

**SUBJECT:** PUD-85-08-02D-03M

**APPLICANT:** Ware Malcomb for Mercedes Benz of Pleasanton

**PROPERTY OWNER:** USW Limited Partnership

**PURPOSE:** Application for PUD Design Review approval to construct an approximately 170,065-square-foot, five-story automobile service center and parking structure and to remodel the existing Mercedes Benz dealership building located at 5885 Owens Drive.

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

**ZONING:** Planned Unit Development – Industrial/Commercial-Office District

**LOCATION:** 5885 Owens Drive

**EXHIBITS:**

- A: Draft Conditions of Approval
- B: Project Plans and Green Point Checklist
- C: Hacienda Owners Association Approval
- D: City Council Staff Reports, Resolutions, Ordinances, and Minutes for PUD-85-08-02M & PUD-85-08-02D
- E: Location Map
- F: Noticing Map

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## BACKGROUND

The project architects, Ware Malcomb, on behalf of the property owner, propose to construct a five-story, approximately 170,065 square foot automobile service center and parking structure and remodel the existing Mercedes Benz dealership located at 5885 Owens Drive, within Hacienda Business Park.

The automobile dealership was originally approved by the City Council on October 28, 1986 with applications Major-Modification-PUD-85-08-02M and Design-Review-PUD-85-08-02D. The Major Modification application changed the Hacienda Business Park land use designation of the subject property from *Office Planned Development* to *Commercial Planned Development* and the Design Review application granted approval to construct the

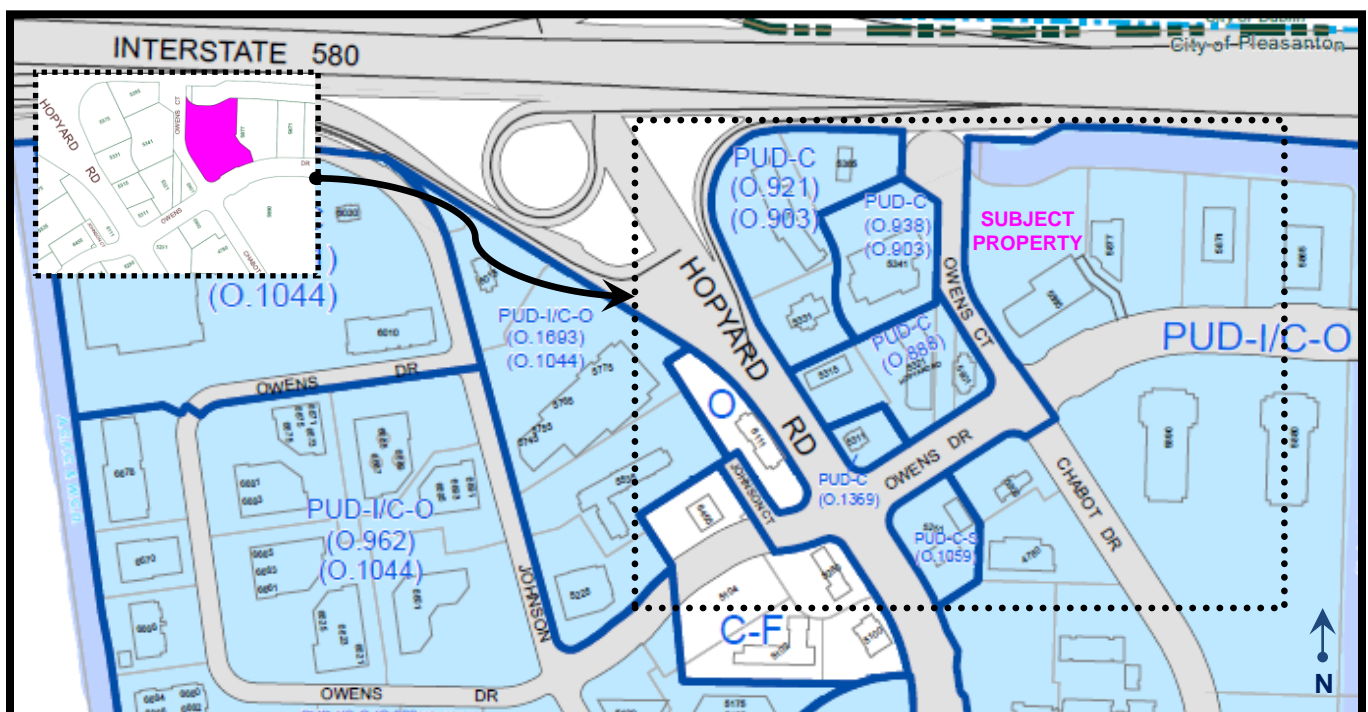
subject automobile dealership. The subject application, PUD-85-08-02D-03M, is also a PUD-Design-Review application that entails the proposed project scope.

The Planning Commission has final authority to approve PUD-Design Review applications within Hacienda Business Park. As such, if the Commission approves this application, no additional discretionary approvals would be required.

### SITE DESCRIPTION

The subject site is located in Hacienda Business Park at 5885 Owens Drive and is zoned Planned Unit Development – Industrial/Commercial-Office. The Hacienda Business Park land use designation is Retail/Commercial and Financial Planning District (CPD). A two-story, approximately 28,940 square foot building that consists of a showroom and service facility is currently located on the approximately 3.17 acre (138,086 square feet) parcel. The area to the north of the existing showroom and service facility consists of surface parking used to park vehicle inventory.

Figure 1 shows a vicinity map with an insert highlighting the subject property.



**FIGURE 1:** Vicinity Map

The site is bounded by Interstate 580 and a drainage canal to the north, Chevys Fresh Mex restaurant to the east, office and commercial uses across Owens Drive to the south, and commercial uses across Owens Court to the west. The Mercedes Benz Pre-Owned car dealership is located at 5871 Owens Drive, which is to the east of Chevys Fresh Mex restaurant. A PUD-Minor Modification application for the pre-owned car dealership was approved by the Zoning Administrator on December 2, 2011. The scope of the PUD-Minor Modification application entails remodel of the existing facility, construction of a new trash enclosure, and construction of a new car wash facility.



A landscaping berm surrounds the western perimeter of the property along Owens Court and along the southern perimeter of the property along Owens Drive. Access to the subject site is currently provided from a driveway off of Owens Drive and separate driveway from Owens Court. The driveway from Owens Court facilitates access to a parking area directly to the north of the showroom facility and the driveway from Owens Drive facilitates vehicular access to the parking area in front of the showroom facility and a drive aisle along the east side of the building that accesses the rear parking lot. The site is generally flat; elevations range between 326 feet near Owens Court and 328 feet near the northeastern portion of the property.



Photograph 1

Photograph 2



**FIGURE 2:** Aerial photograph and photographs of existing showroom facility

Figure 2 provides an aerial photograph of the subject property and the surrounding land uses and photographs of the existing showroom facility. The orange arrows in the aerial photograph correspond to photographs 1 and 2.

### **PROJECT DESCRIPTION**

The project scope consists of remodeling the existing showroom and service facility and the construction of an approximately 170,065 square foot automobile service facility and parking garage. A new driveway that would provide access to the proposed parking structure is proposed on Owens Court. No substantial grading is proposed as the finished level of the parking structure will be at elevation 326.68. Figure 4 on page 5 shows the proposed site plan. The discussion below focuses on the proposed modifications to the showroom facility and the proposed service facility and parking structure.

#### Showroom Facility

The existing showroom and service facility would be remodeled to adhere to Mercedes Benz new corporate standards. Sheet A.2.0 of the project plans shows the existing first floor of the facility and indicates that many of the interior and exterior walls will be demolished. The curved glazing at the front of the building, other smaller building wall segments and a portion of the eastern wall along the existing service bays will remain. The remodeled building will feature a white-stucco finish over the existing concrete tilt-up panel. The building will be accented by silver composite metal panels, blue aluminum clad columns, a new metal canopy over the front entrance (western façade), new roll-up doors at service drive lanes and the vehicle delivery area, and an accent wall on the southern façade which is approximately 10.5 feet to 14-feet taller than the top of the building (the variation is due to the fact that the finished floor of the showroom portion of the facility will be approximately 3-feet 8-inches higher than the other portions). Colors and materials are provided on a material board provided by the project architects. Color renderings are part of the project plans, Exhibit B, and are attached to this staff report. The showroom facility is Figure 3 below.

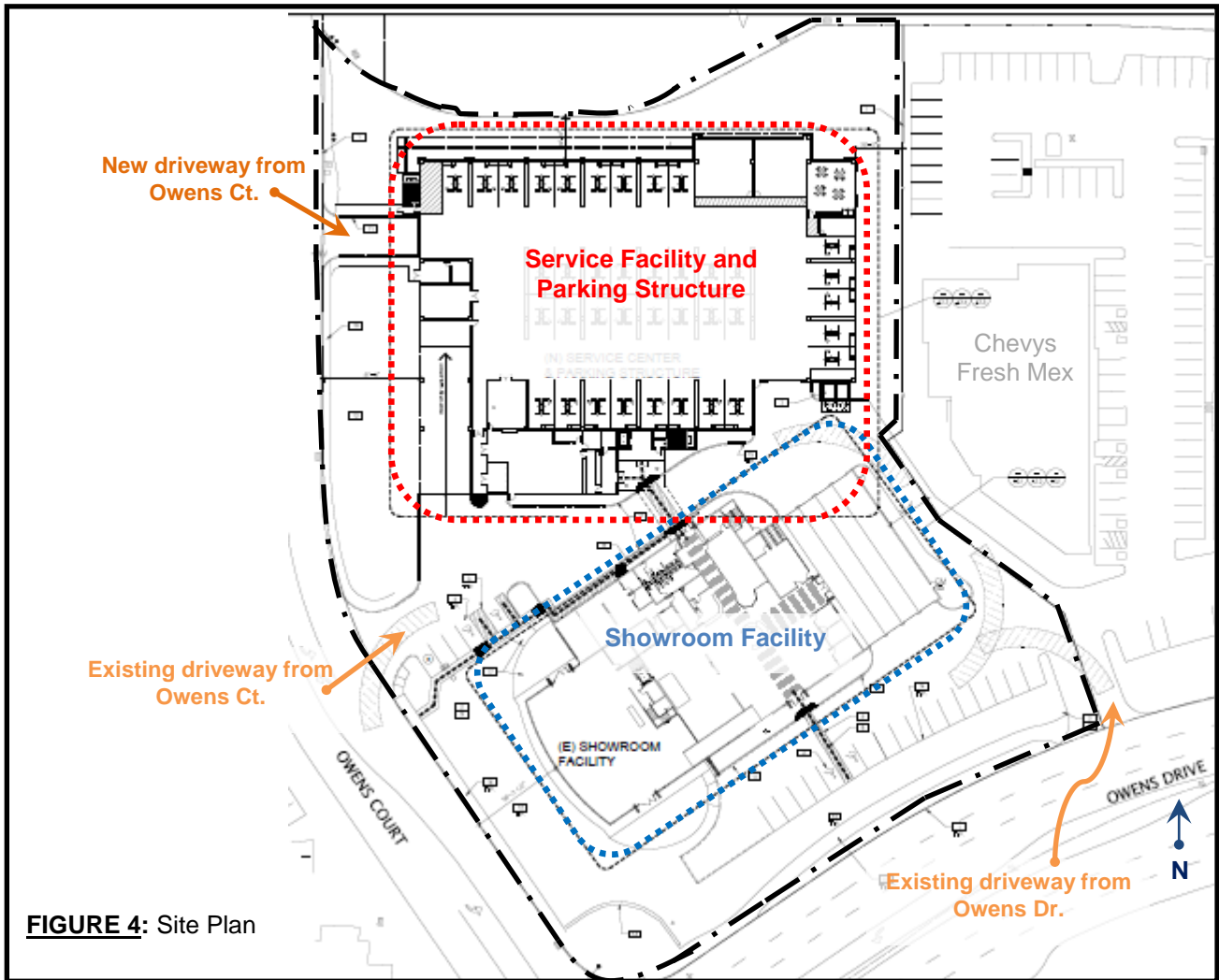


**FIGURE 3:** Rendering depicting west and south facades of showroom facility

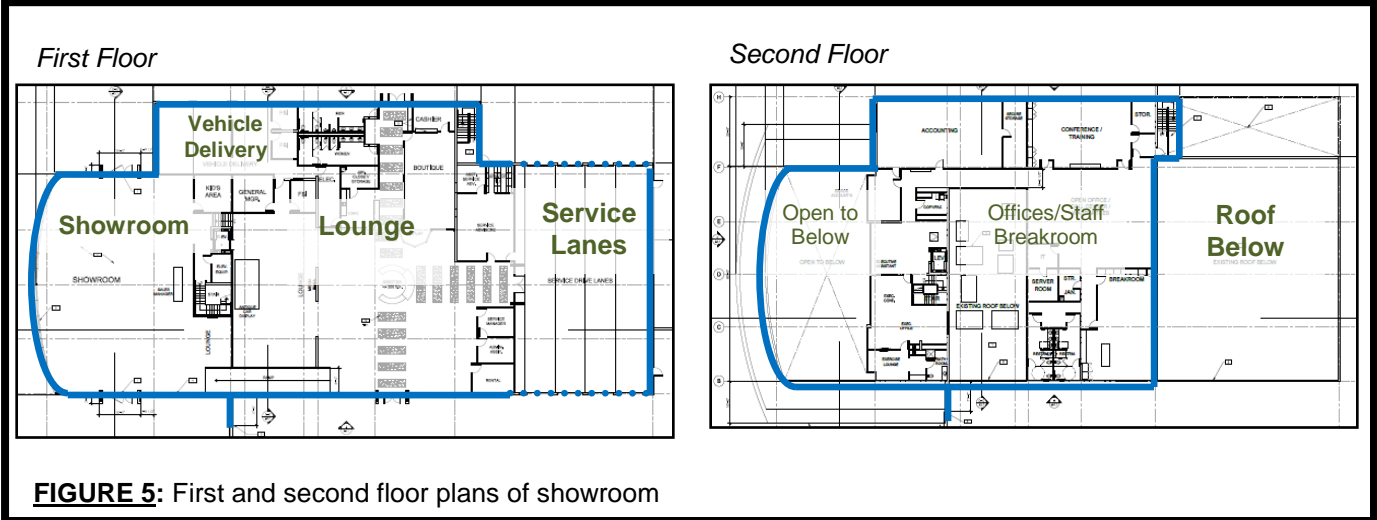


The existing facility is a total of 28,940 square feet (combined between a first floor of 20,797 square feet and a second floor of 7,961 square feet). The proposed facility will be 30,875 square feet (combined between a first floor of 21,131 square feet and a second floor of 9,744 square feet). The proposed square footage is the result of the demolition of approximately 1,601 square feet and an addition of approximately 3,536 square feet, yielding a net increase in square footage of approximately 1,935 square feet from the existing size of the showroom facility.

The location of the existing service bays in the facility will become service drive lanes from where customers may drop-off their vehicles and then a dealership employee will drive the car over to the new service facility for servicing. The northernmost portions of the existing service bays will be demolished and modified to provide vehicular access from the service drive lanes. A new stairwell that provides access from the exterior of the building to the second floor of the building is proposed in the vicinity of the service drive lanes. A vehicle delivery area is proposed near the existing showroom area. This area consists of three parking stalls (with a curtain wall system with clear gazing should the area need to be secured) where customers may pick-up newly purchased vehicles.



The first floor of the proposed facility would consist of a showroom, customer lounge, office areas, restroom facilities, a boutique for vehicle accessory sales, areas for service advisors, and a café area for complimentary coffee, pastries, and other similar snacks. The second floor of the facility consists primarily of office areas for dealership staff and restroom facilities. First and second floor plans for the facility are shown in Figure 5.



**FIGURE 5:** First and second floor plans of showroom

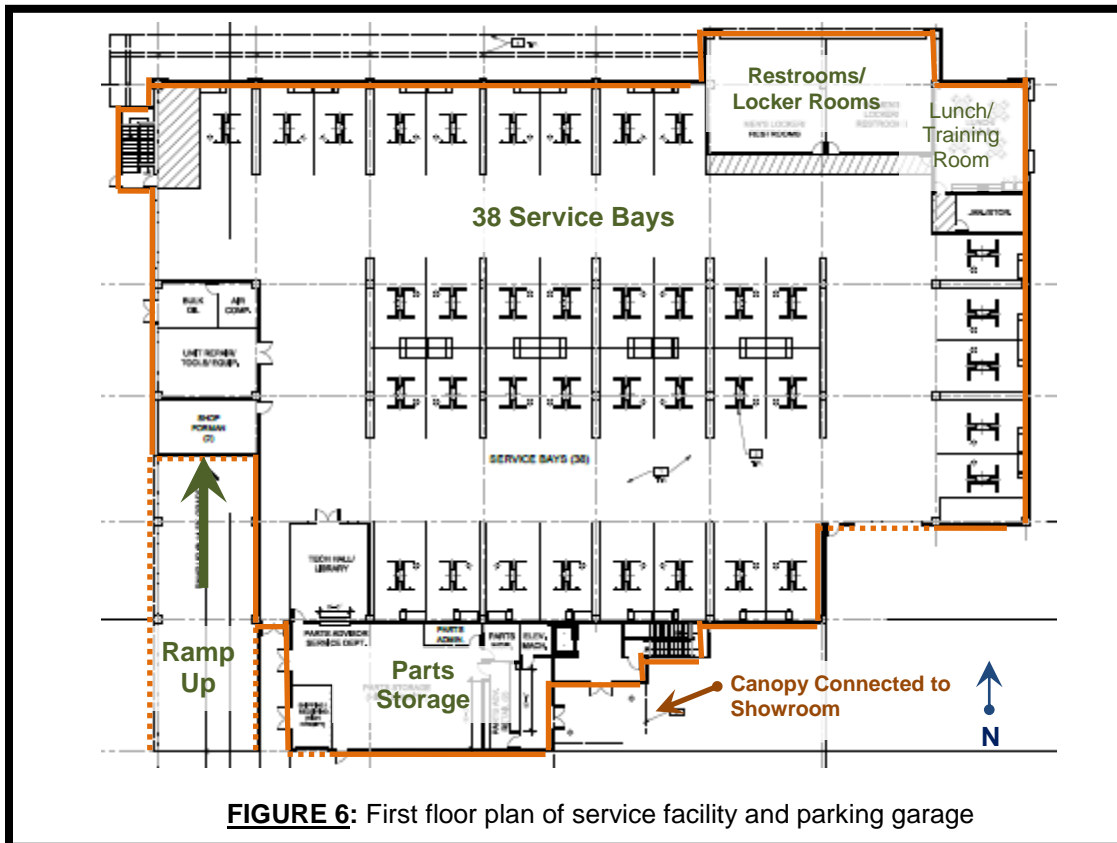
Service Facility and Parking Garage

The service facility and parking garage is proposed to be located on the northern portion of the site over the existing surface parking lot. The parking facility is proposed to be five stories, 55-feet tall, and will be constructed of pre-cast concrete and painted white. The north elevation (facing Interstate 580) features a display area for up to 8 vehicles on the second floor of the parking garage. A portion of the service facility and parking garage cantilevers towards Interstate 580, allowing for 2 of the 8 display cars to be exhibited in the cantilevered portion. The architectural treatment around the cantilevered portion is extended to the top and bottom of this portion of the parking structure, providing building articulation and architectural interest. This façade is also accented with a metal canopy and aluminum cast columns. The colors and materials of the architectural details are to match those on the showroom facility.

The total square footage of the facility is 170,065 square feet. The first floor of the proposed service facility and parking garage is shown in Figure 6. As can be seen from the first floor plan, the facility consists of 38 service bays, parts storage, staff locker rooms and restrooms, and tools/equipment storage. The second floor consists of 64 parking stalls for customer parking and a 2,664 square foot display area consisting of up to 8 display spaces. The third, fourth, and fifth floors of the structure consist of additional parking for vehicle inventory, service/repair vehicles, and employee parking with 82, 82, and 92 stalls, respectively, for a total of 366 parking stalls in the facility, including the 38 service bays. Surface parking on the site consists of 22 parking spaces near the showroom facility for customers.

A two-way traffic ramp on the first floor of southern façade provides vehicular access to the upper floors. The locations of the ramp are “stacked” on top of each other near the

southwestern corner of the facility. Stairwells on the western and southern facades and an elevator on the southern façade provide pedestrian access to each floor of the parking garage. The service facility's hours of operation will be: Monday – Friday from 7:30 a.m. to 7:00 p.m., Saturday from 8:30 a.m. to 4:00 p.m. and closed Sundays.



Customers are permitted to park on the second floor of the garage, but the third, fourth, and fifth levels are limited access to employees. A gate or other mechanism will be used to limit this access. A total of approximately 90 employees who work at the site will park in one of the levels of the parking garage. Therefore, while the parking spaces on the second floor of the garage may be used by customers, the parking stalls on the remaining upper floors will be used for employee parking and to park inventory or service/repair vehicles.

The applicants have provided a rendering to depict the parking structure as viewed from Interstate 580. This rendering is included as part of Exhibit B and is also Figure 7. The display area in the parking structure allows for vehicles to be oriented “side-to-side.” Downcast lighting from the top of the display area, glazing in front of the vehicles, and a backdrop in the back of the vehicles in the non-cantilevered portion of the display area will provide the appearance that the cars are in a “showroom” when viewed from Interstate 580. The other vehicles parked on the second floor will be screened by the backdrop. The two cars parked on the cantilevered portion will be on an open, balcony-like area.



**FIGURE 7:** Rendering depicting north façade of service facility and parking garage



**FIGURE 8:** Rendering showing showroom facility and service facility/parking structure as viewed from Owens Court

A rendering showing the two buildings as seen from Owens Court is Figure 8. As shown in the rendering and on the project plans, a canopy connects the showroom facility and service facility/parking structure. The area on the parking structure in solid gray is the parts storage area. A condition of approval allows the flexibility of adding architectural treatment of the parts storage area subject to approval by the Director of Community Development.

Colored elevation drawings for the project are included as part of Exhibit B. These drawings depict trellises on the east elevations of the both buildings to show a form of landscape enhancement. At this juncture, the final type of landscape enhancement is yet to be determined, but may consist of trellises or planted trees.



## **ANALYSIS**

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

### Land Use

#### *General Plan Consistency*

The subject parcel is designated Business Park (Industrial, Commercial, and Office) and Mixed Use 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 Mercedes-Benz and the proposed projects 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 proposed service facility and parking structure will allow for additional inventory cars to be parked on the subject site, making its land use denser and therefore more efficient than the existing surface parking lot. Additionally, 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 Mercedes Benz dealership and contribute towards the success of the business in Pleasanton. Furthermore, the dealership's presence will be enhanced on Interstate 580 due to the service facility and parking structure, 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 – Industrial-Commercial/Office (PUD-I-C-O) and is Site 51 of the Hacienda Business Park, with a Hacienda land use designation of Retail/Commercial and Financial Planning District (CPD). Automobile dealerships are permitted uses in this planning district.

### Site Plan

The site plan for the proposed project is provided on Sheet A1.1 of the project plans and shows both the showroom facility and the proposed service facility and parking structure. The showroom facility will remain in the same location it currently exists, but will be modified architecturally and to allow for vehicular access from the service lanes. The service facility and parking structure is proposed towards the rear (northern portion) of the parcel and will be adjacent to Interstate 580. The location, orientation, and position of the showroom facility and proposed service facility and parking garage are such that customers may pull into the service lanes from the existing driveway from Owens Drive. Also, the roll-up door and ramp to upper level of the parking structure on the south façade of the service facility are in close proximity to the service lanes. The roll-up door to the service facility on the Owens Court (west) façade provides additional vehicular access. Also, the canopy between the showroom facility and the service facility/parking structure establishes connectivity between the two buildings while also distinguishing the pedestrian right-of-way. 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

Since the proposed development is within the Hacienda Business Park, it must comply with the requirements of the Hacienda Design Guidelines.

### *Setbacks*

The setback requirements for the property and how the project complies with these requirements are shown in Table 1.

**TABLE 1:** Setback Chart

	<b>SETBACK REQUIREMENT</b>	<b>SHOWROOM FACILITY</b>	<b>SERVICE FACILITY AND PARKING STRUCTURE</b>
<b>Front (South)</b>	50-feet	73-feet	227-feet 5-inches
<b>Left Side (West)</b>	50-feet	50-feet 3.5-inches	51-feet 5-inches
<b>Right Side (East)</b>	25-feet	23-feet 8-inches <sup>1</sup>	25-feet
<b>Rear (North)</b>	25-feet	213-feet 4-inches	22-feet 6-inches <sup>2</sup>

<sup>1</sup> This setback is existing.

<sup>2</sup> The Hacienda Business Park Design Guidelines indicate that for corner parcels, the area between the rear of the building and the rear property line is considered a side yard. Therefore, a 25-foot setback and landscaping area adjacent to the building is required. The Guidelines allow an exception to these requirements if the landscaping extends the length of the façade and is of an equivalent or greater area than otherwise required. The landscaping area in front of the building is 8,168 square feet, which is greater than the required landscaping area of 6,351 square feet.

As noted in Table 1, the proposed project meets the setback requirements (or meets the permitted exceptions) of the Hacienda Business Park Design Guidelines.

*Floor-Area-Ratio*

The maximum floor-area-ratio (FAR) for buildings in the CPD District varies by the use. For specialized commercial land uses such as automobile sales locations, the Guidelines indicate that the FAR is subject to review on a case-by-case basis. Therefore, the proposed FAR is subject to review and approval by the Planning Commission.

Table 2 provides a summary of the areas counted towards the FAR and the total proposed FAR. The Hacienda Business Park Guidelines exempt the area of multiple level parking structures from the FAR calculation. Therefore, the areas of the service facility and parking garage counted towards the maximum FAR include the first floor (the service area) and the display area on the second floor. Both the first and second floors of the showroom facility are included in the FAR calculation.

**TABLE 2:** Floor Area Ratio Summary

<b>TOTAL EXISTING SHOWROOM SQUARE FOOTAGE</b>	28,940 square feet
<b>TOTAL PROPOSED SHOWROOM SQUARE FOOTAGE</b>	30,875 square feet
<b>TOTAL PROPOSED SERVICE FACILITY AND PARKING STRUCTURE SQUARE FOOTAGE<sup>1</sup></b>	40,430 square feet
<b>TOTAL PROPOSED BUILDING AREA COUNTED TOWARDS FAR</b>	71,305 square feet
<b>SITE AREA</b>	Approximately 3.17 acres (138,086 square feet)
<b>EXISTING FAR</b>	20.96%
<b>PROPOSED FAR</b>	<b>51.64%</b>

<sup>1</sup> Only the first floor (37,766 square feet) and the vehicle display area on the second floor (2,664 square feet) of the service facility/parking garage were included in the square footage for the FAR calculation.

The calculation shown in Table 2 yields a proposed FAR of 51.64%. As stated above, the FAR limit for properties with the CPD Hacienda Business Park land use designation varies by use and for specialized land uses such as automobile sales, the FAR is determined on a case-by-case basis and is thus subject to review and approval by the Planning Commission. Maximum FAR permitted for other types of land uses in CPD zoning district vary between 12.5% for restaurant uses to 40% or 60% for hotel/motel uses.

Staff finds the proposed FAR 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 overall height of the showroom facility will not change, with the exception of a new accent wall proposed to extend 10.5-feet to 14-feet above the existing 31-foot tall roof. The service facility and parking garage is proposed at 55-feet tall, which is the maximum



permitted height in the CPD Hacienda Business Park land use designation. The three-story limit for the CPD land use designation does not apply to parking structures.

#### Landscaping, Tree Removal, and Tree Mitigation

Sheet L-1 of the project plans provides a plan for the proposed landscaping on the site. The side of the property facing Owens Court currently has a berm that assists in the screening of the surface parking currently used to park inventory vehicles. This area of the site will be further landscaped with a variety of trees and shrubs including holly oak and flowering plum trees. The areas to the north and east of the parking structure will be landscaped as well with various shrubs and groundcover as noted on the landscape plans.

Reconfiguration of the service lanes adjacent to the showroom facility and construction of the service facility and parking structure requires removal of 11 trees: 3 heritage-sized Bradford Pear trees, and 8 non-heritage sized Evergreen Pear trees. The City Landscape architect has reviewed the project plans and estimates that the value of the trees to be removed is \$20,544 (\$11,760 for the 3 Bradford Pear trees and \$8,784 for the 8 smaller trees).

The Hacienda Business Park Design Guidelines specify the types of landscaping that should be located adjacent to the street and interior parts of the property. The proposed landscaping plan generally meets these requirements for the proposed trees and groundcover. Additionally, sites adjacent to Interstate 580 are required to maintain landscaping in a landscape strip along the freeway. The site currently has existing oak trees and deodar cedars in this area which are proposed to remain and be supplemented by new landscaping. The existing landscaping between the subject site and the adjacent site where Chevy's Fresh Mex restaurant is also proposed to remain. Overall, staff finds that the proposed landscaping adequately mitigates the trees to be removed and is appropriate for the site, particularly given that emphasis is given to landscaping areas adjacent to public right-of-ways.

#### Design and Architecture

##### *Architecture*

The design and architecture of the showroom facility and the proposed service facility and parking garage incorporates current Mercedes Benz 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 service facility and parking garage is designed to be architecturally compatible with the showroom facility and incorporates some of the same design features such as the metal clad canopy and aluminum clad columns. Both buildings have 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. Samples of the colors and materials are shown on a materials board also provided by the applicant.

The exterior of the showroom facility will consist of a combination of blue, silver and white colors. Portions of the exterior wall material will be painted white stucco and Alucobond (an aluminum composite material that consists of a polyethylene core bonded between two aluminum sheets, therefore yielding a metal panel exterior finish). The colors of Alucobond proposed for the exterior of the building consist of “Deep Blue Cool” for the accent wall proposed on the south façade, “Cadet Grey Cool” for the metal canopy, “Silver Metallic Cool” for the exposed metal canopy above glazing areas, and “Alabaster Cool,” a matte off-white color for the building exterior. Where Alucobond is not used, the existing building wall will be painted white with Sherwin Williams “Nebulous White SW7063.”

The architectural accent frames around doorways will be painted Sherwin Williams “Scandia SW6529.” Other portions of the metal canopy will be painted Sherwin Williams “Iron Ore SW7069” which will compliment the silver metallic finish on the top of the aluminum clad columns. Clear anodized aluminum mullions are proposed as part of the glazing areas.

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, the lighting for the display area of the parking structure is intended to spotlight the display cars as viewed from Interstate 580. Details and specifications for this lighting and other lighting, such as wall-mounted lighting, roof-top lighting for the parking structure, or ground-mounted lighting around the site has not yet been finalized. A condition requires that specifications for such lighting be provided in conjunction with plans submitted to the Building and Safety Division for permits and are subject to the review and approval of the Director of Community Development.

### Parking, Traffic, and Circulation

#### *Parking*

The total number of surface parking spaces currently on the site is 208. The proposed project would result in 22 surface parking spaces and a total of 366 parking spaces in the parking garage (this value includes the 38 service bays on the first floor and 8 display spaces on the second floor). If the 38 service bays on the first floor and 8 display spaces on the second floor were excluded from the on-site parking count, the number of off-street parking spaces is 342, yielding a net gain of 134 parking spaces on the site from the existing number of parking spaces.

The minimum parking ratio for buildings in the CPD District varies by the use. For specialized land uses such automobile dealerships, the Guidelines indicate that the parking requirement is subject to case-by-case evaluation. Therefore, the number of parking spaces proposed on the site is subject to review and approval by the Planning Commission. Table 3 indicates the number of parking spaces for the various floors of the parking structure and the surface parking.

**TABLE 3:** Parking Count

	<b>NUMBER OF PARKING SPACES</b>
<b>FIRST FLOOR</b>	22 (Includes surface spaces but excludes 38 service bay spaces)
<b>SECOND FLOOR</b>	64 (Excludes 8 display spaces)
<b>THIRD FLOOR</b>	82
<b>FOURTH FLOOR</b>	82
<b>FIFTH FLOOR</b>	92
<b>TOTAL</b>	<b>342</b>

As shown by Table 3, 22 surface parking spaces and 64 spaces on the second floor of the parking garage are available for customer use, for a total of 86 spaces. 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 on the first floor of the parking garage or into the parking structure if all service bays are occupied. Therefore, these 86 spaces are available to customers that may be shopping for a new car or are visiting the dealership for purposes other than servicing, and thus are expected to be more than adequate.

The remaining 256 parking spaces will be used for employee parking, inventory, and service/repair vehicles. Employees that drive to the dealership for work shall park in the garage. Overall, staff finds the number of parking spaces on the site to be adequate.

#### *Traffic*

The City Traffic Engineer had determined that a traffic study is not needed for the subject project because the number of added “PM” peak hour trips is not sufficient to trigger a traffic study. The project is expected to add 76 new PM peak trips to the circulation network. Given the location of the project and the levels of service at the nearby intersections, this increase in traffic volume will not reduce the level of service from an acceptable to an unacceptable level at any location. The project’s payment of City and Tri-Valley Traffic Impact fees will mitigate their contribution to the 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 given the location of the service lanes and access to the service facility. The new driveway proposed on Owens Court is on the end of the cul-de-sac and is thus not expected to create conflicts with through-traffic. Figure 9 consists of photographs showing the area of Owens Court where the additional driveway is proposed. The location of the new driveway is also shown on the site plan (Sheet A.1.1 of the project plans or Figure 4 of this report).





**FIGURE 9:** Aerial view and photograph showing location of new driveway on Owens Court

A reciprocal access easement runs between the subject site and the adjacent Chevy's Fresh Mex restaurant site. The car wash facility approved for the Pre-Owned dealership will be used to wash cars that are serviced at the service facility on the subject property in addition to the pre-owned vehicles. The Conditional Use Permit (PCUP-106) approved for the Pre-Owned dealership at 5871 Owens Drive requires that employees drive cautiously between the Chevy's site and the Mercedes Benz dealerships and pay careful attention to pedestrian and vehicular traffic, particularly those that may be arriving to or leaving from the Chevy's Fresh Mex restaurant. Staff has not received any complaints and, therefore, it appears Mercedes Benz employees have been driving safely between the two sites.

### Noise

The subject site is located adjacent and across the street from other commercial and office uses and is not in close vicinity 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 Owens Drive, Owens Court, Interstate 580, and loading and unloading of delivery trucks on the subject and adjacent properties. 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.

However, the noise level on the site is not expected to be greater than the current operation and may be less since the service portion of the dealership operation will be located towards the rear of the property, closer to Interstate 580 and further away from the office uses across Owens Drive, and will be partially “buffered” by the showroom facility.

Adjacent and nearby business could be impacted by noise during construction and remodel of the facilities. For other projects in the Hacienda Business Park that were not near existing residences, the construction hours had earlier start times and later stop times. Since the site is not near existing residences, the same standard has been applied. Therefore, a condition of approval related to construction hours allows construction between 7:00 a.m. and 6:00 p.m., Monday – Saturday, with interior construction allowed to exceed these hours subject to approval by the Director of Community Development. Earlier “start times” or later “stop times” for exterior construction 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, ranging in elevations 326 feet to 328 feet, and the proposed project will not substantially change the existing topography. A preliminary topographic survey is included as part of Exhibit B as Sheet C1.

The preliminary grading and drainage plan (Sheet C2) indicates that several best-management practices are proposed for purposes of storm water quality control. Bio-retention planters are proposed on the western, eastern, and northern sides of the service facility and parking garage, including a large bio-retention planter near the northeastern corner of the property. Vegetated swales are also proposed in various locations to help intercept runoff from paved areas.

The City Engineering Division has reviewed the preliminary grading and drainage plan and finds it 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 top floor of the parking garage drain to the storm drain system after being treated in bioretention swales. All the other floors within the parking structure are required to drain to the sanitary sewer system.

#### Green Building

As required by the City’s Green Building Ordinance, commercial projects 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 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 low-emitting materials such as adhesives and sealants, paints and coatings, and floor systems; use of recycled content materials; use of regionally available materials, use of existing walls and

materials, improve the energy performance of the showroom facility by at least 26%; water efficient landscaping; and reduction of water use. With these measures in place, the project qualifies for 44 points, therefore exceeding the minimum points required.

### Signage

The elevation drawings and color renderings for the project show the location and general style of proposed signage on both the showroom facility and the service facility and parking garage. As noted on the project plans, wall signs consisting of the business name and logos are proposed. The Hacienda Business Park Design Guidelines outline parameters for commercial signage. Upon submittal of further details, the signage will be reviewed for conformance with the parameters outlined in the Design Guidelines. Sign proposals that meet the Hacienda Business Park Design Guidelines for signage are approved over-the-counter.

### **PUBLIC NOTICE**

Notices regarding the proposed PUD-Design Review application and related public hearing were mailed to the surrounding property owners and tenants 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*.

Mr. Paul Sedway, a part-property owner of the adjacent parcel where Chevy's Fresh Mex restaurant is currently located, contacted staff regarding the project. Mr. Sedway has expressed an interest in the project and has reviewed the project plans, but has not expressly provided any comments regarding the proposal.

Staff has not received any other comments as of the writing of this staff report.

### **ENVIRONMENTAL ASSESSMENT**

This project is categorically exempt from environmental review pursuant to California Environmental Quality Act Guidelines, Section 15332, In-Fill Development Projects, Class 32. Additionally, the Environmental Impact Report (EIR) prepared in conjunction with the PUD approval for the entire Hacienda Business Park covers the proposed project. Therefore, no environmental document accompanies this report.

### **CONCLUSION**

The subject application will allow the remodel and expansion of the existing Mercedes Benz dealership in Pleasanton. 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 more efficient use of the space on the site and 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 approve Case PUD-85-08-02D-03M subject to the conditions listed in "Exhibit A."

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