

Planning Commission Staff Report

April 13, 2016
Item 6.c.

- SUBJECT:** PUD-104-1M/PUD-81-22-15M
- APPLICANT:** Terrasset Management Group, on behalf of Workday, Inc.
- PROPERTY OWNERS:** NPC Holdings, LLC and San Francisco Bay Area Rapid Transit District (BART)
- PURPOSE:** Applications for Planned Unit Development Major Modifications to construct a six-story, approximately 410,000-square-foot office building, parking garage, and related site improvements instead of the previously-approved plans to construct a six-story, approximately 430,000-square-foot office building, two parking garages, and related site improvements.
- GENERAL PLAN:** 6110 Stoneridge Mall Road: Mixed Use
6120-6160 Stoneridge Mall Road: Retail/Highway/Service Commercial; Business and Professional Offices
- ZONING:** 6110 Stoneridge Mall Road: Planned Unit Development–Mixed Use
6120-6160 Stoneridge Mall Road: Planned Unit Development–Commercial-Office
- LOCATION:** 6110 and 6120-6160 Stoneridge Mall Road
- EXHIBITS:**
- A. [Draft Conditions of Approval](#)
 - B. [Proposed Plans](#), [Project Narrative](#), [Tree Reports](#), and [Traffic Study](#)
 - C. [Ordinance No. 2100 approving PUD-104/PUD-81-22-14M](#)
 - D. [Excerpts of Workday's Previously Approved Plans](#)
 - E. [CEQA Substantial Conformity Memorandum](#)
 - F. [Location and Public Noticing Map](#)

BACKGROUND & OVERVIEW

In 2014, Workday received City approval for a new 430,000-square-foot office building, two new parking structures and a number of other public and private improvements. This entitlement includes a new joint BART/City Police Department service center within the existing BART garage. All aspects of the approval were 'locked-in' for 10 years by a Development Agreement (DA). After re-evaluating its needs in 2015/16, Workday has submitted a request to modify the approval to include a new (slightly smaller) 410,000-square-foot office building, only one parking structure, and far more site/project improvements and

amenities. The joint BART/City Police department service center continues to be part of the project.

Staff believes that the modified project improves on the previous project in several ways, including:

- An improved site plan, with an increased number of pedestrian and bicyclist connections and less prominent vehicle parking under the building and at the rear of the site (instead of fronting Stoneridge Mall Road);
- Additional sustainability and environmental considerations;
- Enhanced landscaping and campus connectivity; and
- A new formal plaza area as BART riders enter/exit Pleasanton.

The Planning Commission’s recommendations on the proposed applications to modify the previously-approved project will be forwarded to the City Council for review and final decision.

SITE DESCRIPTION

The Workday project is primarily located on two sites: the approximately 25.4-acre Stoneridge Corporate Plaza property located at 6120-6160 Stoneridge Mall Road and the approximately 6.9-acre BART property located at 6110 Stoneridge Mall Road (see Figure 1). Workday would also install some improvements on the adjacent 1.2-acre BART parking garage site (e.g., the joint BART/City Police Department service center and pedestrian/bicycle promenade). Figure 2 is a photo of the project site from Stoneridge Mall Road.

Figure 1: Aerial Photograph of the Subject Site and Surrounding Area



Figure 2: Project Site Viewed from Stoneridge Mall Rd. in front of BART Garage



Source: Google Maps

MODIFIED PROJECT DESCRIPTION

Workday proposes to modify its previously-approved development plans to create a proposal that includes an improved site plan and a more iconic architectural design.

Key changes to the approved plans include:

- Eliminating the parking garage on the Stoneridge Corporate Plaza site and consolidating parking under the building and in one larger redesigned structure at the rear of the site;
- Redesigning the office building (reducing its size from 430,000 square feet to 410,000 square feet); and
- Enhancing the pedestrian and bicycle connections between the BART station and Stoneridge Mall Road.

Additional differences between the plans are described in Table 1. Figures 3 and 4 also show the approved and proposed site plans.

Table 1: Comparison of Approved and Modified Plans

| | Approved Plan | Modified Plan |
|--|---|--|
| Office Building: | | |
| Number of Buildings | 1 | 1 |
| Number of Stories | 6 | 6 |
| Floor Area | 430,000 sq. ft. | 410,000 sq. ft. |
| Floor Area Ratio | 1.43 | 1.36 |
| Height | 87½ ft. at parapet; 105 ft. at equipment screen | 82-94 ft. at parapet; 103 ft. at the tallest equipment screen |
| Setbacks: | | |
| From Stoneridge Mall Rd. property line | 105 ft. | 96 ft. |
| From I-580 property line | 219 ft. | 243 ft. |
| Parking Garage: | | |
| Number of Garages | 2 | 1 |
| Number of Levels | 5 (Northern Garage) 4 or 5 (Southern Garage) | 6 (plus one basement level) |
| Height | <u>Northern Garage</u> 61 ft. at elevator penthouse and 47 ft. at parapet <u>Southern Garage</u> 4-Level: 47½ ft. at elevator penthouse and 37 ft. at parapet; or 5-Level: 58 ft. at elevator penthouse and 47 ft. at parapet | 75 ft. at elevator penthouse and 60 ft. 10 in. at parapet |
| Setback from I-580 property line | 25 ft. (Northern Garage) | 35 ft. |
| Total Parking (both sites) | 3,188 spaces with 4-level Southern Garage (1 space/313 sq. ft.); or 3,421 spaces with 5-level Southern Garage (1 space/292 sq. ft.) | 3,214 spaces (1 space/304 sq. ft.) |
| Trees Removed | | |
| BART Site | 92 (71 heritage sized) | 105 (82 heritage sized) |
| Stoneridge Corporate Plaza Site | 231 (59 heritage sized) | 257 (113 heritage sized) |
| Total | 323 (130 heritage sized) | 362 (195 heritage sized) |
| Trees Planted | 600 | 634 |
| Includes Joint City/BART Police Service Center? | Yes | Yes |

Figure 3: Approved Site Plan

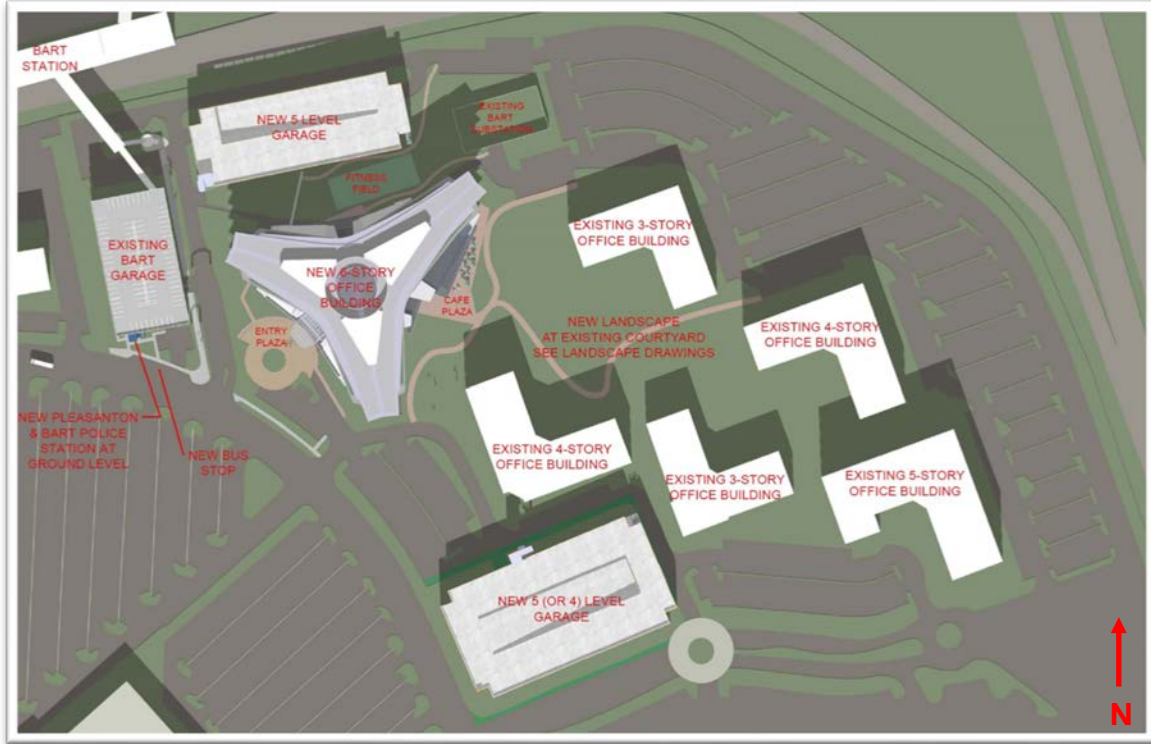


Figure 4: Proposed Site Plan



ANALYSIS

General Plan

The Stoneridge Corporate Plaza site has a General Plan Land Use Designation of “Retail/Highway/Service Commercial; Business and Professional Offices” which permits office uses. The 6.9-acre BART site has a General Plan Land Use Designation of “Mixed Use” which permits office uses and the development of a single use on a site if such use is approved as part of a PUD. Therefore, the project is consistent with the General Plan Land Use Designations.

The proposed 410,000-square-foot office building would result in a floor area ratio (FAR) of 1.36 for the 6.9-acre BART site (parking structures and basement parking are not counted towards the FAR, per the Pleasanton Municipal Code). This complies with the 1.5 maximum FAR permitted for the Mixed Use land use designation. Below are some of the General Plan Goals, Programs, and Policies that the modified project is consistent with or would promote. In general, the project would promote General Plan policies by allowing a major employer to expand near a transit station, offering the potential for reduced vehicle trips and traffic.

Land Use Element

Sustainability

Program 2.2: Encourage the reuse of vacant and underutilized parcels and buildings within existing urban areas.

Program 2.4: Require higher residential and commercial densities in the proximity of transportation corridors and hubs, where feasible.

Program 2.5: Assure that new major commercial, office, and institutional centers are adequately served by transit and by pedestrian and bicycle facilities.

Overall Community Development

Goal 2: Achieve and maintain a complete well-rounded community of desirable neighborhoods, a strong employment base, and a variety of community facilities.

Policy 4: Allow development consistent with the General Plan Land Use Map.

Industrial, Commercial and Office

Policy 13: Ensure that neighborhood, community, and regional commercial centers provide goods and services needed by residents and businesses of Pleasanton and its market area.

Zoning

The BART property was rezoned to Planned Unit Development – Mixed Use District in June 2014 as part of Workday’s original applications. This zoning allows for office uses as well as ancillary uses associated with an office campus such as an employee cafeteria and employee fitness facility. The previously approved land uses would not change with the proposed modifications. Therefore, the existing zoning for the site does not need to be changed.

Site Plan & Office Building

Staff believes the positioning of the office building and parking garage are acceptable from a functional and aesthetic perspective. The six-story office building would total approximately 410,000 square feet in area. The first floor would be slightly smaller in area than the upper floors to accommodate the covered pedestrian arcades along the west and east sides of the building and to provide visual interest to the exterior of the building. The fourth and sixth floors would also be slightly smaller in floor area to accommodate taller ceilings in portions of the third and fifth floors. The height of the office building varies from 82-94 feet at the sloped parapet and approximately 103 feet tall at the top of the tallest roof-top equipment screen.

Figure 5: Photo Simulation Looking North from Above Stoneridge Mall Road



Figure 6: Photo Simulation Looking West from Stoneridge Corporate Plaza



The first floor of the office building would feature storefront glass with interior and exterior aluminum columns. The upper floors would feature a glass curtain wall system with horizontal and vertical aluminum panels visible behind the glazing and aluminum mullions. At the top of each floor, an approximately 2-foot-tall portion of the glazing would have a fritted pattern (i.e., small silkscreened dots). Wood accent panels would be located on the western and eastern sides of the building where the building walls join at right angles. A sloping parapet with a simple aluminum band would finish the top of the walls. Roof equipment would be screened by rectangular-shaped, aluminum-paneled screen walls.

A color/materials board will be available for the Commission to review at the public hearing.

While staff found the previously-approved office building design to be visually appealing, staff believes the new office building to be equally appealing and staff supports the overall design of the new office building. The form/shape of the building is visually interesting and the materials and colors are attractive and will be compatible with surrounding developments. Staff believes its height would be compatible with the surrounding buildings. Table 2 lists the height and number of stories of the approved office building, proposed office building, and some of the taller buildings in the area.

Table 2: Comparison of Building Heights in the Stoneridge Mall Road Area

| Location | Stories | Height |
|--|----------------|--|
| Approved Workday office building | 6 stories | 87 ft. 6 in. at the parapet and 105 ft. at the top of the roof equipment screen |
| Proposed Workday office building | 6 stories | Varies from 82-94 ft. at the parapet and 103 ft. at the top of the tallest roof equipment screen |
| Stoneridge Corporate Plaza's 5-story building 6140 Stoneridge Mall Road | 5 stories | 65 ft. at the parapet and 80 ft. 5 in. at the roof equipment screen |
| Pleasanton Corporate Commons 6200-6230 Stoneridge Mall Road | 5 stories | 70 ft. 3 in. at the parapet and 81 ft. 10 in. at the roof equipment screen |
| Safeway's 5-story building 5928 Stoneridge Mall Road | 5 stories | 76 ft. at the parapet and 85 ft. 10 in. at the roof equipment screen |
| BART parking garage 6002 Stoneridge Mall Road | 4-5 stories | 59 ft. 4 in. at the top of the elevator penthouse |
| Sheraton Hotel 5990 Stoneridge Mall Road | 6 stories | 60 ft. 1 in. |

Parking

A total of 3,214 parking spaces would be provided for the existing and new office buildings, consisting of 1,882 surface parking spaces and 1,332 garage/basement parking spaces. Because the site has PUD zoning, parking requirements are determined on a case-by-case basis. The proposed parking ratio is approximately one space per 304 gross square feet. This is slightly less than the Municipal Code's office parking requirement in non-PUD zones of one space per 300 gross square feet. Given the extremely close proximity to the BART station and a bus stop and the various measures the applicant will implement through a Traffic Demand

Program to promote alternative commutes (e.g., designating carpool spaces, improving pedestrian and bicycle access between the BART station and office building, installing bicycle storage and showers, providing incentive-based programs for employees), staff believes many employees will not drive to work. Therefore, staff can support the small, 1.4 percent (45-space) reduction to the Code parking requirement for non-PUD zones.

The six-level (plus one basement level) parking garage would have a maximum height of approximately 75 feet four inches as measured at the top of the elevator penthouse and approximately 60 feet 10 inches at the top of the parapet. The parking structure would feature concrete walls with vertical reveals and perforated metal panels on the north, south, and west elevations to add architectural interest and screen the cars. The holes in the northern perforated panel facing I-580 would be arranged to artistically depict Workday's name/logo and clouds. The perforated panels on the south and west elevations would have geometric patterns to add interest. A photovoltaic array would be located on the roof to generate energy and provide shade to vehicles parked on the roof. "Greenscreens" (i.e., wire mesh frames with landscaping trained to grow on them) would be located along the first floors.

Figure 7: Photo Simulation of Parking Garage from West Dublin/Pleasanton BART Station



Given its prominence along the I-580 frontage, staff required the applicant to provide greater detailing for the modified parking garage design. Staff believes that the revised design of the parking garage is a significant improvement over the design of the original parking structures. The perforated metal panels add an attractive visual element and provide better screening of parked cars (in general and relative to the previously approved parking structure). While the revised garage is taller than the approved northern garage, staff believes that the improved design helps mitigate its mass. Additionally, the parking garage has been set back an additional 10 feet from the northern property line compared to the approved garage (from

25 feet to 35 feet). Therefore, staff believes the increased height is acceptable. Staff also believes the design of the revised garage references the architecture, colors, and materials of the office building, resulting in an architecturally-integrated project. The removal of the southern parking garage is also a significant visual improvement over the approved project.

Circulation (Public & Private)

Vehicular access to the site would be provided from the five existing driveways (one on Stoneridge Mall Road and four on Embarcadero Court) and one new driveway on Stoneridge Mall Road that would be shared with the BART garage. Vehicular access into the BART garage would be relocated to the east side of the structure and a new building opening would be established. The existing BART driveway on Stoneridge Mall Road would be narrowed and converted into an emergency vehicle access drive. The existing Stoneridge Mall Road driveway would be widened from 25 feet to 50 feet to accommodate a landscaped median and two exit lanes out of the driveway. This driveway would lead to a below grade tunnel providing access to the basement garage. Employees could also drive through the tunnel to access the surface parking spaces on the north and east sides of the Stoneridge Corporate Plaza site. A small drop-off only parking area would be added in front (south) of the new office building. Both of the Stoneridge Mall Road driveways would be signalized. To accommodate the signalization of the driveways, six of the Stoneridge Mall Road driveways along Stoneridge Mall's frontage would need to be closed off with associated changes to the Mall's parking lot. Nordstrom (the owner of the affected parcel) and Stoneridge Mall have indicated that these changes are acceptable.

Additionally, a traffic study was prepared in 2014 to analyze the traffic and circulation for the original project. As a result of this analysis, Workday was required to construct the following traffic mitigation measures:

- Foothill Road at Canyon Way Intersection: Install a third southbound left-turn lane at Foothill Road with an additional eastbound lane on Canyon Way to accommodate the new southbound left-turn traffic.
- Stoneridge Mall Road at Stoneridge Drive Intersection: Increase the southbound left-turn vehicle storage on Stoneridge Mall Road by either modifying the roadway median or by widening the west side of Stoneridge Mall Road and realigning the roadway.
- Stoneridge Mall Road at the New Shared BART/Workday Driveway: Signalize this intersection (including the necessary modifications to the Stoneridge Mall parking lot on the opposite side of Stoneridge Mall Road to accommodate the new signal).

Because the modified project included the elimination of the southern parking garage, an increase in size of the northern parking garage, a new basement garage, and related on-site circulation changes, an updated traffic study was conducted to determine whether the revised project's on-site circulation was acceptably designed and whether the revised project would change the off-site traffic mitigation required with the approved project. The updated traffic study determined that the project's on-site circulation was acceptably designed to handle the expected traffic volumes and that the mitigation measures identified in the 2014 traffic study would continue to adequately mitigate the traffic generated from the modified project. The updated traffic study indicates that the vehicle storage capacity of the southbound left-turn lane at the new shared BART/Workday driveway could be exceeded one or two times during the morning peak hour. The traffic study indicates that vehicle queues could be managed through

signal timing (e.g., extending the left-turn green time when the vehicle queue reaches a certain length). The signal timing would be managed by the City Traffic Engineer.

Transit, Bike, and Pedestrian Access

Similar to the approved plan, the existing Wheels bus stop and BART kiss-n-ride turnout along Stoneridge Mall Road would be relocated to the northwest in front of the BART garage. Existing and proposed sidewalks along Stoneridge Mall Road and Embarcadero Court would provide pedestrian access to the project sites. A new feature of the modified project is a pedestrian bridge connecting the Workday garage to the existing bridge between the BART station and BART garage. Workday would allow the public to use this bridge and the elevators and staircase in the parking garage. The existing exterior staircase at the BART station bridge, currently only used for emergency egress, would be opened for general use and a new plaza area would be created between the staircase and BART garage. A pedestrian/bicycle promenade along the east side of the BART garage would connect the plaza to Stoneridge Mall Road. Bicycle access would also be provided on the west and north sides of the BART garage. There is an existing crosswalk on Stoneridge Mall Road in front of the BART garage that would be relocated slightly to align with the new pedestrian/bicycle promenade. A new sidewalk would be constructed from this crosswalk on the south side of Stoneridge Mall Rd. and into the Nordstrom property, which would provide a continuous sidewalk from the BART station to the Nordstrom building.

Police Service Center

Similar to the approved project, Workday would construct a small addition and remodel the ground level of the BART parking garage to create a joint BART and City of Pleasanton police service center. The service center would be located in the southwest corner of the garage and the front elevation would be modified by adding a small addition and glass storefront windows. The space would serve as a limited-use facility to support law enforcement operations and ancillary services for public safety in the north end of Pleasanton. The applicant has collaborated with Police Department staff to ensure the design reflects Police Department needs. A drive aisle and parking space for BART police staff would be installed along the west side of the BART garage that would connect to the adjacent office parking lot at 6000 Stoneridge Mall Road. Six parking spaces would be added in front of the garage for Pleasanton Police staff and customers. The applicant would install related improvements in front of the BART garage, including new landscaping, concrete seat walls, and signage. Staff believes that the proposed changes would improve the appearance of the garage and that the police service center would be a valuable public facility that enhances police services in the Stoneridge Mall and BART station area. The Development Agreement requires that the police service center be constructed concurrently with the rest of the Workday project.

Signage

In addition to the Workday name/logo on the northern perforated panel of the garage, wall-mounted signs are shown on the south and west elevations of the office building. Staff finds the general location, number, and size of the signs to be acceptable. Staff anticipates that ground-mounted project identification and directional monument signs would also be proposed. The applicant would install signage at the BART garage including BART, police, and wayfinding signs in front of the garage, a parking space vehicle counter (indicating how many parking spaces are available in the BART garage) on the front wall of the BART garage, and BART and "Welcome to Pleasanton" signs behind the garage in the plaza area. Staff finds the

general design and location of the signs to be acceptable. The applicant has provided three “Welcome to Pleasanton” sign options for the plaza area. The sign options would vary in shape, height, and colors (due to a printing error, Sign Options 1 and 2 are missing the silver background color that is proposed). While staff believes they will all provide an attractive “sense of arrival” for those leaving the BART station, we prefer Option 3 except with the curved shape of Option 2. Staff also recommends that the font style of the City of Pleasanton logo be used. A condition has been included that requires the details of the signs to be submitted for review and approval by the Director of Community Development.

Green Building

As required by the City’s Green Building Ordinance, the proposed project is required to meet at least a LEED (Leadership in Energy and Environmental Design) “Certified” level, which is equal to a score of 40 or more credit points on the LEED Green Building Checklist for New Construction and Major Renovations. With the approved project, the applicant incorporated green building measures to allow it to qualify for at least 55 points, meeting a LEED “Silver” level with the possible addition of other measures to meet a “Gold” level. With the current proposal, the applicant is proposing to add sustainability features to allow the project to qualify for 84 points, meeting a “Platinum” level, the highest level. Some of the proposed green building measures include: use 40 percent less water than the water use baseline calculated for the office building, not including irrigation (a 41 percent reduction is proposed); reduce potable water consumption for irrigation by at least 50 percent from a midsummer baseline case (a 61 percent reduction is proposed); improve building energy performance at least 48 percent over baseline; and install on-site renewable energy systems to produce 13 percent of the building’s annual energy cost (photovoltaic panels are proposed). Please see the LEED checklist on Sheet A7.01 of the development plans for the complete list of the proposed Green Building items. Staff appreciates that the applicant has significantly increased the green building measures in the project, including measures to substantially reduce the project’s water demand (annual water savings for the building would be 1,190,000 gallons below baseline and annual water savings for irrigation would be 7,066,037 gallons below baseline).

Landscaping, Open Space, & Public Plaza

Landscape plans have been provided for the site showing existing and new planter areas around the buildings and site, including modification of the central landscaped area between the Stoneridge Corporate Plaza buildings. The landscape plan will provide a variety of trees, shrubs, and groundcover on the project site. The proposed tree sizes are generous, ranging from 24-inch-box to 60-inch-box size. Similar to the approved project, the applicant will plant small-growing trees and shrubs within CalTrans’ 22-30-foot wide unpaved right-of-way between the project site and the edge of the I-580 freeway paving.

The approved project contained a parking area between the BART garage and freeway. The modified project replaces approximately half of the parking area with a new public plaza. The plaza would include concrete paving with planter areas and seat walls, decorative concrete columns and retaining walls to reduce freeway noise, a “Welcome to Pleasanton” sign, and bicycle lockers for BART patrons.

Staff believes that the proposed landscape plan is attractive and generally contains sufficient landscape area around the perimeter of the structures, parking areas, and along the street frontages. The public plaza behind the BART garage is well designed and will provide an

attractive entry to Pleasanton for BART patrons exiting the station platform. Staff also believes that the density and species of trees indicated on the plan are generally appropriate. The plans show an approximately 160-foot gap in the tree planting within the CalTrans' right-of-way on the north side of the parking garage. While staff finds the design of the garage to be attractive, it is still a large structure located close to the freeway and staff believes that trees should be planted between it and the freeway to soften its appearance and provide a green buffer along a very busy and prominent freeway frontage. Therefore, staff has included a condition requiring evergreen trees to be planted in this gap to match the spacing of the other trees along the freeway. Also, since the quantities and spacing of the shrubs and groundcover are not shown on the landscape plan, a condition of approval requires that these be shown on the plans provided at the building permit stage subject to review and approval by the Director of Community Development.

Tree Removal

Separate tree reports have been prepared for the BART and Stoneridge Corporate Plaza sites that specify the species, size, health, and value of the existing trees on the site that exceed 6 inches in diameter. In total, approximately 362 trees would be removed as part of the modified project, including 195 heritage-sized trees. While this is a large number of trees, they are mostly ornamental trees that were planted as part of the Stoneridge Corporate Plaza development. Approximately 634 new trees would be planted on both sites ranging in size from 24-inch-box to 60-inch-box (a net increase of 272 trees on the site). Staff believes that the proposed landscape plan is generous in both number and sizes of trees and would comprise adequate mitigation for the removed trees assuming that approximately 30 percent of the trees in the final landscape plan are of a larger size (36- to 60-inch-box sized trees). A condition of approval requires that the quantity of each box size tree be submitted for the review and approval by the Director of Community Development.

PUD CONSIDERATIONS

The Zoning Code sets forth purposes of the Planned Unit Development District and "considerations" to be addressed in reviewing and/or modifying a PUD development plan. These findings are discussed below.

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

The modifications to the project, as conditioned, comply with all applicable City standards concerning public health, safety, and welfare because:

- the modified development project would include the installation of all required on-site utilities with connections to municipal systems in order to serve the new development;
- the recommended traffic mitigations ensure that the project will not generate volumes of traffic that cannot be accommodated by existing City streets and intersections in the area;
- all structures would be designed and built to meet the requirements of the CA Building Code, CA Fire Code, and other applicable City codes;
- adequate access would be provided to the structures for police, fire, and other emergency response vehicles;
- stormwater run-off from the site will be treated before leaving the site;

- construction hour limits and dust suppression requirements will minimize construction impacts on surrounding properties;
- the proposed project will revitalize a currently vacant parcel abutting a BART station, and will provide significant new public and private amenities; and
- the proposed development is compatible with the adjacent uses and would be consistent with the existing scale and character of the area.

Therefore, staff believes that the proposed PUD development plan is in the best interests of the public health, safety, and general welfare, and that this finding can be made.

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

The project would be consistent with the land use designations of the site in the General Plan because the Stoneridge Corporate Plaza site's General Plan Land Use Designation of "Retail/Highway/Service Commercial; Business and Professional Offices" permits office uses. The 6.9-acre BART site's General Plan Land Use Designation of "Mixed Use" permits office uses and allows development of a single use on a site if such use is approved as part of a PUD. The proposed 410,000-square foot office building would result in a FAR of 1.36 for the 6.9-acre BART site. This complies with the 1.5 maximum FAR permitted for the Mixed Use land use.

The proposed project would further several General Plan Goals, Programs, and Policies, including: encouraging the reuse of vacant and underutilized parcels and buildings within existing urban areas; requiring higher residential and commercial densities in close proximity to transportation corridors and hubs; assuring that new major commercial, office, and institutional centers are adequately served by transit and by pedestrian and bicycle facilities; and maintaining a complete well-rounded community of desirable neighborhoods, a strong employment base, and a variety of community facilities. Staff believes that the proposed development plan is consistent with the City's General Plan, and staff recommends that this finding be made.

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

The project site is surrounded by a variety of uses: multi-story office buildings, a regional mall, and a BART station. The proposed office use would be compatible with the surrounding uses. The office building, parking garage height, and overall project design would be consistent with the multi-story office buildings and parking garages in the vicinity. New landscaping would be installed to soften the structures and help screen the surface parking areas from off-site views. The site is relatively level. Except for the excavation for the basement parking garage (which wouldn't be visible once the project is completed) and other minor grading to install landscaping and to create proper drainage for the parking lots and bioswales, the existing grades on the property would generally be maintained. Grading conducted on the site will occur in accordance with engineering and building standards. Therefore, staff believes that this finding can be made.

4. The 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 above, the site is relatively level and minimum visible changes in grades are proposed. Erosion control and dust suppression measures will be documented in the building and improvement plans and will be administered by the City's Building and Engineering Divisions. State and City building code requirements would ensure that building foundations, on-site driveways, and parking areas are constructed on properly prepared surfaces. The proposed development would provide adequate drainage to prevent flooding. Parking lot and roof drainage would drain into landscaped bioretention areas that would filter contaminants before entering the arroyos and, ultimately, the Bay. The site is not located within an Alquist-Priolo Earthquake Fault Zone. The flood hazard maps of the Federal Emergency Management Agency (FEMA) indicate that the subject property is not located in a flood hazard zone. Therefore, staff believes that this finding can be made.

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

The project site is in a developed area of the City and would not involve the extension of any new public streets or major grading activities that would visibly change the existing flat topography. The proposed structures will be compatible in size and scale with surrounding structures. New landscaping including large box-sized trees would be installed to mitigate the loss of the existing landscaping and trees. Therefore, staff believes that this PUD finding can be made.

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

The public improvements associated with this project would be consistent with City design standards. The existing and new driveway entrances are located and configured to provide adequate line-of-sight viewing distance and to facilitate efficient ingress/egress to and from the project site. All on-site drive aisles would meet City standards for emergency vehicle access and turn-around. Adequate access would be provided to all structures for police, fire, and other emergency vehicles. Structures would be required to meet the requirements of the CA Building Code, CA Fire Code, other applicable City codes, and State of California energy and accessibility requirements. The structures would be equipped with automatic fire suppression systems (sprinklers). Therefore, staff believes that this finding can be made.

7. The plan conforms to the purposes of the PUD District because:

The proposed PUD development plan conforms to the purposes of the PUD district. One of these purposes is to ensure that the desires of the developer and the community are understood and taken into account prior to commencement of construction. Staff believes that the proposed project implements the purposes of the PUD ordinance by providing an office project that is well-designed and well-integrated with the existing office development on the subject property, that fulfills the desires of the applicant, and that meets the City's General Plan goals and policies. By taking advantage of the flexibility of the PUD district, the applicant and staff have been able to work together to

design the project in a manner most appropriate for this use. Moreover, opportunity for public comment will occur at the Planning Commission and City Council hearings.

Staff believes that through the PUD process the proposed project has provided the developer and the City with a development plan that optimizes the use of this infill site in a sensitive manner. Therefore, staff believes that this finding can be made.

PUBLIC COMMENT

Public notices were sent to property owners and tenants within a 1,000-foot radius of the project site. At the time this report was written, staff had not received any comments from the surrounding property owners or tenants. Staff will forward to the Commission any public comments as they are received.

ENVIRONMENTAL ASSESSMENT

An Initial Study/Mitigated Negative Declaration was approved as part of the prior approval (PUD-104/PUD-81-22-14M). The modified project is substantially consistent with the previously-approved project, which was analyzed in the Initial Study/Mitigated Negative Declaration, as documented in Exhibit E. No new information or changed circumstances have been identified per California Environmental Quality Act (CEQA) Guidelines Section 15162 that would require supplemental environmental review. Therefore, no supplemental environmental document accompanies this report.

CONCLUSION

Staff finds the revised site plan to be functional, with efficient on-site circulation, adequate provisions for parking, and well-designed landscaped features. The revised designs of the office building and parking structure are attractive and the architecture, colors, and materials will complement the surrounding development. Affected street intersections will be mitigated to provide for efficient flow and to maintain acceptable levels of service. The public would benefit from the improved pedestrian/bicycle access to/from the BART station, the new plaza area behind the BART garage, the joint City/BART police service center in the BART garage, and the new sidewalk on the Stoneridge Mall Shopping Center property.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Find that the anticipated environmental impacts of the proposed modified campus development project are adequately evaluated in the Initial Study/Mitigated Negative Declaration prepared for the previously-approved project (PUD-104/PUD-81-22-14M) and that none of the conditions in CEQA Guidelines Section 15162 calling for the preparation of subsequent environmental review have occurred;
2. Make the PUD findings for the modified development plan as discussed in the staff report; and
3. Adopt a resolution recommending approval of Cases PUD-104-1M and PUD-81-22-15M, subject to the conditions of approval listed in Exhibit A, and forward the applications to the City Council for public hearing and review.

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Reviewed/Approved By:

Adam Weinstein, Planning Manager

Gerry Beaudin, Community Development Director