent with Goal 1 of the Specific Plan to prioritize the Specific Plan area's emergence as Brentwood's next-generation employment hub. Furthermore, it will also serve to anchor PA-1 (also known as the Innovation Center) as the City continues to recruit an assortment of businesses to the area.

### Zoning Consistency – PA-1, Regional Commercial

As found in the PA-1 Specific Plan, the portion of the site to be developed is within the Regional Commercial district, which is intended to accommodate retail and service uses that serve the general needs of the community and the region, including bulk retailers such as Costco. The proposed large format retailer is a permitted use within this district, while the fueling facility requires approval of a conditional use permit to operate.

The project is consistent with the zoning and the design meets all applicable commercial development standards found in the PA-1 Specific Plan. Since the TV/MU parcels are not proposed to be developed at this time, their development standards are not included in the discussion below. The project including both the retail warehouse and the fueling facility are consistent with the PA-1 Regional Commercial district, as summarized with the following table:

**Table 1: PA-1, Regional Commercial Development Standards**

<b>PA-1, Regional Commercial Development Standards</b>			
	Requirement- Regional Commercial	Proposed Retail Building	Proposed Fueling Facility
Floor Area Ratio	0.6 maximum	~ 0.2	
Building Lot Coverage	40%	~20%	
Maximum Building Height	45 feet	36 feet, 6 inches	18 feet 6 inches
Minimum Front Yard setback	10 feet to the western entry drive	~530 feet	10 feet
Minimum Street Side Yard setback	10 feet to Lone Tree Plaza Drive	~74 feet	~115 feet
Minimum Side Yard setback	0 feet to Mokelumne Trail	~395 feet	~325 feet
Minimum Rear Yard setback	0 feet to Highway 4	~40 feet	~ 718 feet
Vehicle Parking	4 spaces/1,000 square feet for the tail warehouse and 3 for the fueling station	5.39 spaces/1,000	
Bicycle Parking	5% of total vehicle parking	5%	

The portion of the project site zoned PA-1, TV/MU is not proposed for development at this time.

#### Tentative Parcel Map Analysis

The tentative parcel map includes reconfiguration and subdivision of two vacant parcels (19.04-acre Parcel A and 4.02-acre Parcel D) into four smaller parcels. Each parcel meets the minimum dimension of 2,000 square feet identified in the PA-1 for TV/MU designated parcels and 20,000 square feet identified in PA-1 for RC designated parcels. The parcel map itself adheres to the proposed development standards, and staff has ensured that all proposed buildings and related improvements on Parcels A and B meet minimum setback and height requirements, and that these improvements conform to other City standards such as access and parking lot dimensions, landscape yard requirements, solid waste enclosure orientation, and pedestrian circulation through the associated design review application for this project. Future development on Parcels C and D will require separate Design Review approval, at which time improvements would then be reviewed for compliance with development standards. The conditions of approval reflect the necessity to record cross-access, parking, and utility easements, ensuring that these shared facilities may benefit all of the future tenants and patrons of this commercial center.

#### Design Review Analysis

##### *Retail Warehouse*

The proposed retail warehouse includes approximately 152,000 square feet of gross lease area that would include a bakery, pharmacy, optical center, hearing aid testing center, food court, alcohol sales, testing/samples, and tire sales and installation center, as well as a 5,368-square-foot open air canopy at the entrance. The planned retail warehouse hours of operation are Monday through Friday from 9:00 a.m. to 8:30 p.m., and Saturday and Sunday from 9:00 a.m. to

7:00 p.m. It should be noted that while these are the hours as proposed by the applicant, since operation of the warehouse retailer is a permitted use, they can be modified at the applicant's discretion in the future.

#### *Retail Tire Center*

The 5,275 square-foot tire sales and installation facility with five installation bays would be incorporated into the retail warehouse footprint. A promotional vehicle may be on display at the entry to the building. This vehicle is only to promote online or off-site vehicle sales; no vehicle sales would be permitted on-site.

#### *Site Plan and Access*

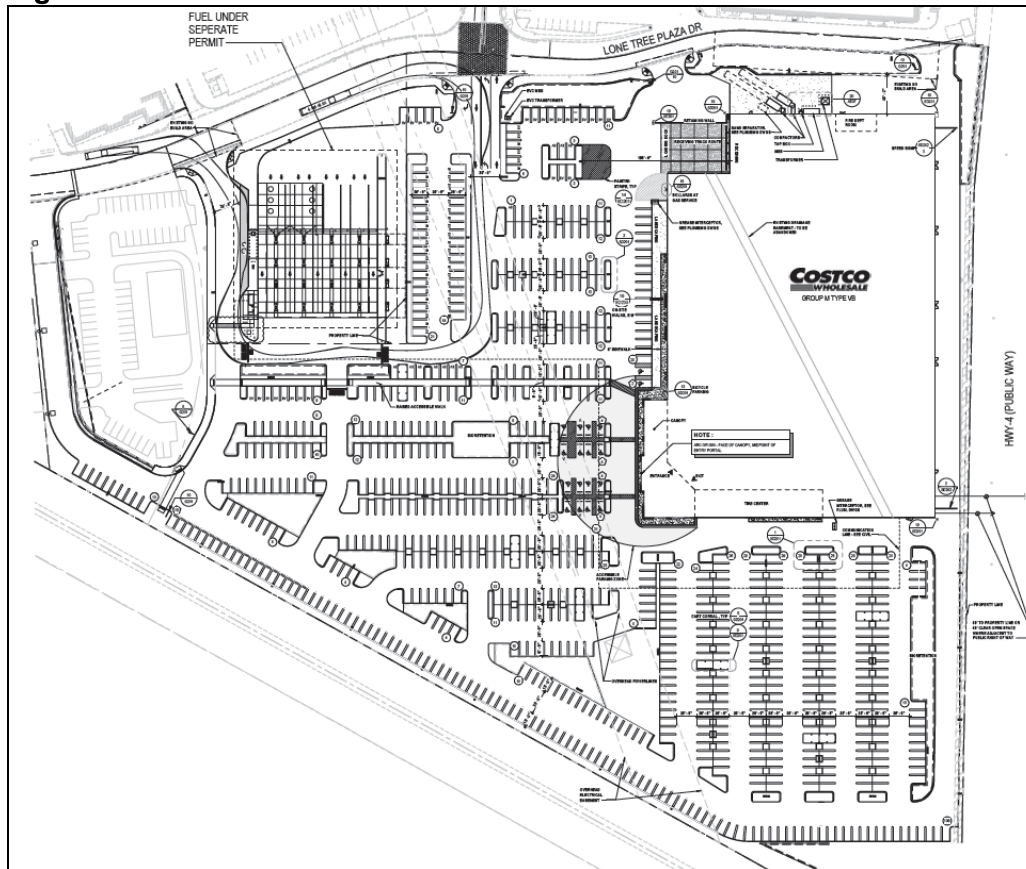
The Costco site would have a total of five vehicle access points. The main access point would be the existing intersection at Lone Tree Plaza Drive and Cañada Valley Road. Four additional driveways will be provided along Lone Tree Plaza Drive. The driveway to the west of the main access and two to the east would primarily be used for delivery trucks. The fifth access point would also be constructed along Lone Tree Plaza Drive and traverse through the outer vacant parcels to provide access to the southwest of the Costco site.

Pedestrian circulation would be accommodated by sidewalk improvements along the two Costco parcel frontages on Lone Tree Plaza Drive, with a connecting path running east and west through the center of the development to the entrance of Costco, as well as a sidewalk and path of travel running north and south connecting to the Mokelumne Trail. This connection is consistent with the vision of the PA-1 Specific Plan, and specifically Goal LU-5, to provide a 10-foot wide multi-use trail connecting the Mokelumne Trail to the project site, as well as the northwestern portion of the Specific Plan area.

Below is the proposed site plan illustrating the site access and circulation.



Figure 3: Site Plan



### Traffic

The Costco retail warehouse and fueling facility is anticipated to increase traffic in the area. However, since the PA-1 Specific Plan anticipated a number of employment-generating business within the area, the impacts were previously analyzed and anticipated. The CEQA analysis for this project analyzed traffic associated with both the Costco retail store and the fueling facility and included the following elements:

#### Local Traffic Analysis

- Existing Transportation Conditions & Traffic Operations
- Background and Background Plus Project Conditions Traffic Operations
- Cumulative (2040) and Cumulative (2040) Plus Project Conditions Traffic Operations
- Site Access & Circulation

#### CEQA Transportation Analysis

- Consistency with Plans, Programs, and Policies
- VMT Analysis
- Potential Hazards
- Emergency Access

Based on the analysis, the project was found to be consistent with the assumptions and impacts within the PA-1 Specific Plan, the City's General Plan, and all other relevant plans, policies, and programs related to the transportation network, with no additional mitigation required to public streets within Brentwood. The Specific Plan and General Plan included the assumptions of the

completion of the Sand Creek extension which is anticipated to start in July 2023 and be completed by February 2024, prior to occupancy and establishment of business operations for the project. However, the project applicant is working with the City of Antioch to potentially implement improvements to the intersections at Heidorn Ranch Road and Lone Tree Way, Heidorn Ranch Road and Lone Tree Plaza Drive, and Cañada Valley Road and Lone Tree Way, which are all outside of the City's jurisdiction and thus are not subject to regulation by the City. The proposed Antioch improvements are not anticipated to create any impacts of their own.

### *Parking*

The Costco project would create 864 parking spaces to serve the retail warehouse and fueling station. The entire development would provide parking at a ratio of 5.39 spaces/1,000 square-foot of building area, exceeding the 4 spaces/1,000 square-foot of gross floor area required within the specific plan for the retail warehouse and the three parking spaces required for the service station required within the Municipal Code. Parking spaces for Costco would be sized at 10 feet by 20 feet, which is larger than the minimum City requirement (9 feet wide) to provide members with easier accessibility to vehicles for bulk purchases. No compact spaces are proposed. Bicycle parking would be provided in the form of 42 short-term spaces and 9 long-term (lockers) spaces. As a condition of approval on the tentative parcel map, an easement for reciprocal parking and access will be required among the parcels to insure adequate parking for all of the uses.

### *Design*

The proposed retail warehouse building and fueling facility are acceptable designs consistent with the PA-1 Specific Plan and with approaches identified in the City's Commercial and Industrial Design Guidelines (Building Design Guidelines Section 1). The main portion of the retail building is rectangular with a variety of materials carried around all four sides including split face stone, and metal panel elements to reduce massing. The retail warehouse parapet roof design includes varying heights wrapped with a parapet cap to provide for enhanced aesthetics and visual depth while also providing functional screening of all rooftop equipment. The main entry along the west side of the building will include a decorative tower element with metal at the top and a stone column base consistent with Emphasize Building Entries Guidelines 4(a) ("Use tower and roof elements to identify entries"). The proposed retail warehouse architecture, materials, and color selections are consistent with the PA-1 Specific Plan and include such features as:

- The entry to the warehouse projects forward to emphasize the main entry of the façade. The entry also includes architectural detailing and change in materials and height that provide direct visual differentiation to denote the warehouse entry.
- The architectural design consists of strong, simple forms, and varied building materials that provide visual interest and reduce the massing of the building.
- The warehouse building has been sited along the State Route 4 frontage to form a strong building line with trees to be planted along the property line.
- The warehouse building materials have been integrated into the architectural design to create visually interesting elevations.
- Building signage would consist of the Costco red and blue corporate colors. The signage would be scaled to the mass of the building elevations. The warehouse wall signage would consist of externally illuminated reverse pan channel letters and the fueling station signage would also be externally illuminated.

Below are the proposed building renderings for the warehouse building on the site.

**Figure 4: Proposed Building Renderings**



For ease of construction, the gas station canopy maintains a flat roof, which is a consistent form incorporated into most gas station projects recently approved and constructed in the city. The ribbed metal panels with a defined cornice matches the retail warehouse building and blends well with the other buildings in the area.

#### *Peer Review Comments*

The City's peer review architect provided comments on the initial design submittal, which are attached to the staff report for the Commission's review. Generally, Mr. Cannon's comments indicate that the initially proposed building designs included relatively flat facades with little facade or parapet articulation. Recommended changes included adding an emphasized entry tower as well as additional horizontal and vertical articulation on all sides of the building. In addition, Mr. Cannon recommended pedestrian and bicycle connections be added, as well as relocation of the loading dock towards the back of the building. The applicant has worked with staff and has addressed the majority of the comments, including incorporating additional building materials and articulation onto all sides of the building. The applicant has also included additional pedestrian and bicycle linkages to the project. However, the applicant has stated that due to operational needs and interior space planning requirements, the loading dock cannot be relocated. Overall, staff determined that the applicant addressed the majority of the peer review comments and that the project plans do not need additional review.

#### *Landscaping*

The conceptual landscape plan submitted as a part of the design review package reflects a significant amount of landscape material along the Lone Tree Plaza Drive frontage, the Mokelumne Trail, and along State Route 4, as well as consistent spacing of shade trees and shrubs within the parking field. The landscape plan includes a mix of drought tolerant shrubs and grasses, along with a variety of shade trees appropriate for the climate that would be used throughout the parking field and along the project perimeter. The parking area would include

perimeter landscaping buffers and trees. A standard condition of approval requires the submittal of detailed landscape and irrigation plans for review and approval prior to issuance of a building permit to ensure compliance with the City's Water Efficient Landscape Ordinance.

### *Lighting*

The parking lot would be illuminated with standard downward pointing lights using LED fixtures affixed to 29-foot-high poles. The parking lot lighting is designed to provide even light distribution for vehicle and pedestrian safety. The parking lot lighting would be timer controlled to limit lighting after the warehouse has closed and employees have departed. Some parking lot lighting would remain on to provide security and emergency lighting. Lighting fixtures would also be located every 40 feet on the exterior of the building to provide additional safety and security. Parking lot and building lighting would include cutoff lenses to reduce light spill onto adjacent properties.

### Conditional Use Permit Analysis

The proposed project includes a fuel facility incidental to the Costco retail store and would be available to Costco members only. Within the RC district of the PA-1 Specific Plan, a service station which is an accessory to a large format retail store requires a conditional use permit.

The fuel facility would include an 11,500 square foot fueling canopy covering four bays, each with four gas dispensers that fuel two cars each, for a total fueling capacity of 32 pumps. The fueling station would also include eight stacking lanes, which would provide capacity for approximately 40 vehicles waiting for open pumps in addition to the 32 vehicles at the pumps with no queuing onto City public rights-of-way. The pumps would be fully automated and self-service, with a Costco attendant to oversee operations and assist members. Underground fuel tanks would be installed at the southern edge of the fuel facility. Lights would be recessed into the canopy and provide both lighting during operating hours and a lower level of security lighting after hours. A 125 square-foot controller enclosure would also be included for an employee would be present at all times of operation to oversee operations and assist members.

One of the primary concerns in reviewing a conditional use permit application is the effect of the proposed use on surrounding properties. The fuel station is proposed to operate daily from 5:00 a.m. to 10:00 p.m. and could result in impacts to the area from the generation of noise, as well as additional light and glare. A noise analysis was prepared in conjunction with the overall project. The analysis looked at potential construction noise, operational noise, and vibration levels, and determined that the noise levels associated with the overall project will not exceed either the daytime or nighttime standards established in the General Plan for either the nearby residential uses or commercial uses.

Another potential impact could result from new sources of light or glare. The project is designed so as to mitigate such impacts, but submittal of a final photometric plan is required prior to permit issuance to determine adherence to City lighting standards.

Lastly, and as previously discussed, the CEQA analysis analyzed traffic associated with the proposed project and, based on the analysis, the project was found to be consistent with the PA-1 Specific Plan, the City's General Plan, and all other relevant plans, policies, and programs related to the transportation network.

In accordance with Section 17.830.005 of the Brentwood Municipal Code, "a conditional use permit may be granted only if the proposal conforms to all of the following general criteria, as well as to all other applicable specific criteria:

- A. The location, size, design and operating characteristics of the proposed development must be compatible with and must not adversely affect the livability of appropriate development of abutting properties and the surrounding neighborhood. Consideration shall be given, but shall not be limited to:
1. Harmony in scale, bulk, coverage and density;
  2. The availability of public facilities and utilities;
  3. The harmful effect, if any, upon desirable neighborhood character or the planned specialization of retail, commercial or community service areas;
  4. Generation of traffic and the capacity of surrounding streets;
  5. Any other relevant impact of the development; and
  6. The criteria set forth in Chapter 17.820 and Section 17.803.005 for design and site criteria and conditional use permit criteria, if applicable.
- B. The location, design, landscaping and screening, and overall site planning of the proposed development will provide an attractive, useful and convenient living, working, shopping or community-service area.

These findings can be made and are included in the draft resolution approving the conditional use permits for the Costco fueling facility, which is attached.

#### Master Sign Program Analysis

As found in the Brentwood Municipal Code (Chapter 17.640), a Master Sign Program (MSP) may be approved for any single occupancy retail site that is located on a parcel at least two acres in size, subject to review and approval by the Planning Commission. A master sign program may deviate from the provisions of the standard sign ordinance within Chapter 17.640 when a number of findings can be made. The proposed master sign program, prepared by MG2, is a simple program, which illustrates specific building and canopy-mounted signage for Costco. The applicant is proposing to install five building-mounted signs for "Costco Wholesale" and four fueling station canopy signs. The applicant is not requesting any monument signage at this time.

The proposed master sign program adheres to most of the guidelines within Chapter 17.640, including signage sizes at an appropriate scale to the building, not interfering with building architecture, limiting signage to the names of tenants and/or logos, and utilizing complementary colors. Due to the size and massing of the proposed building, the applicant is proposing to exceed the master sign program requirements that allow for a total of three signs for each establishment for a typical development. Deviations from these requirements are expressly permitted by Chapter 17.640, provided the applicable findings can be made. Based on the overall size of the project, the massing of the building and the location with visibility from two roadways as well as Highway 4, staff is supportive of the increase in the number of signs for the building.

Overall, the proposed MSP complements the architecture of the building and is compatible with the surrounding area; and, therefore, the findings for the proposed master sign program can be made with the attached draft resolution.

Prior to installation of any signage on the building, the applicant would be required to submit a sign permit application to the Community Development Department for review and approval.

#### **TERM OF APPLICATIONS:**

In accordance with Government Code Section 66452.6 and BMC Section 16.050.050 (Effect of Action), all tentative map approvals remain effective for twenty-four months after approval. In order to be consistent with the application terms of Tentative Parcel Map (MS 351-22), staff is recommending that the associated Conditional Use Permit (CUP 22-001), Design Review (DR 22-002), and Master Sign Program (MSP 22-001) also be effective for twenty-four months after approval<sup>1</sup>. All applications and permits would terminate twenty-four from the effective date of their granting, unless actual construction under valid permits has begun within such period. Although not anticipated, such period of time may be extended by the Planning Commission upon application filed at any time before such period has expired.

#### **PUBLIC NOTICE:**

The City of Brentwood published a public hearing notice in the Brentwood Press and mailed it to all property owners within 300 feet of the site on June 9, 2023. The applicant also posted the project site with the required signage. Prior to publication of the agenda report, staff received the attached emails, both in favor and in opposition of the project which are attached for reference.

#### **ENVIRONMENTAL DETERMINATION:**

California Environmental Quality Act (CEQA) Guidelines Section 15183<sup>2</sup> provides that projects that are consistent with the development density established by a Community Plan, General Plan, or Zoning for which an environmental impact report (EIR) has been certified “shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.” On November 13, 2018, the City of Brentwood adopted the PA-1 Specific Plan and certified the associated PA-1 Specific Plan EIR (State Clearinghouse (SCH) #2018042064). Cumulative impacts associated with full development and buildout of the Specific Plan Area, including the proposed project site, were fully addressed in the PA-1 Specific Plan EIR. In October 2022, the City approved an update to the PA-1 Specific Plan and completed additional environmental review of the update. An Addendum to the PA-1 Specific Plan EIR was adopted by the City in October 2022.

In this context, the “development density” of the site is understood to be the floor area ratio. Insomuch as the maximum FAR allowed at the site is 0.6, and the project proposes to build 0.2,

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<sup>1</sup> In accordance with BMC Sections 17.820.011, 17.803.006, and 17.835.006 (Termination of permit), application termination dates may be modified beyond the typical one year period at the discretion of the Planning Commission if prescribed.

<sup>2</sup> A summary of Section 15183 is provided in the attached 'Environmental Analysis – Costco' at pages 11-13 link here: [Costco - Environmental Analysis](#)

it is consistent with the development density established by the General Plan, Specific Plan, and Zoning applicable to the site.

As is more fully analyzed in the CEQA document that is attached for reference, as well as the associated appendices that are [linked here](#) to this staff report, the proposed project would be consistent with the PA-1 Specific Plan's designation of Regional Commercial (RC) for the Costco site. Additionally, the PA-1 Specific Plan EIR assumed full development and buildout of the Specific Plan Area with the types of uses and development standards proposed by the project. As such the cumulative impacts associated with buildout of the PA-1 Specific Plan, including the project site, were fully addressed in the PA-1 Specific Plan EIR. Compliance with these PA-1 Specific Plan EIR has been included in the conditions of approval for the Project. No additional impacts to on-site resources have been identified beyond what was envisioned in the EIR. Therefore, no further environmental analysis beyond the Modified Initial Study is required as the proposed Tentative Parcel Map, Design Review, Conditional Use Permit, and Master Sign Program are consistent with the PA-1 Specific Plan and the General Plan.

**RECOMMENDATION:**

Adopt Resolution Nos. 23-020, 23-021, 23-022, and 23-023 approving the requested Tentative Parcel Map (MS 351-22), Conditional Use Permit (CUP 22-001), Design Review (DR 22-002), and Master Sign Program (MSP 22-001) for the Costco Warehouse and Fuel Facility, located south of Lone Tree Plaza Drive and east of Heidorn Ranch Road.

Attachments:

Draft Resolution No. 23-020 - MS 351-22  
Draft Resolution No. 23-021 - CUP 22-001  
Draft Resolution No. 23-022 - DR 22-002  
Draft Resolution No. 23-023 - MSP 22-001  
Costco Project Description  
Costco Plans  
Costco Master Sign Program  
Architecture Peer Review Comments  
Public Comments  
Costco CEQA Analysis