

ADMINISTRATIVE
Final Initial Study/Mitigated Negative Declaration
10x Genomics Project
City of Pleasanton, Alameda County, California
State Clearinghouse Number 2021040095

Prepared for:

City of Pleasanton
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Pleasanton, CA 94566
925.931.5600

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Contact: Mary Bean, Project Director
Cecilia So, Senior Project Manager

Date: May 18, 2021

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SECTION 1: INTRODUCTION

Although not required by the California Environmental Quality Act (CEQA), the City of Pleasanton (City) has prepared the following responses to environmental comments received on the 10x Genomics Project Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND). The Responses to Comments, which are included in this document, together with the Draft IS/MND, Draft IS/MND appendices, and the Mitigation Monitoring and Reporting Program (MMRP), comprise the Final IS/MND for use by the City of Pleasanton in its review and consideration of the 10x Genomics Project. All public comments regarding the Draft IS/MND are included for consideration by the City.

This document is organized into two sections:

- **Section 1—Introduction.**
- **Section 2—Responses to Written Comments:** Provides a list of the agencies, organizations, and individuals who commented on the Draft IS/MND. Copies of all of the letters received regarding the Draft IS/MND and responses thereto are included in this section.

The Final IS/MND includes the following contents:

- Draft IS/MND (provided under separate cover)
- Draft IS/MND appendices (provided under separate cover)
- Responses to Written Comments (Sections 2 of this document)
- Mitigation Monitoring and Reporting Program (provided under separate cover)

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SECTION 2: RESPONSES TO WRITTEN COMMENTS

2.1 - List of Authors

A list of public agencies, organizations, and individuals that provided comments on the Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) is presented below. Each comment has been assigned a code. Individual comments within each communication have been numbered so comments can be cross-referenced with responses. Following this list, the text of the communication is reprinted and followed by the corresponding response.

Author	Author Code
Local Agencies	
Bay Area Air Quality Management District.....	BAAQMD
Individuals	
Rashid, Erum.....	RASHID

2.2 - Responses to Comments

2.2.1 - Introduction

Although a lead agency is not required to provide written responses to comments on proposed Negative Declarations (NDs) or Mitigated Negative Declarations (MNDs) under the California Environmental Quality Act (CEQA), the City of Pleasanton has evaluated the comments received on the 10x Genomics Project (State Clearinghouse No. 2021040095) (proposed project) Draft IS/MND and has elected to provide responses to the following environmental comments. None of the comments received results in the need to recirculate the Draft IS/MND or to prepare an Environmental Impact Report (EIR).

2.2.2 - Comment Letters and Responses

The comment letters reproduced in the following pages and follow the same organization as used in the List of Authors.

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**BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT**

ALAMEDA COUNTY

John J. Bauters
(Secretary)
Pauline Russo Cutter
David Haubert
Nate Miley

CONTRA COSTA COUNTY

John Gioia
David Hudson
Karen Mitchoff
(Vice Chair)
Mark Ross

MARIN COUNTY

Katie Rice

NAPA COUNTY

Brad Wagenknecht

SAN FRANCISCO COUNTY

Myrna Melgar
Shamann Walton
Tyrone Jue
(SF Mayor's Appointee)

SAN MATEO COUNTY

David J. Canepa
Carole Groom
Davina Hurt

SANTA CLARA COUNTY

Margaret Abe-Koga
Cindy Chavez
(Chair)
Rich Constantine
Rob Rennie

SOLANO COUNTY

Erin Hannigan
Lori Wilson

SONOMA COUNTY

Teresa Barrett
Lynda Hopkins

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

Connect with the
Bay Area Air District:



May 3, 2021

Eric Luchini
City of Pleasanton
Community Development Department
200 Old Bernal Avenue
Pleasanton, CA 94566

RE: 10x Genomics Project – Mitigated Negative Declaration

Dear Mr. Luchini,

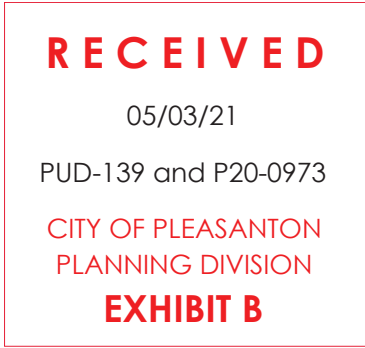
Bay Area Air Quality Management District (Air District) staff has reviewed the Mitigated Negative Declaration (MND) for the 10x Genomics Project (Project). The Project would redevelop a 14.75-acre site for commercial and office uses, research and development (R&D), and light laboratory manufacturing. Building 1 would consist of a 2- and 3-story, 150,000 square foot operations facility building. Building 2 would consist of up to a 4-story, 115,000 square foot R&D facility. Building 3 would consist of up to a 4-story 116,062 square foot R&D facility. In addition, the Project would include a maximum six-story parking structure with 1,168 parking stalls and a surface parking lot with 90 parking stalls.

Air District staff supports the City's efforts to focus development near transit. In addition, Air District staff appreciates efforts to incorporate best management practices into the Project's design to minimize air quality and climate impacts. The Air District recommends the following measures that can further reduce air pollution and greenhouse gas (GHG) emissions.

Recommendations to Reduce Mobile Emissions

Because the Project site is located 0.5 mile south of the West Dublin/Pleasanton BART Station, Air District staff strongly encourages the City to develop a Transportation Demand Management (TDM) Program to connect commuters from the BART Station to the Project site and discourage single occupancy vehicle (SOV) travel and associated air pollutant and GHG emissions. Given the Project site's proximity to transit, TDM measures could include:

- Shuttle service between BART and the Project site;
- Incentives to encourage transit use, carpooling, vanpooling, and non-SOV travel;
- Carshare programs;
- Secure bicycle parking and shower/locker room facilities;
- Bike-share station;
- Transit subsidies, including subsidies for first/last mile (e.g., bike share, scooter share, ride share); and
- Safe and convenient pedestrian and bicyclist access to streets, sidewalks, bike paths, and public transit stops.



May 3, 2021

Research shows that providing abundant, free parking encourages SOV travel. Air District staff recommends that the City decrease the amount of parking spaces and implement best practice parking strategies to reduce SOV travel and associated emissions, such as reduced parking requirements, shared parking, paid parking, employee parking cash-out, and car-share parking. Parking cash-out appears to be especially feasible here, as it is well suited to large suburban locations such as this project site and given the City of Pleasanton's past experience with parking cash-out programs.

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Moreover, given the recent Executive Order N-79-20 to phase out gasoline cars and mandate 100 percent sales of new passenger vehicles to be zero-emission by 2035, as well as 100 percent of medium- and heavy-duty vehicles by 2045, it is critical that the Project accommodate the electric vehicle charging infrastructure necessary to reduce emissions from the transportation sector and accelerate zero-emission technology. According to the MND, no electric vehicle charging stations would be constructed for the Project. This is a profound missed opportunity and is not aligned with State goals to promote use of electric vehicles. To align with this new Executive Order and to be able to support increased use of electric vehicles, Air District staff recommends incorporating electric vehicle charging stations for at least 15 percent of parking spaces and EV ready spaces for at least 50 percent of parking spaces.

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Compliance with Air District Permitting Requirements

The Air District is responsible for the issuance of air quality permits for stationary equipment in the Bay Area and the management of the resulting air emissions. Please note that certain equipment and operations (e.g., backup diesel generators, boilers, laboratories) will require the applicant to apply for an Air District Authority to Construct/Permit to Operate. If you have any questions regarding the Air District's permits, please contact Barry Young, Senior Advanced Projects Advisor, at byoung@baaqmd.gov or (415) 940-9641 to discuss permit requirements.

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Air District staff is available to assist the City in addressing these comments. If you have any questions or would like to discuss Air District recommendations further, please contact Josephine Fong, Environmental Planner, at (415) 749-8637 or jfong@baaqmd.gov.

Sincerely,



Greg Nudd
Deputy Air Pollution Control Officer

cc: BAAQMD Secretary John J. Bauters
BAAQMD Director Pauline Russo Cutter
BAAQMD Director David Haubert
BAAQMD Director Nate Miley

Local Agencies

Bay Area Air Quality Management District (BAAQMD)

Response to BAAQMD-1

Comment noted. Although the applicant is not required to implement all the Transportation Demand Management (TDM) measures as suggested by the BAAQMD in this comment, the proposed project would include the following TDM measures outlined below that would reduce mobile emissions to below a level of significance:

- Secure bicycle parking,
- Safe and convenient pedestrian and bicyclist access to streets, sidewalks, bike paths, and public transit stops,
- Electric Vehicle (EV) chargers per Building Code requirements (see Response to BAAQMD-3 below),
- Solar ready.

Response to BAAQMD-2

The City's Zoning Ordinance defines parking requirements of the development. The project site would be rezoned to Planned Unit Development (PUD) Commercial-Office (PUD-C-O) and would provide less than one parking space for each employee. The project does not propose parking in excess of the parking requirements set forth by the City, as discussed in Section 2.3, Air Quality, of the Draft IS/MND. Furthermore, the applicant is not required by the City to reduce the number of parking spaces proposed by the project or to provide fewer than the required number of spaces according to the City's Zoning Ordinance. In addition, there is a pre-existing parking agreement between the owners of the adjacent Stoneridge Mall and the owners of the project site. The agreement previously required a parking ratio of four spaces per 1,000 square feet. The applicant and Stoneridge Mall owners have negotiated a new agreement to provide a reduced parking ratio of 3.3 spaces per 1,000 square feet at full buildout of the proposed project. Therefore, the parking requirements have already been reduced, and the proposed project adheres to the private agreement. No further analysis is warranted.

Response to BAAQMD-3

The proposed project would include EV-ready infrastructure in accordance with Building Code requirements. The number of EV-ready spaces that would be provided would comply with the requirements contained in Title 24, Part 11 of the 2019 California Building Code. Additionally, while the proposed project does not show EV parking spaces in the Illustrative Site Plan used for the basis of the analysis provided in the Draft IS/MND, the proposed project would be required to provide priority parking facilities for these types of vehicles, in accordance with Section 11.36.230 and Section 20.70.050 of the Pleasanton Municipal Code. Furthermore, the proposed project would comply with the California Green Building Code, which requires non-residential projects to include 6 percent of parking as EV capable. Therefore, no further analysis is warranted.

Response to BAAQMD-4

Comment noted. As the comment suggests, the applicant will contact the BAAQMD upon permitting of their stationary source equipment.

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From: [erum.rashid](#)
To: [Eric Luchini](#)
Subject: community development Department - 10XGenomics Projects
Date: Monday, March 29, 2021 8:07:20 PM

Hi Mr. Luchini, This is in regard to the above project. I am a resident of Stoneridge townhomes on Springdale Avenue. I have received the Notice of Intent to Adopt an Initial Study. As a resident of the city, I am really opposed to the commercial development so close to the residential area owing to risks of traffic congestion and environmental and noise pollution and would like to register my reservations for the commencement of this project. Isn't that something that would require a proposition ballot/vote from the residents of the city?

Thank you

Erum Rashid

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Click [here](#) to report this email as spam.

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Individuals

Rashid, Erum (RASHID)

Response to RASHID-1

The commenter expressed concern about the proposed project's proximity to residential development due to general concerns about traffic congestion, environmental pollution, and noise. The City of Pleasanton responded to the inquiry via phone call to clarify the scope of the proposed project. The commenter states that they are a resident of Stoneridge Townhomes on Springdale Avenue, which is located 0.3 mile southeast of the project site.

As discussed in Section 2.17, Transportation, the proposed project's potential impacts on vehicle queues would be mitigated with implementation of Mitigation Measure (MM) TRANS-1, which would require modification of the intersection of Stoneridge Drive at Springdale Avenue to prevent traffic impacts, and with implementation of MM TRANS-2, which would require the City's Traffic Engineering Division to monitor and manage traffic signal timings on Stoneridge Drive between Foothill Road and Interstate 680 (I-680) northbound ramps to coordinate traffic flows and minimize vehicle queues. With implementation of the prescribed mitigation measures, transportation impacts would be less than significant. No further analysis is warranted.

Environmental pollution is analyzed in the Draft IS/MND in Section 2.3, Air Quality; Section 2.8, Greenhouse Gas Emissions; Section 2.9, Hazards and Hazardous Materials, Section 2.10, Hydrology and Water Quality; and Section 2.18, Utilities and Service Systems. As discussed throughout these sections and throughout the Draft IS/MND, impacts from the proposed project would be either less than significant, or they would be less than significant with implementation of the prescribed mitigation measures that are designed to reduce the proposed project's environmental impacts. Therefore, no additional analysis of pollutants is warranted.

As discussed in Section 2.13, Noise, the proposed project would not create any potentially significant impacts related to noise. Implementation of MM NOI-1 would be required during construction activities in order to reduce the potential noise impacts during the construction period to below a level of significance. No additional analysis is warranted.

A list of discretionary approvals required for the proposed project is found in Section 1.5 of the Draft IS/MND. Furthermore, the final approving body for the proposed project and the Draft IS/MND would be the City Council. The City Council will schedule a public hearing and will distribute notices of public hearing to interested parties and neighboring residents. During the City Council public hearing, residents will be invited to submit their comments to the decision-makers for their review and consideration in approving or denying the proposed project.

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