

Planning Commission Staff Report

February 12, 2014
Item 6.c.

- SUBJECT:** Work Session for P14-0009
- APPLICANT:** Workday, Inc.
- PROPERTY OWNERS:** NPC Holdings, LLC and San Francisco Bay Area Rapid Transit District (BART)
- PURPOSE:** Work Session to review and receive comments on a preliminary application to construct a six-story, approximately 430,000 square foot office building, two parking garages, and related site improvements.
- GENERAL PLAN:** Mixed Use and Retail/Highway/Service Commercial; Business and Professional Offices
- ZONING:** Planned Unit Development-High Density Residential/Commercial (PUD-HDR/C) and Planned Unit Development – Commercial - Office (PUD-C-O)
- LOCATION:** 6110 and 6120-6160 Stoneridge Mall Road
- EXHIBITS:** [A. Planning Commission Work Session Topics](#)
[B. Preliminary Development Plans](#)
[C. Location Map](#)

I. BACKGROUND

Workday, Inc. is a cloud-based software company that currently occupies space at 6230 Stoneridge Mall Road in the Pleasanton Corporate Commons office complex and 6130 Stoneridge Mall Road in the adjacent Stoneridge Corporate Plaza office complex. Stoneridge Corporate Plaza was purchased in 2012 by NPC holdings, LLC which is owned by Workday's co-founder, Dave Duffield. Workday has recently signed a long-term lease with BART to develop BART's 6.9-acre portion of land next to the West Dublin/Pleasanton BART station and parking garage. Windstar Communities, Inc. previously received City approval in 2008 to

construct a mixed-use, high-density residential/commercial development containing 350 apartment units and approximately 14,000 square feet of retail space on this 6.9-acre portion of BART's property. Workday intends to construct an office building, parking garage, and other site improvements on the BART property and construct a parking garage and other site improvements at Stoneridge Corporate Plaza.

Planning Commission Work Session

In order to receive early input from the Planning Commission and public regarding the proposed project, staff has scheduled a Planning Commission work session. No action on the project will be made at the work session. After the work session, the project will be subject to review and approval by the City Council following review and recommendation by the Planning Commission.

II. SITE DESCRIPTION

Subject Property and Surrounding Area

The proposed project is 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 on the following page).

Stoneridge Corporate Plaza was developed between 1985 and 1998 and currently contains five multi-story office buildings totaling approximately 567,573 sq. ft. and related site improvements (surface parking spaces, ornamental vegetation, etc.). The site is generally flat.

The adjacent 6.9-acre BART property is one of three BART-owned properties located between I-580 and Stoneridge Mall Road. The other two BART properties include the BART parking garage located on an approximately 1.2-acre parcel and the BART electrical substation located on an approximately 0.3-acre parcel. The 6.9-acre site under consideration is relatively flat and contains non-native grasses and a grove of trees towards its center. The BART properties were originally part of the Stoneridge Corporate Plaza development and were zoned for an additional office building and two smaller bank/savings and loan buildings. In 1987, BART purchased the property in anticipation of developing the BART station and the office and bank entitlements were removed.

The subject properties are bordered on the west by the BART garage and a four-story office building, on the north by I-580, on the east by I-680, on the south by the Pleasanton Corporate Commons office complex, and on the southwest by Stoneridge Mall, on the opposite side of Stoneridge Mall Road.

Figure 1, Aerial Photograph of the Subject Site and Surrounding Area (Google Maps)



Figure 2, Project Site Viewed from Stoneridge Mall Rd. in front of BART Garage (Google Maps)



Figure 3, Project Site Viewed from Stoneridge Mall Rd. and Embarcadero Ct. (Google Maps)

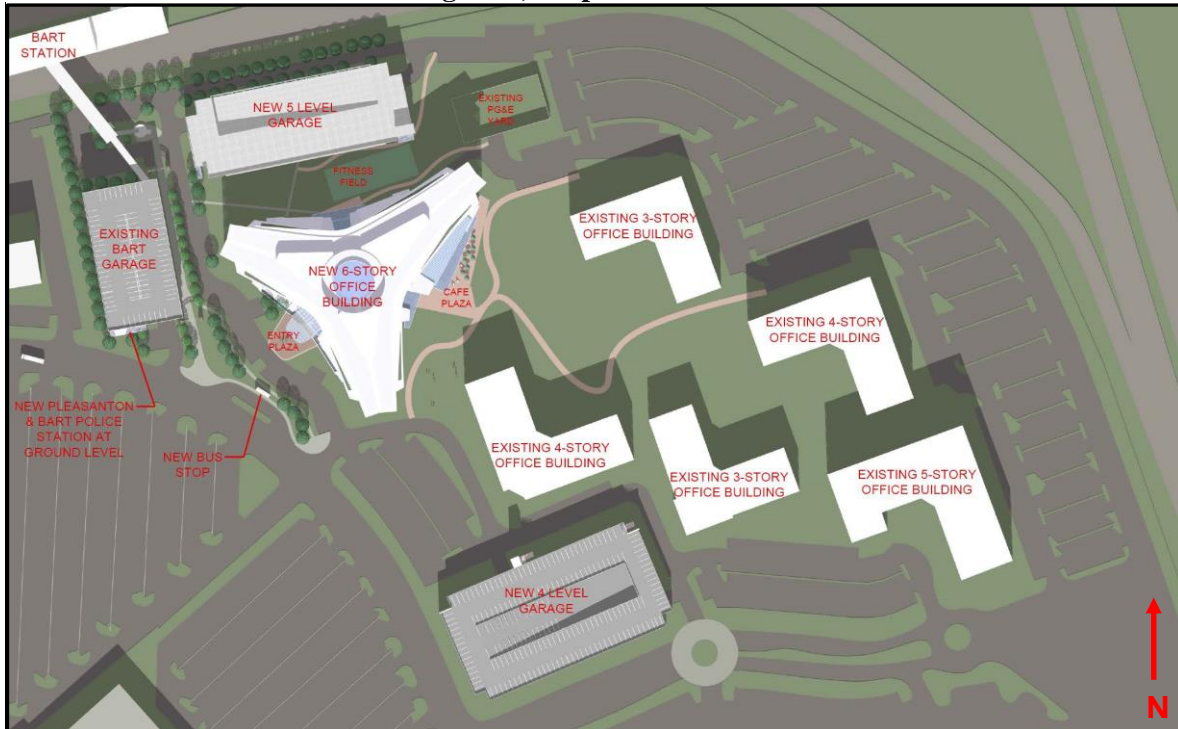


III. PROJECT DESCRIPTION

The applicant proposes to construct a six-story, approximately 430,000 square foot office building, parking garage, and surface parking on the BART property and construct a parking garage and surface parking on the Stoneridge Corporate Plaza property. Other related site improvements would also occur (e.g., landscape modifications, stormwater treatment areas, etc.). The project features are summarized below:

- The new six-story office building and five-level parking structure would be located east of the existing BART parking garage. The office building would be set back approximately 105 ft. from the Stoneridge Mall Road property line (approximately 112 ft. from the existing face of curb) and approximately 219 ft. from the northern property line along I-580. A small portion of the office building crosses the southeastern property line onto the Stoneridge Corporate Plaza parcel. The applicant intends to adjust the property line slightly to locate the office building entirely on the BART parcel. The five-level parking garage would be set back approximately 25 ft. from the northern property line along I-580. The four-level parking garage would be located near the southwest corner of the Stoneridge Corporate Plaza site adjacent to the Stoneridge Mall Road and Embarcadero Court intersection. The four-level parking structure would be set back approximately 15 ft. from the Stoneridge Mall Road property line (approximately 22 ft. from the existing face of curb) and approximately 15 ft. from the Embarcadero Court property line (approximately 25 ft. from the existing face of curb). Please refer to Figure 4 on the following page for the proposed site plan.

Figure 4, Proposed Site Plan



- The six-story office building would total approximately 430,000 sq. ft. in area. The first floor would be slightly larger than the upper floors to accommodate the main entries and employee cafeteria. The sixth floor would be the smallest floor, with its walls set back approximately 10 feet from the lower walls to provide variation/interest in the façades while also providing room for rooftop planters above the fifth floor. The building would be approximately 87½ ft. tall at the top of the parapet and approximately 105 ft. tall at the top of the circular screen wall.

The office building has a unique and striking three-sided shape featuring a layered architecture which creates a base, middle, and top. The base would feature glass walls highlighted by the building entry features and a covered outdoor dining area. The middle layer would feature continuous ribbon windows separated by horizontal bands. The top layer begins with the recessed sixth floor walls continuing up to a deep eave/soffit with a simple band at the parapet and finishes with horizontally-scored rooftop equipment screens. A large skylight would be located at the center of the roof providing natural light down a central atrium of the building that would remain open on all floors. Building materials and colors have not been provided at this time. A color/materials board will be provided to the Commission when it reviews the formal application.

A building-mounted sign is shown on the west elevation facing Stoneridge Mall Road, but no details of this sign are provided at this time. Staff anticipates that additional signs will be proposed by the applicants; details of the proposed signs will be provided with the formal application.

Figure 4, Office Building Perspective from Stoneridge Mall Road Entry



- The five-level parking garage next to I-580 would have a maximum height of approximately 61 feet as measured at the top of the elevator penthouse and approximately 47 feet at the top of the parapet/guardrail. Elevations for the four-level parking garage have not been provided at this time. However, the conceptual design of the structure is provided on the birdseye views and it is assumed it would look similar to the five-level parking garage.

Figure 5, North Elevation of the 5-Level Parking Garage



- Vehicular access to the site would be provided from the five existing driveways: one on Stoneridge Mall Road and four on Embarcadero Court. One of the Embarcadero Court driveways would be relocated approximately 12 ft. to the east and narrowed by five feet. To prevent BART patrons from accessing the office parking in the western portion of the project site, a vehicular gate would be installed in the drive aisle between the BART garage and new office building. The existing Wheels bus stop and BART kiss-n-ride turnout along Stoneridge Mall Road would be improved to create a transit “hub” area with a separate lane off Stoneridge Mall Road.
- In order to accommodate the new development, several hundred of the existing parking spaces along the north, west, and south sides of the existing office buildings would be

reconfigured to facilitate efficient on-site circulation. The existing drive aisles and parking areas along the eastern sides of the existing office buildings would generally remain with new parking spaces created by extending the parking lot closer to the freeway/eastern property line. A total of 3,270 parking spaces would be provided for the existing and new office buildings consisting of 1,662 surface parking spaces and 1,608 garage parking spaces (the Project Data table lists 1,624 garage spaces in error). There would be 1,173 (35.9%) compact-sized spaces.

- The existing pedestrian walkway along the east side of the BART parking garage would be enhanced to provide a prominent walkway to link the BART station to the transit hub and Stoneridge Mall Road sidewalk. Other walkways would traverse throughout the site.
- The Stoneridge Corporate Plaza development was originally proposed and conditioned to allow public use of the private landscaped area between the Stoneridge Corporate Plaza buildings. This area contains landscaping with a small outdoor amphitheater, water features, and gazebo that are open to the public during daylight hours. The applicant would reconfigure this central landscaped area and, due to security concerns, is proposing to eliminate the public's use of this area.

Figure 6, Aerial of the Landscaped Area at Stoneridge Corporate Plaza (Google Maps)



Figure 7, Landscaped Area at Stoneridge Corporate Plaza



- A conceptual landscape plan was submitted showing existing and new planter areas around the buildings and site, including the modified central landscaped area between the Stoneridge Corporate Plaza buildings. New water features would be installed (the applicant has indicated that the water feature next to the main office entry may be eliminated). At this time, no details have been provided on the species, quantity, and size of the proposed plants. An unknown quantity of trees would be removed to accommodate the proposed development. A tree removal plan and tree report will be available when the Commission reviews the PUD application. The applicant is discussing with CalTrans whether it would allow landscaping to be installed within CalTrans' unpaved right-of-way between the project site and the edge of the I-580 and I-680 freeway paving. This area currently contains grasses/weeds with a few trees and shrubs in some areas.
- As a benefit to the community, Workday would construct a small addition and remodel on the ground level of the BART parking garage for a joint BART and City of Pleasanton police substation. The applicant has collaborated with Police Department staff regarding their needs for the space. A drive aisle and parking space for 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. Modification to the BART parking garage is exempt from City review and approval.

IV. CONSIDERATIONS FOR THE WORK SESSION

Staff is presenting the Commission with the preliminary plans for consideration and comments. This work session will allow the Planning Commission to provide direction to the applicant and staff regarding any issues it wishes to be addressed prior to the project formally returning to the Planning Commission for a recommendation to the City Council. The areas noted below are where staff would find the Commission's input most helpful.

General Plan Land Use and Zoning

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 Mixed Use designation allows development of a single use on a site if such use is approved as part of a PUD. Therefore, the project will be consistent with the General Plan Land Use Designation if the 6.9-acre site is rezoned to allow office uses as noted below.

The proposed 430,000 sq. ft. office building would result in a floor area ratio (FAR) of 143% for the 6.9-acre BART site. This complies with the 150% maximum FAR permitted for the Mixed Use land use¹. Staff notes that parking structures are not counted towards the FAR calculation.

The current zoning of the BART property, Planned Unit Development-High Density Residential/Commercial, does not allow the proposed office use and the 6.9-acre BART site would need to be rezoned to Planned Unit Development – Office or a similar PUD zoning district to allow office uses. The existing Planned Unit Development – Commercial-Office zoning for the Stoneridge Corporate Plaza site does not need to be changed for the proposed project.

Discussion Point

A. Is the proposed land use/zoning change from mixed-use high density residential/commercial to office acceptable on the BART property?

Site Plan

Being a PUD, building positioning/setbacks, parking requirements, etc. are determined on a case-by-case basis. Although the sites are large, the existing buildings and improvements limit where the office building and parking garages could be located. Staff finds the positioning of the office building and parking garages to be acceptable. Staff also finds the on-site circulation to be acceptable.

The proposed parking ratio is approximately one space per 305 gross sq. ft. This is slightly less than the Municipal Code's office parking requirement in non-PUD zones of one space per 300

¹ Since a majority of the proposed office building would be located on the 6.9-acre BART site, staff analyzed the office building based on the applicable regulations of the BART parcel.

gross sq. ft. Given the extremely close proximity to the BART station and a bus stop, staff believes many employees will not drive to work, and staff can support this small, 1.7% (55 space) reduction to the Code parking requirement.

Discussion Point

B. Are the positioning of the office building and parking garages, the on-site circulation, and number of parking spaces acceptable?

Building Design

Staff is pleased with the overall design of the office building. The building has significant detailing and articulation and the form/shape of the building is visually interesting. The materials and colors depicted on the renderings appear attractive and will blend in well with the surrounding developments. Regarding the parking structures, staff believes that the conceptual elevations generally look acceptable and staff supports the minimalist approach in their design rather than trying to make them look like office buildings. However, staff will want to pay special attention to the landscaping around the proposed parking garage at the corner of Stoneridge Mall Road and Embarcadero Court to soften the view of the structure from Stoneridge Mall Road and Embarcadero Court.

While the height of the office building will be taller than other existing office buildings in Pleasanton, staff believes its height would be compatible with the surrounding buildings. The table below lists the height and number of stories of the proposed office building and some of the taller surrounding buildings.

Location	Stories	Height
Proposed Workday office building 6110 Stoneridge Mall Road	6-stories	87 ft. 6 in. at the parapet and 105 ft. at the top of the circular screen wall
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-stories, 5-levels	59 ft. 4 in. at the top of the elevator penthouse
Sheraton Hotel 5990 Stoneridge Mall Road	6-stories	60 ft. 1 in.

Discussion Point

C. Are the designs and heights of the office building and parking garages acceptable?

Photo Simulations

Three photo simulations have been provided for the project: two views from eastbound I-580 and one view from westbound I-580. The applicant indicated that the new landscaping shown in the simulations is five years old. A few new trees are shown in the CalTrans right-of-way.

Discussion Point

D. Are the photo simulations adequate?

Public's use of the Private Landscaped Area

Because of its "tucked away" location between the Stoneridge Corporate Plaza buildings, staff does not believe the landscaped area is often used by the public. Staff believes that this area would have been beneficial to and used by the residents in the Windstar project, if it had been built. Given that the Windstar project would be replaced by the Workday project and given Workday's desire to have a secure campus, staff believes it would be acceptable to eliminate the public's use of this area.

Discussion Point

E. Does the Planning Commission support the elimination of the public's use of the private landscaped area?

V. 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.

VI. ENVIRONMENTAL ASSESSMENT

Since the Planning Commission will take no formal action on the project at the work session, no environmental document accompanies this work session report. Environmental documentation will be provided in conjunction with the Planning Commission's formal review of the PUD application.

VII. STAFF RECOMMENDATION

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

For questions or comments about this proposal, please contact: Steve Otto, Senior Planner at 925-931-5608 or sotto@cityofpleasantonca.gov.