

Planning Commission Staff Report

April 23, 2014
Item 5.b.

SUBJECT: PUD-85-02-02D-06M

APPLICANT: Hendrick Automotive Group

PROPERTY OWNER: Hendrick Automotive Group

PURPOSE: Application for PUD Major Modification to the existing PUD Development Plan (PUD-85-02-02D) for: (1) the phased demolition of all existing buildings; and (2) the construction and operation of an approximately 83,300-square-foot automobile showroom and service facility for Lexus of Pleasanton.

GENERAL PLAN: Business Park (Industrial, Commercial, and Office) and Mixed Use

ZONING: Planned Unit Development – Central Commercial (PUD-C-C) District

LOCATION: 4335-4345 Rosewood Drive

EXHIBITS:

- A: [Draft Conditions of Approval](#)
- B: [Project Plans, Narrative, and LEED Checklist](#)
- C: [HortScience Report, dated March 6, 2014 and addendum dated April 4, 2014](#)
- D: [Location Map and Noticing Map](#)

BACKGROUND

Hendrick Automotive Group proposes construction of an approximately 83,300-square-foot automobile showroom and service facility for Lexus of Pleasanton at 4335-4345 Rosewood Drive.

The subject site was rezoned from Central-Commercial to Planned Unit Development – Central Commercial by City Council on April 16, 1985 with adoption of Ordinance 1193. Automobile sales and service including new and used car sales were established as a permitted use on the subject site. Development of the site for four auto dealership buildings was approved by City Council on December 17, 1985 with Ordinance 1235. Since the original developer (Val Strough) developed the site, Hendrick Automotive Group has operated Lexus of Pleasanton, Volvo of Pleasanton, and Infiniti of Pleasanton at the



FIGURE 2: Aerial Photograph

The property is approximately 5.88 acres, and is generally flat. A sidewalk with landscaping on both sides is located within a 33-foot wide public service easement (P.S.E.) along Rosewood Drive. Landscaping on the site is provided in landscape fingers within the parking areas.

As shown in Figure 2, access to the site is provided by two driveways off Rosewood Drive (access points are identified with blue arrows). The northern driveway also provides access to the Acura of Pleasanton site, and the southern driveway provides delivery truck access to the northern-most portion of Rose Pavilion.

PROJECT DESCRIPTION

The project proposal consists of the demolition of the four buildings on the subject site and the construction of an approximately 83,300-square-foot showroom and service facility (inclusive of an approximately 3,250-square-foot car wash). A canopy for detailing is proposed near the south-eastern corner of the site. The two driveways on Rosewood Drive would remain as they currently exist. The landscaping plan in Figure 3 shows the footprint of the proposed sales and service building and car wash.

In order to facilitate continuous operation of the showroom and service facilities, the existing buildings will be demolished in phases to allow for the construction of the new building while operation occurs in the existing buildings. Upon completion of construction, the existing buildings will be completely demolished. Details on the phased demolition are discussed in the project narrative provided as Exhibit B.

The first floor of the new building will consist of a reception area and showroom, customer lounge, parts storage, office areas, restroom facilities, a boutique for vehicle accessory

sales, areas for service advisors, and a café area. A total of 61 service bays are proposed (there are currently 35 service bays).

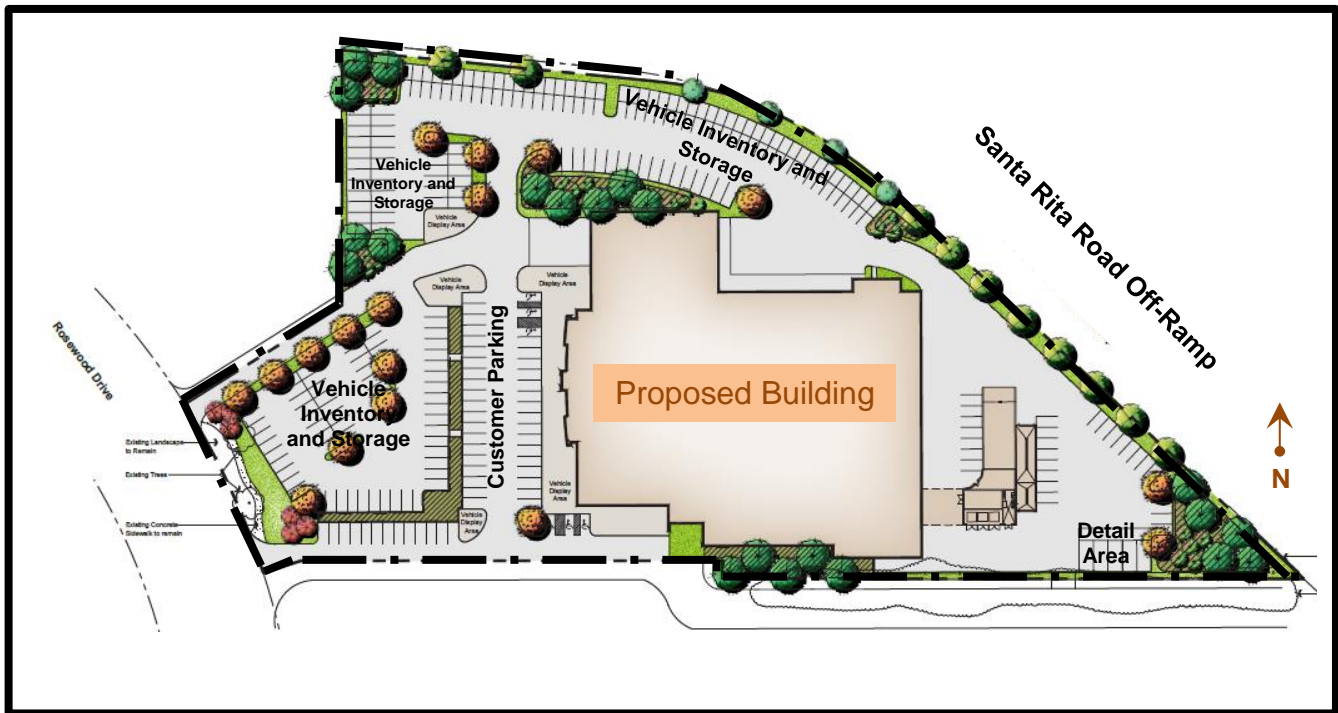


FIGURE 3: Proposed Landscaping Plan

The interior of the second floor will consist of general offices and employees facilities, and also the second-story portion of the parts storage. The exterior of the second floor of the building will be rooftop parking for service vehicles. A display area that will allow the parking and display of four vehicles parallel to Interstate-580 is proposed within the roof-top parking area (recessed lighting will be provided above these vehicles). Ground-level display areas are proposed within various areas of the parking lot. These cars are parked on a 2-4-inch curb (no special lighting is proposed for these vehicles).

The proposed car wash, equipment, storage, and trash enclosure is detached from the sales and service building, but a ramp on the second floor of this building provides access to the rooftop parking area of the sales and service building.

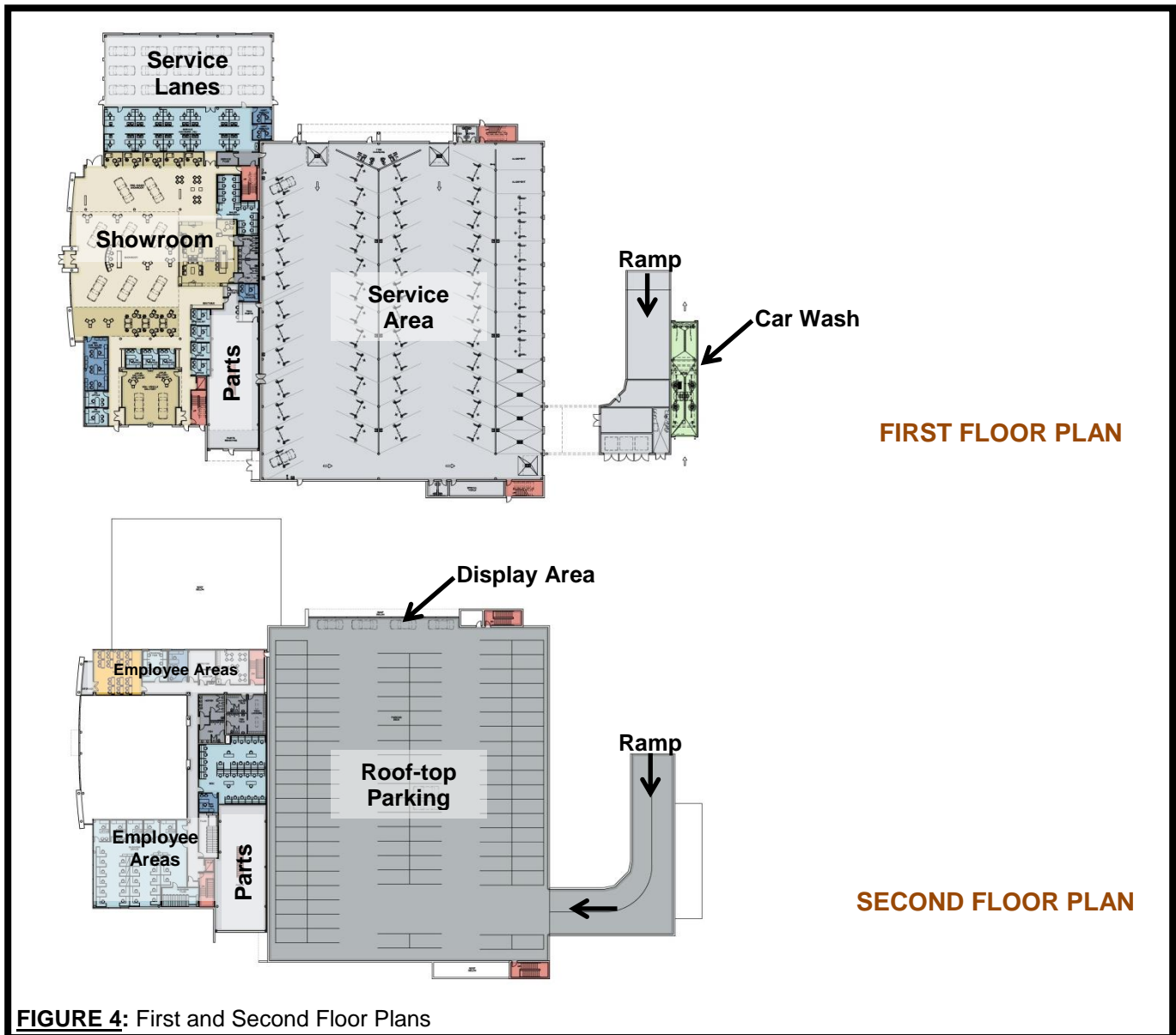
The square footage of the first and second floors of the sales and service building will be approximately 66,400, and 13,650 square-feet, respectively, for a total of 80,050-square-feet. The car wash, equipment, and storage building will be 3,250-square-feet, for an overall total of 83,300-square-feet (the existing buildings are a total of approximately 52,258-square-feet).

Figure 4 shows the floor plans for the first and second floors of the showroom and service facility.

Customers delivering their vehicles for servicing will pull into the service drive lanes located at the northern side of the facility where a service advisor will review the customer's request

and a dealership employee will drive the vehicle either into the service area on the first floor or the parking area on the second floor. Customers would be able to pick-up vehicles either from the service drive lanes or from the customer parking area. A vehicle delivery area is proposed on the southern façade of the building, which consists of two parking stalls (with roll-up doors for security during non-operational hours) where customers may pick-up newly purchased vehicles.

The parts and service parking area on the second floor of the sales and service building is only accessible by employees. As mentioned previously, a display area for four vehicles is proposed within the parking area, and will be visible from Interstate-580.



The design and architecture of the proposed showroom and service facility incorporates current Lexus corporate standards. Color renderings and elevations are part of the project

plans, Exhibit B, and are attached to this staff report. A color and materials board will be available at the hearing for the Planning Commission’s review.

The western façade of the building will be most prominently visible from Rosewood Drive and features a view of the showroom facility and service lanes. The northern façade faces Interstate-580 and features the display area on the second floor, and a view of the service drive aisles, and the vehicular entrances to the service facility and car wash facility. The eastern façade faces the Santa Rita Road exit off-ramp, and consists of roll-up doors and the side of the car wash facility and ramp that leads to the roof-top parking. The southern façade faces Rose Pavilion shopping center and features the vehicle delivery area, the service facility, and the carwash facility.

The height of the building at the highest point is approximately 37-feet-8-inches, which will be the wall that distinguishes the main pedestrian entry to the building (made of material “ACM-1” as noted on the Sheet A3 of Exhibit B). The wall around the parts and service rooftop parking is approximately 31-feet to the top of the wall.

Figure 5 shows select elevations of the building and Figures 6a and 6b shows three-dimensional simulations of the proposed facility (additional renderings are part of Exhibit B).

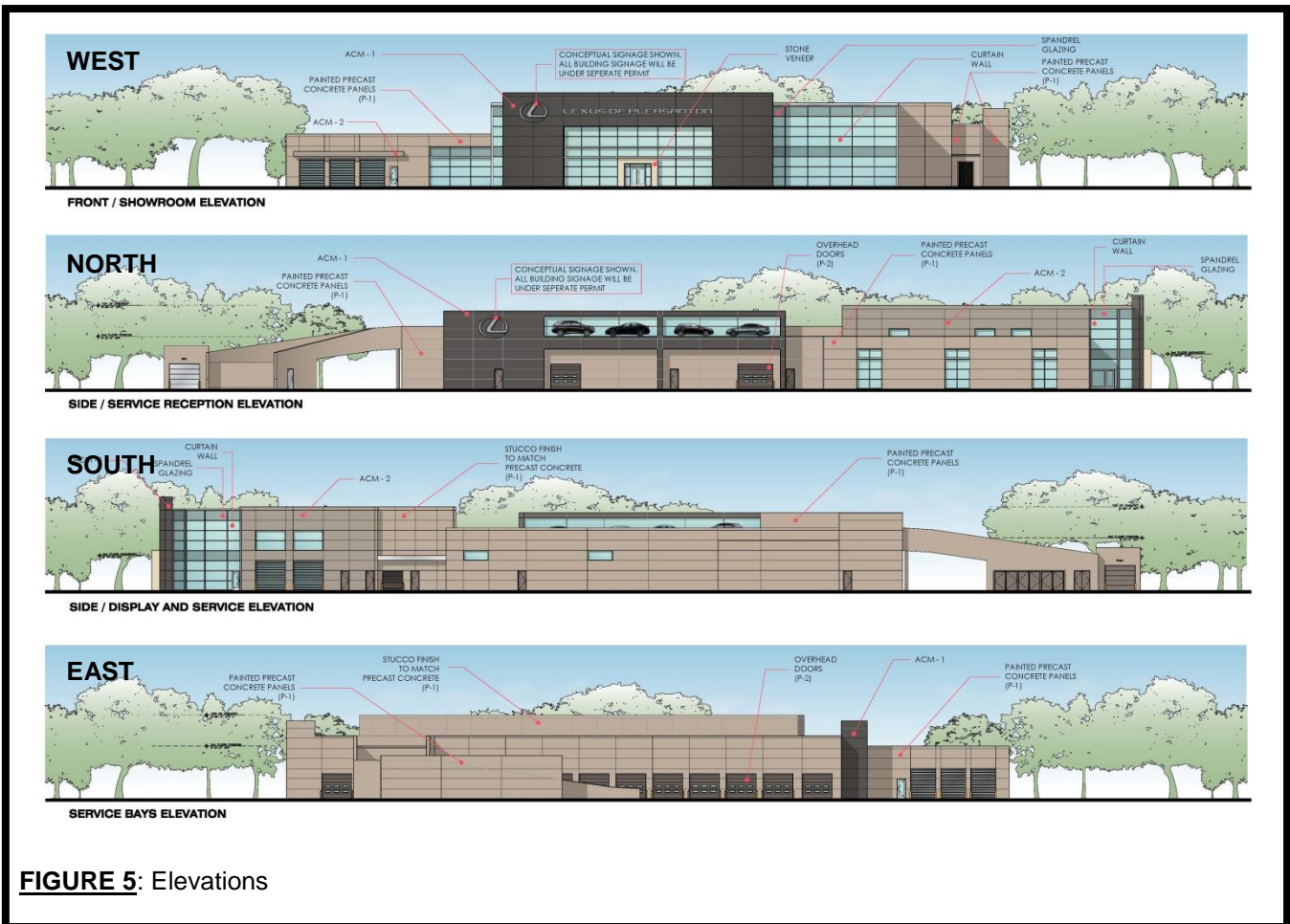


FIGURE 5: Elevations



View of Showroom and Service Facility from Rosewood Drive and Entrance to Dealership



View of Service Drives and Second-Floor Display Area from Santa Rita Road Exit Off-Ramp

FIGURE 6a: Project Renderings



View of Service Department and Ramp to Second-Level Parking as viewed from Santa Rita Road Exit Off-Ramp



View of Entrance to Service Department and Vehicle Display from Santa Rita Road Exit Off-Ramp

FIGURE 6b: Project Renderings

The facades are detailed with various finishes and architectural accents such as framed doorways and canopies. The building walls are also articulated to avoid “flat” wall planes. The walls of the showroom consist almost exclusively of clear glazing and the pedestrian entry is defined by stone veneer. Other portions of the exterior will consist of a dark brown color (Benjamin Moore #1545, Iron Gate) and lighter brown color (Benjamin Moore #1543, Plymouth Rock). Exterior materials include stucco, precast concrete, aluminum composite material (ACM), clear glazing, and spandrel glazing.

A total of 474 parking spaces are proposed on the site including the spaces for the service and wash/detail bays. Customer parking stalls will meet the minimum size requirements in the Pleasanton Municipal Code (19-foot deep by 9-foot wide with a minimum 25-foot back-up space). However, other areas of the site will consist of either vehicle inventory or service vehicle parking. Since these areas are accessible to employees only, parking stalls in these areas will not meet minimum code requirements.

Sheet E1 shows the proposed lighting plan for the site and roof-top parking area. Full-cut off lighting fixtures within the parking area with a LED light-source area are proposed. There are three “timeframes” where the lighting levels vary: “closed” business (outside normal operating hours), “open” business (normal business hours), and “localized activity” (occurs during both open and closed hours when additional light is needed based upon localized movement for safety or security reasons). The “localized activity” timeframe would supersede preset levels of the “closed” or “open” function only when activated by movement in the proximity of a specific pole. After a preset time (expected to be about 15 minutes), the light would return to its normal operating level for the timeframe once movement is no longer detected. The proposed lighting level is discussed further in the “Analysis” section of this report.

The hours of operation will remain the same as existing with the exception that the service department will close at 6:00 p.m. instead of 4:00 p.m. on Sundays. Therefore, the hours of operation are proposed as outlined in Table 1.

TABLE 1: Proposed Hours of Operation

	SUNDAY	MONDAY-FRIDAY	SATURDAY
Sales	11:00 a.m. to 6:00 p.m.	9:00 a.m. to 8:00 p.m.	9:00 a.m. to 7:00 p.m.
Service	9:00 a.m. to 6:00 p.m.	7:00 a.m. to 6:00 p.m.	8:00 a.m. to 6:00 p.m.
Parts	Closed	7:00 a.m. to 6:00 p.m.	8:00 a.m. to 6:00 p.m.

Currently, the dealership has a total of 167 employees. The number of employees at the dealership is expected to increase by 8 service technicians, 1 parts technician, and 15 client advisors and sales support. Employee parking is provided off-site at 3601 Santa Rita Road and employees are provided a shuttle to the subject site, or have the option to walk or bike if they choose to do so.

ANALYSIS

The following sections serve to evaluate the proposed project with respect to land use, and other considerations such as parking, grading and drainage, and architectural design.

Land Use

General Plan Consistency

The subject parcels are designated “Retail/Highway/Service Commercial/Business and Professional Offices” by the Land Use map in the General Plan. This land use designation allows for commercial uses and therefore the use of the subject property as an automobile dealership is consistent with this land use designation. Additionally, the project is consistent with the following goals, policies, and programs of the Land Use Element and the Economic and Fiscal Element of the General Plan:

- L.U. Program 2.2: Encourage the reuse of vacant and underutilized parcels and buildings within existing urban areas.
- L.U. Policy 4: Allow development consistent with the General Plan Land Use Map.
- E.F. Goal 2: Sustain the community’s quality of life with a vigorous and diverse economy.
- E.F. Policy 5: Focus City efforts on supporting and assisting Pleasanton businesses success.

The project is consistent with these goals, policies, and programs in that the site is currently occupied by dealerships owned and operated by Hendrick Automotive Group and the proposed project will expand the existing uses on the site. As mentioned previously, the automobile use on the site is consistent with the land use designation. The expansion of the showroom area and additional service bays will provide customers with more efficient service and will also contribute to the economic vitality of the city. The proposed project will further the operational goals of the existing Lexus of Pleasanton dealership and contribute towards the success of the business in Pleasanton. Furthermore, the dealership’s presence will be enhanced at its current location, particularly as viewed from Interstate-580 and Rosewood Drive, potentially increasing the customer base in the Tri-Valley region and the San Francisco Bay Area.

Zoning

The subject property is zoned Planned Unit Development – Central–Commercial (PUD-C-C). Ordinance 1193 established automobile dealerships as a permitted use in the subject PUD and thus the proposed use is consistent with the zoning designation.

Site Plan

The site plan for the proposed project is provided on Sheet C1 of the project plans. The location, orientation, and position of the building are such that customers seeking servicing on their vehicle may pull into service lanes from the northern driveway on Rosewood Drive. Other customers who are looking to purchase a vehicle may access the site from either

driveway on Rosewood Drive and park in the customer parking area adjacent to the showroom and sales facility. These parking spaces will be apparent to customers as “customer parking” since they will be empty and will not have any inventory vehicles parked in these spaces. Service related activities, including the car wash and detail bays are located on the eastern side of the site. The proposed landscaping plan (discussed in further detail in a subsequent section of this report) will enhance the site with a variety of trees, shrubs, and groundcover. Therefore, staff finds the site plan is appropriate overall.

Development Standards

In order to allow the greatest amount of flexibility in designing a project compatible with the property, and the objectives of the Planned Unit Development District, no minimum property development standards apply to the PUD district, and the Planning Commission (and subsequently City Council) determines the appropriateness of the proposed standards with review of the subject application.

Setbacks

The proposed setbacks for the showroom and service facility and the car wash/storage facility are shown in Table 2.

TABLE 2: Setback Chart

	SHOWROOM AND SERVICE FACILITY	CAR WASH/STORAGE FACILITY
Western Property Line	207-feet	513-feet
Northern Property Line	44-feet	59-feet
Rosewood Drive	296-feet	593-feet
Southern Property Line	18-feet	45-feet

Floor-Area-Ratio

The site is approximately 5.83 acres, or 253,908 square-feet. Table 3 provides a summary of the areas counted towards the F.A.R. and the total proposed F.A.R. Areas counted towards the F.A.R. include: the entire first floor of the building, the entire second floor (excluding the exterior vehicle display area and roof-top parking area), and the car wash/storage room.

TABLE 3: Floor Area Ratio Summary

AREA	SQUARE FOOTAGE
Existing Buildings	52,258-square-feet
Proposed First Floor	66,400-square-feet
Proposed Second Floor	13,650-square-feet
Proposed Car Wash/Storage Building	3,250-square-feet
Total Proposed Square Footage	83,300-square-feet
Site Area	Approximately 5.83-acres (253,908-square-feet)
Existing F.A.R.	20.6%
Proposed F.A.R.	32.8%

The calculation shown in Table 3 yields a proposed F.A.R. of 32.8%. The average F.A.R. used for holding capacity in the General Plan for Commercial/Office land uses is 35% (the General Plan F.A.R. range for Commercial/Office land uses is 0-60%). As stated previously, the F.A.R. is determined on a case-by-case basis and is thus subject to review and approval by the Planning Commission and City Council. The F.A.R. for the existing facility is 20.6%.

Staff finds the proposed F.A.R. to be acceptable given that the use is specialized and the proposed project is well-articulated with architectural details and a variety of high-quality materials to reduce its perceived massing.

Building Height

The tallest portion of the proposed building is the wall that helps to define the entryway on the west façade, at 37-feet-8-inches. The car wash/storage room is proposed to be 17-feet-2-inches.

Tree Removal, Tree Mitigation, and Landscaping

A tree removal plan is also provided on a separate plan sheet (labeled as “Tree Removal Exhibit”).

According to the Tree Removal Exhibit, the landscaping along Rosewood Drive is proposed to remain, except one of the two trees within the P.S.E. may be removed. A total of 60 trees are proposed to be removed, a total of 3 trees are proposed to be preserved, and a total of 29 trees could possibly be preserved according to the Tree Removal Exhibit.

The 60 trees shown to be removed on the Tree Removal Exhibit are located in areas of the site where new improvements (either parking stalls, drive aisles, or the proposed building) would require their removal. Many of the 29 trees that could possibly be removed are located along the southern property line, between the subject site and the Rose Pavilion

shopping center. Trees that are located on the adjacent property would require approval from the property owner in order to be removed.

A 30-foot wide PG&E easement for a gas line runs along the property's northern property line. PG&E has requested that the property owner remove existing trees and shrubs within the PG&E easement and would require that any replacement planting be consistent with PG&E approved list of shrubs and trees. Given that the trees and landscaping would be removed in the near future and subsequently the subject site would be under construction, staff would be supportive of allowing replacement landscaping within the PG&E easement to be installed in conjunction with installation of landscaping on the remainder of the site.

The applicant has provided a tree report prepared by Hort Science, dated March 6, 2014, and a follow-up memorandum dated April 4, 2014. The report indicates that a total of 94 trees were evaluated (consisting of 12 different species), of which 49 are heritage size trees. Since the improvement plans, drainage plans, and utility plans will be finalized with plan check drawings, the report and follow-up memorandum indicate that 27 trees could be preserved, but a final assessment would be made once these plans are finalized and the precise dimensions of the bio-retention areas are determined. Based on the current plans, the tree report estimates that 58 trees would be removed, at an aggregate value of \$93,000. The 27 trees that have a "to-be-determined" status are valued at \$74,200, and the 7 trees identified as to be preserved are valued at \$26,850.

Sheet L-1 of the project plans provides a plan for the proposed landscaping on the site, and is described in the project narrative. Landscaping is proposed within landscape fingers, medians located within the parking lot, and bio-retention areas. Proposed tree species consist of Redpointe Maple (proposed along the northern property line adjacent to the Santa Rita Road exit off-ramp), Red Flowering Crape Murtle (proposed in the P.S.E. along Rosewood Drive), Swan Hill Fruitless Olive (proposed along the northern property line adjacent to the Santa Rita Road exit off-ramp), Chinese Pistache (proposed in various landscape planter areas), River Burch (proposed in bio-retention areas), and Western Redbud (also proposed in bio-retention areas). Various shrub and groundcover species are proposed as well.

The City Landscape Architect estimates the value of trees to be planted as between \$18,500-\$24,050 (factoring in the cost of supplying, planting and staking the trees, all of which are identified as 24-inch box size). Since additional information is required to determine which trees will be removed, a condition of approval requires that the applicant provide a follow-up memorandum that identifies the trees to be removed and their corresponding values. The condition also requires that the difference in value between trees to be removed and trees to be planted (to be assessed and approved by the City's Landscape Architect) be paid to the City's Urban Forestry Fund.

A condition of approval also requires that trees be incorporated in the landscaping area adjacent to and in vicinity to the customer parking area (where there are currently no trees shown). Since no landscaping is proposed adjacent to the showroom and service building, a condition of approval requires landscaping in planter boxes and/or pots be provided in

this area. Finally, another condition requires that a more drought-tolerant species than the River Birch, and a more frost-resistant shrub than the proposed Bottlebrush be incorporated into the final landscaping plans included with plan check plans.

Design and Architecture

Architecture

The design and architecture of the proposed showroom and service facility incorporate current Lexus corporate standards. The facades of the showroom facility are well-detailed with various finishes and architectural accents such as framed doorways and canopies. The building walls are also articulated to avoid “flat” wall planes. The showroom has a significant amount of clear glazing, reducing the perceived mass of the structures while adding architectural interest and variation to the building facades.

Colors and Materials

Colors and materials for the project are depicted on color renderings provided by the applicant and samples of the colors and materials will be provided at the hearing for the Planning Commission’s review. The exterior of the showroom facility will consist of mainly earth-tone colors, with a combination of precast concrete panels, stucco finish to match the precast concrete, ACM, clear glazing, and in select locations, spandrel glazing. Stone veneer frames the pedestrian entry on the west façade of the showroom and service facility. Overall, staff finds the colors and materials to be visually appealing and complimentary to each other, resulting in a very attractive design and color palette.

Lighting

As mentioned in the “Project Description” section of this staff report, Sheet E1 provides the proposed lighting plan for the project. Lighting consists mainly of ground-mounted pole lighting, and the project description indicates the light source will be LED. While staff recognizes that the uses such as automobile dealerships have a need to prominently display merchandise (and thus require lighting in display areas), staff finds that the lighting level as proposed is too intense and recommends it be reduced. Therefore, a condition of approval requires that the lighting plan be revised accordingly, and further, that if staff receives complaints about the reduced lighting levels, they may be required to be further reduced or mitigated in another approved manner. The project narrative also indicates that the lighting fixtures will have full cut off, and a condition requires that ground-mounted lighting be directed downwards and shielded to avoid glare to the maximum extent feasible.

Fire Access

Sheet C4 of the plans shows a fire truck turning exhibit. For access to the eastern portion of the property, a hammerhead turnaround is shown (northeast of the car wash/storage building). The property owner is in the process of securing an agreement with the property owner to the south to allow for a fire access across the southern property line. However, until such agreement is reached, the Livermore-Pleasanton Fire Department has determined that the hammerhead turnaround is sufficient for fire access. If the agreement were to be reached, the area that is currently shown as the hammerhead turnaround would become parking stalls. A condition of approval requires that plans submitted for permits to the Building and Safety Division indicate the hammerhead turnaround, but also allows for the option to secure the agreement.

Parking, Traffic, and Circulation

Parking

The site is divided into three different types of parking areas: vehicle inventory and storage, customer parking, and parts and service parking. Employee parking is provided off-site at 3601 Santa Rita Road, and employees are provided a shuttle to the subject site by Hendrick Automotive Group, or can walk or bike if they choose. A condition of approval requires bike racks to be installed as part of the project.

The proposed project would result in a total of 474 parking spaces which consists of 42 customer parking spaces, 111 roof-top parts and service parking spaces, 4 roof-top display spaces, 10 display spaces within the parking areas, 61 service stalls, 5 detail area spaces, and the remaining 241 surface parking spaces for vehicle inventory and storage. If the 61 service bays on the first floor, the 14 display parking spaces, and 5 detail area spaces were excluded from the on-site parking count, the number of off-street parking spaces is 394.

TABLE 4: Parking Count

Area	Number of parking spaces
Service Bays	61
Detail Area	5
Customer Parking	42
Rooftop Parts and Service Parking	111
Vehicle Inventory and Storage parking	241
Display Vehicles	14 (Combined ground-level and roof-top parking)
TOTAL	474

The number of parking spaces proposed on the site is subject to review and approval by the Planning Commission and City Council.

Table 4 indicates the number of parking spaces for various functions of the dealership.

As shown by Table 4, a total of 42 spaces are dedicated to customer parking. However, customers who visit the facility for servicing will instead pull into the service lane area, from where their cars would be driven into the service bays. Vehicles that are ready for customer pick-up are parked on-site and brought to the service lane area by an employee when the customer comes in to pick-up the vehicles, and therefore, the majority of the 42 spaces are available to customers that may be shopping for a new car or are visiting the dealership for purposes other than servicing, and are expected to be more than adequate. Overall, staff finds the number of parking spaces on the site to be acceptable.

Traffic

The City Traffic Engineer has not required a traffic report for the subject project, but has identified an improvement that the applicant would have to construct to the north-bound left turn lane at the intersection of Santa Rita Road and Rosewood Drive. This left-turn lane would be required to be extended by approximately 150 feet, from the existing 300-foot depth to approximately 450-foot deep (please reference Figure 7). Construction of the improvement results in the loss of 6 to 7 trees within the existing median. A condition of approval requires this improvement to be constructed prior to Certificate of Occupancy of the final phase of construction.

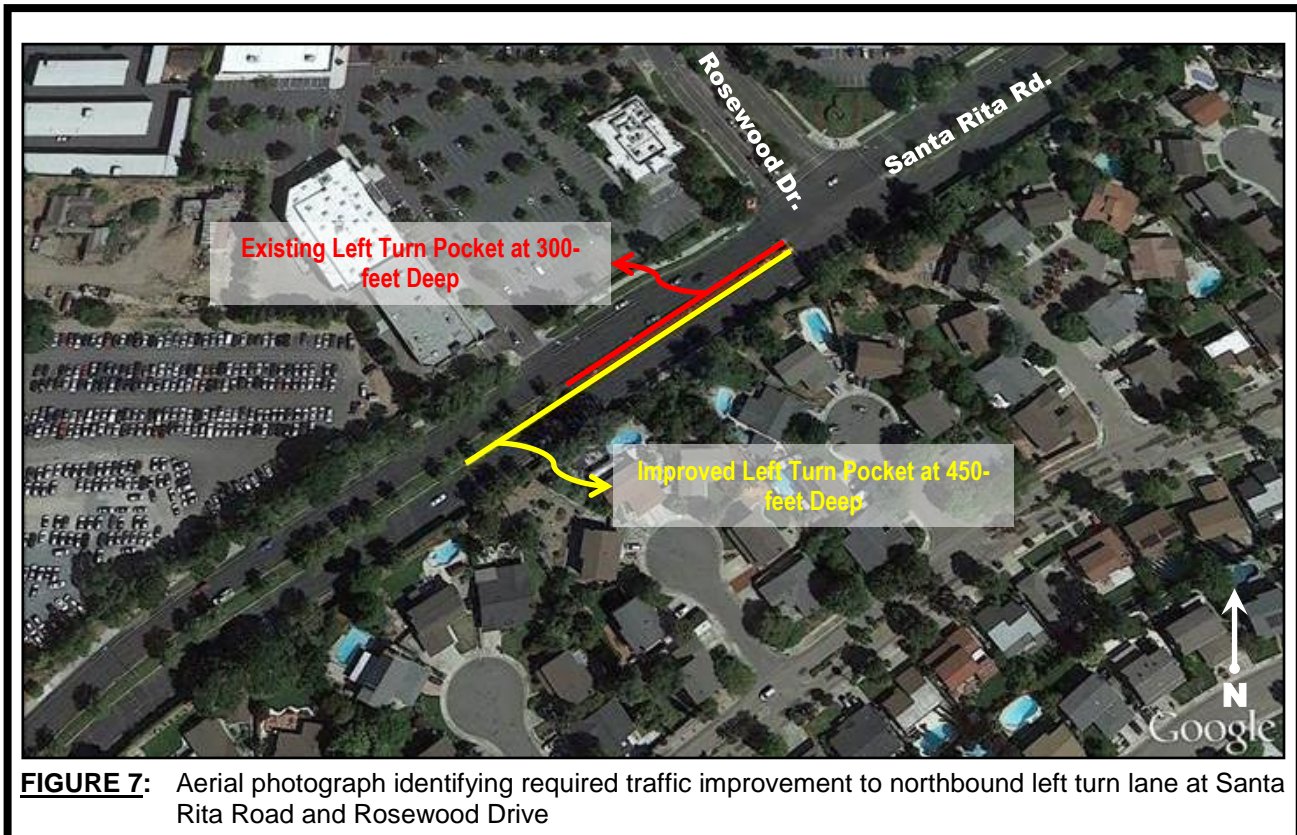


FIGURE 7: Aerial photograph identifying required traffic improvement to northbound left turn lane at Santa Rita Road and Rosewood Drive

The improvement identified in Figure 7 is not identified as project in the Pleasanton Traffic Impact Fee (T.I.F.), but the City Traffic Engineer expects that this improvement will be identified in the next T.I.F. update and recommends the cost of this improvement be credited towards the project's T.I.F. fees. The project's construction of the improvement and payment of T.I.F. will mitigate its increase in traffic and help pay for mitigations already identified in the traffic impact fee report and General Plan.

Circulation

As noted previously in this staff report, the circulation on the site is expected to be adequate. The drive aisles and parking spaces in areas accessible by customers and the general public meet the requirements in the Pleasanton Municipal Code. Since other areas, such as vehicle inventory and storage areas, and the parts and service parking areas, are only accessible by employees, staff finds parking aisles and parking spaces that do not meet the minimum standards in the Pleasanton Municipal Code to be acceptable.

Noise

The subject site is located adjacent to and across the street from other commercial and office uses and is not close to land uses particularly sensitive to noise such as residential uses. Existing conditions on and around the site contribute to the ambient noise level. These conditions include traffic on Rosewood Drive, Interstate 580, and loading and unloading of delivery trucks on the subject and adjacent properties. The noise level on the site is not expected to be greater than the current operation, which has not resulted in any noise complaints to the City. The operation of the use will be required to meet the City's noise ordinance, which stipulates that the business not be allowed to produce a noise level in excess of 70 dBA at any point outside of the property plane.

Adjacent and nearby business could be temporarily impacted by noise during construction and remodeling of the facilities. A condition of approval related to construction hours allows construction between 8:00 a.m. and 5:00 p.m., Monday – Saturday. Earlier “start times” or later “stop times” for specific construction activities would also be subject to review and approval by the Director of Community Development. Construction equipment would be required to meet Department of Motor Vehicle noise standards and be equipped with muffling devices.

Grading and Drainage

As mentioned in the “Site Description” section of this staff report, the site is relatively flat, and the proposed project will not substantially change the existing topography. A schematic grading plan is included as part of Exhibit B as Sheet C2, and indicates most areas of the site will change by 1-foot either lower or higher, and other smaller areas will change either higher or lower by up to 3-feet. A total of 2,600-cubic-yards of dirt will be “cut,” and a total of 3,150-cubic-yards of dirt will be “filled,” yielding a net of 550-cubic-yards of dirt to be hauled off-site.

The Site Plan, Schematic Grading Plan, and Impervious Surface Exhibit (Sheets C1, C2, and C3, respectively) indicate that several best-management practices are proposed for purposes of storm water quality control. Bio-retention planters are proposed in parking areas and in various areas of the site.

The City Engineering Division has reviewed the civil drawings and finds them to be generally acceptable. A condition of approval requires the project to meet the requirements of current Municipal Regional Stormwater NPDES Permit. Separate conditions of approval require that the proposed trash enclosure be covered and that an area drain below the enclosure be connected to the City sanitary sewer system, and that the wastewater from the car wash drain into the sanitary sewer system. Additionally, trash capture devices will be required within the project's storm drain inlets or storm drain piping to capture trash within the development.

Green Building

As required by the City's Green Building Ordinance, commercial projects with 20,000 square feet or more of conditioned space must meet a minimum LEED™ “certified” rating, attaining at least 40 points on a project scorecard. The applicant has provided a preliminary project scorecard that outlines the green building measures proposed for the

project, which has been included as part of Exhibit B to this staff report. Some of the green building measures proposed with the project include: use of recycled content materials, use of low-emitting materials such as adhesives and sealants, paints and coatings, and floor systems; water efficient landscaping and reduction of water use. With these measures in place, the project qualifies for 41 points, therefore meeting the minimum required points.

Climate Action Plan

On February 7, 2012, the City of Pleasanton adopted a Climate Action Plan (CAP). The CAP was reviewed by the Bay Area Quality Management District and was deemed a "Qualified Greenhouse Gas Reduction Strategy" in accordance with the District's CEQA guidelines. Implementation of the CAP will occur over several years, which will result in reductions in greenhouse gas emissions in compliance with the targets set by AB 32 California's Global Warming Solutions Act. The CAP is fully implemented as it relates to this project. All applicable measures (whether as incorporated into Exhibit B plans or not) have been incorporated with a condition of approval.

Signage

The elevation drawings and color renderings for the project show the location and general style of conceptual wall signage on the proposed facility. The signage shown as conceptual and any proposed signage would be reviewed with a Sign Design Review application.

PUBLIC NOTICE

Notices regarding the proposed PUD-Major-Modification application and related public hearing were mailed to the surrounding property owners in Pleasanton within a 1,000-foot radius of the project site. A map showing the noticing area is attached to this report. The public notice was also published in *The Valley Times*. Staff has not received any other comments as of the writing of this staff report.

PUD CONSIDERATIONS

The Zoning Ordinance of the Municipal Code sets forth purposes of the Planned Unit Development District and considerations to be addressed in reviewing a PUD development plan. The Planning Commission must find that the proposed PUD development plan conforms to the purposes of the PUD District, as listed below, before making its recommendation to the City Council.

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

The proposed project, as conditioned, meets all applicable City standards concerning public health, safety, and welfare. The proposed development is compatible with the General Plan and zoning designations for the site, and would be consistent with the existing use of the parcel and the surrounding commercial uses. The building is in keeping with the scale of adjacent structures. Setbacks will be provided between the subject building and buildings on adjacent properties. Therefore, staff believes this finding can be made.

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

The site is designated Retail/Highway/Service Commercial/Business and Professional Offices in the General Plan. The proposed development and use of the property is consistent with this General Plan land use designation since it is for a commercial purpose. The project will further several General Plan policies and programs since the project will enhance the operational efficiency of the dealership, resulting in improved service to its customers. The project will also result in the utilization of an urbanized site. The project site is not located within the area of a Specific Plan. Therefore, staff believes this finding can be made.

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

The project site is surrounded by primarily commercial uses. Since the business is not located adjacent to or in vicinity of sensitive land uses such as residential uses, it is not expected to result in adverse impacts. The topography of the site will not be substantially altered and the proposed building is of appropriate scale when compared with neighboring structures. Therefore, staff believes this finding can be made.

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

As described in this report, the site is relatively flat and the project is not expected to result in substantial soil erosion or loss of topsoil. Conditions of approval will require that the project comply with stormwater runoff requirements and applicable measures. Figure 5-5 of the Safety Element in the General Plan indicates that the site is not located within an Alquist-Priolo Earthquake Fault Zone. Figure 5-7 of the Safety Element of the General Plan indicates that the subject property is not located in a flood hazard zone. Therefore, staff believes this finding can be made.

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

The project site is in an urbanized area of the City and therefore no new streets will be required for the project scope. The site is currently served by Rosewood Drive. Additionally, the site terrain is relatively flat. Existing landscaping required to be removed for the project, but will be replaced in various areas of the site, particularly those most visible to the public. The proposed building has been designed to be compatible with the scale of surrounding structures. Therefore, staff believes this finding can be made.

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

The project will be required to meet the requirements of California Building Code and conditions of approval for the project will require that the project meet or exceed seismic requirements. The project will be required to also meet other applicable code requirements related to noise, energy, and accessibility. Adequate access is provided

to the site and the proposed structure via two existing driveways from Rosewood Drive. Therefore, staff believes this finding can be made.

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

The proposed PUD development plan conforms to the purposes of the PUD district. One of these purposes is to provide a mechanism whereby the City can designate parcels and areas requiring special consideration regarding the manner in which development occurs. The subject site is located on Rosewood Drive and is in the vicinity of other automobile related uses. The development and use of the subject property as proposed furthers the operational efficiency of the Lexus of Pleasanton dealership and service facility. Therefore, staff believes this finding can be made.

ENVIRONMENTAL ASSESSMENT

This project is categorically exempt from environmental review pursuant to California Environmental Quality Act Guidelines, Section 15332(b), In-Fill Development Projects, Class 32. Therefore, no environmental document accompanies this report.

CONCLUSION

The subject application will allow the expansion of the existing Lexus of Pleasanton dealership. The operation will be expanded to allow for additional service bays and inventory vehicles on the subject site. Staff finds that the project proposal will result in a better facility for residents of the Tri-Valley region and the greater San Francisco Bay Area. The design, colors, and materials of the proposed project are very attractive and well-suited for the use.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Find that the proposed PUD development plan is consistent with the General Plan;
2. Make the PUD findings for the proposed development plan as listed in the staff report; and
3. Adopt a resolution recommending approval of Case PUD-85-02-02D-06M, development plan approval for: (1) the phased demolition of all existing buildings; and (2) the construction and operation of an approximately 83,300-square-foot automobile showroom and service facility for Lexus of Pleasanton, subject to the conditions of approval listed in Exhibit A, and forward the application to the City Council for public hearing and review.

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