

SUBJECT: PUD-139 and P20-0973

**APPLICANT/
PROPERTY OWNER:** 10x Genomics, Inc.

PURPOSE: Applications for: (1) a Planned Unit Development (PUD) Rezoning to rezone the subject parcel from C-R (p) (Regional Commercial - peripheral sites) District to PUD-C-O (Planned Unit Development – Commercial-Office) District; (2) a PUD Development Plan to construct up to three new multi-story research and development, office and laboratory buildings totaling approximately 381,000 square feet, a parking structure, and related site improvements over multiple phases; as well as (3) make a finding of General Plan conformity for a related Development Agreement to vest the entitlements for the PUD Rezoning and Development Plan.

LOCATION: 1701 Springdale Avenue

GENERAL PLAN: Retail/Highway/Service Commercial, Business and Professional Offices

ZONING: C-R (p) (Regional Commercial - peripheral sites)

EXHIBITS:

- A1. Draft Resolution recommending approval of the Draft Initial Study and Mitigated Negative Declaration (IS/MND)
- A2. Draft Resolution recommending approval of the PUD Rezoning and Development Plan with Draft Conditions of Approval
- A3. Draft Resolution recommending a finding of General Plan consistency for the Development Agreement
- B. Proposed plans, digital color and materials board, and shade and shadow study prepared by HOK
- C. Arborist Report prepared by HortScience/Bartlett Consulting
- D1. Draft Initial Study and Mitigated Negative Declaration (IS/MND) and Appendices A through K (digital only)
- D2. Draft IS/MND Response to Public Comments
- E. Draft Development Agreement
- F. Minutes of the November 18, 2020 Planning Commission Work Session (excerpt)
- G. Location and Notification Map

STAFF RECOMMENDATION

Staff recommends the Planning Commission:

1. Find that the proposed project would not have a significant effect on the environment.
2. Find that the proposed PUD Rezoning and Development Plan are consistent with the General Plan.
3. Find that the proposed Development Agreement is consistent with the General Plan.
4. Adopt a resolution recommending adoption of the Draft IS/MND.
5. Adopt a resolution making the PUD findings and recommending approval of Cases PUD-139 and P20-0973, subject to the draft conditions of approval listed in Exhibit A2.
6. Adopt a resolution recommending finding the Development Agreement is consistent with the General Plan.
7. Forward the IS/MND, Cases PUD-139 and P20-0973, and the Development Agreement to the City Council for consideration.

EXECUTIVE SUMMARY

The subject applications propose to: (1) rezone the subject parcel from C-R (p) (Regional Commercial - peripheral sites) District to PUD-C-O (Planned Unit Development – Commercial-Office) District; (2) construct up to three new multi-story research and development, office and laboratory buildings totaling approximately 381,000 square feet, a parking structure, and related site improvements over multiple phases; as well as (3) make a finding of General Plan conformity for a related Development Agreement to vest the entitlements for the project. PUD Rezoning and Development Plan applications are required, since the proposed mix of land uses are not expressly allowed by the current zoning, and the planned master campus layout of the proposed site improvements require flexibility and relief from the prescribed development standards of the current zoning district which are typically considered on a case-by-case basis pursuant to the Pleasanton Municipal Code (PMC). The applications were previously reviewed by the Planning Commission as a work session item on November 18, 2020. The applications presented herein have been revised to reflect the comments received at the work session. The applications are now before the Planning Commission for a recommendation to the City Council for consideration.

BACKGROUND

Zoning and General Plan

The subject site is zoned C-R (p) District and has a General Plan Land Use designation of Retail/Highway/Service Commercial Business and Professional Offices. Research & Development (R&D) and laboratory uses are not separately defined or identified as a land use category in the PMC; however, both are listed among a broad range of potential uses in the PMC's definition of "Light Industrial." R&D and laboratory uses are not expressly permitted in the C-R (p) District; thus, PUD Rezoning to a more flexible zoning category, for which the types and parameters of allowable uses would be specified, is required. The office uses proposed would be permitted under the current and proposed zoning districts.

The General Plan indicates the *average* allowable development density/intensity, expressed as Floor Area Ratio (FAR), is 35-percent with a *maximum* FAR of 60-percent. Program 15.5 of the Land Use Element in the General Plan indicates industrial, retail, and office projects should conform to the average density assumed (i.e., 35-percent FAR). However, projects may be allowed up to the maximum (i.e., 60-percent FAR) provided sufficient amenities and mitigations are incorporated into the project to justify the increased density. Additionally, page 24 of the

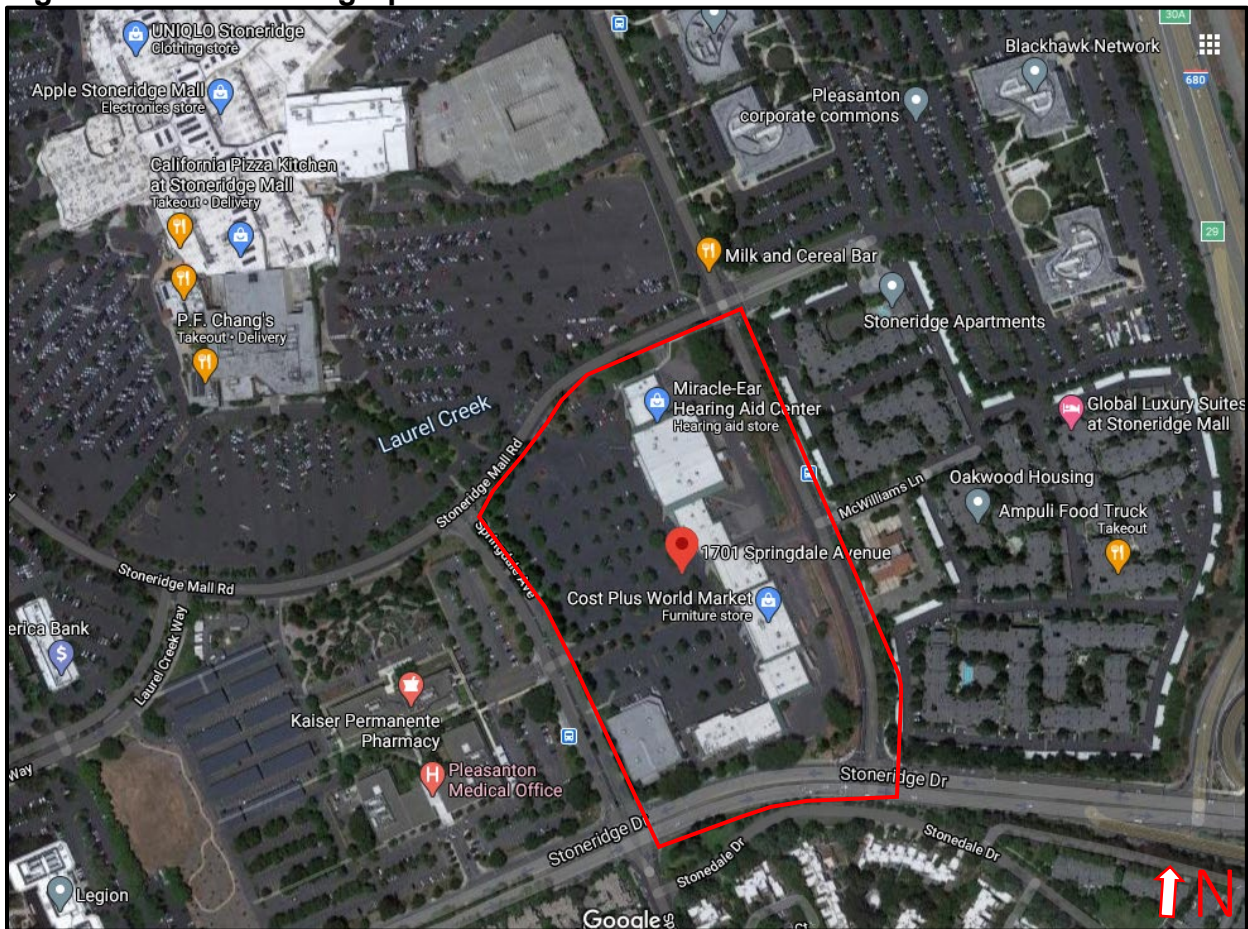
Land Use Element notes that for certain uses where employee density and traffic generation are minimal, a higher FAR may be allowed beyond the 60-percent maximum provided the use meets the requirements in the Zoning Ordinance and other City requirements. FAR in the C-R (p) District is determined on a case-by-case basis, but generally stays within the ranges prescribed in the General Plan. As such, this site may have up to a 60-percent FAR for the proposed uses if sufficient amenities and mitigations are incorporated and if the employee density and traffic generation are minimal.

Site Description

The approximately 14.58-acre subject site is relatively flat and vacant except for an approximately 600-space, surface-level, parking lot which formerly served an approximately 163,500-square-foot commercial shopping center on the subject site. The shopping center was being demolished in early 2021. Due to the recency of the demolition, the former shopping center still appears in the aerial photograph used for site orientation purposes in Figure 1 below.

The subject site is situated between Stoneridge Mall to the north, and the Kaiser medical office facility to the west. A mix of office and residential uses exist to the south across Stoneridge Drive and east across Stoneridge Mall Road. Interstates 580 and 680 are situated nearby, to the north and east. The Bay Area Rapid Transit (BART) West Dublin/Pleasanton station is within a half mile of the subject site to the north. Current access to the subject site is from three driveways, one off Springdale Avenue and two off Stoneridge Mall Road.

Figure 1: Aerial Photograph



PLANNING COMMISSION WORK SESSION

In order to receive early feedback from the Planning Commission and any interested individuals regarding the proposed project, a Planning Commission work session was held on November 18, 2020.

Two members of the public attended the work session and spoke on the subject applications. These attendees expressed concerns related to environmental impacts of the project, including hazardous materials and light pollution. Staff indicated a comprehensive environmental review would be conducted as part of the project review. No further public comments were provided at the work session.

After taking public testimony, the Planning Commission provided the following comments on the work session discussion points (additional comments made by the Commission are in the attached minutes excerpt – Exhibit F):

Discussion Point No. 1:

Is the proposed rezone and the proposed land uses acceptable?

Despite the loss of retail space, the Commissioners recognized the existing commercial center, and retail in general, is struggling, and believed the opportunity to retain an existing business and major employer within the City outweighed the loss and unanimously supported the proposed rezoning and uses, although some Commissioners sought more information on relative differences in sales tax derived from retail uses versus the proposed uses.

Discussion Point No. 2:

What amenities and mitigations should the applicant consider providing to support the proposed FAR?

The Commission unanimously supported a phased amenity approach tied to the phasing of the project. Additional comments included significant value based on the scale of the project and suggested the Council prioritize/determine where the amenities should be applied; however, nearby to the project site was preferred.

Discussion Point No. 3:

Is the overall massing, scale and setbacks of the proposed buildings acceptable, and should the heights of buildings 2/3, in particular, be modified?

The Commission unanimously supported the massing, scale, height, and orientation for Building 1. The Commission also supported an increase in height for Building 1 from two to three stories, especially if it meant the heights of Buildings 2/3 could be reduced given their proximity to the residential use to the east. The Commission expressed concerns with a 32-foot minimum setback on the east side of the project site and indicated a larger setback may be necessary to reduce impacts on the residential use to the east.

Discussion Point No. 4:

Is the site plan, circulation, phasing approach and parking ratio acceptable?

The Commission unanimously reserved comments on this discussion point pending the outcome of the Traffic Impact Analysis (TIA) being prepared as part of the environmental review for the project.

Discussion Point No. 5:

Is there additional information needed to assist the Commission in its decision on the proposed project?

Some of the Commissioners requested an economic analysis, an environmental evaluation, streetscape renderings, increased setbacks and reduced building heights, Leadership in Energy and Environmental Design (LEED) information, solar project design features and addressing the comments made by the members of the public during the work session.

PROJECT DESCRIPTION

Proposed Project

The proposed project would include development of a new campus for 10x Genomics, a biotechnology/life sciences company. 10x Genomics is already headquartered in Pleasanton and operates existing facilities within the city at Stoneridge Corporate Plaza, and at the Koll Center. The new campus is intended to allow 10x Genomics to consolidate and expand these existing operations, with a multi-phased buildout over the next several years.

The proposed project involves constructing up to three new multi-story buildings that would house a mix of R&D, office and laboratory uses, totaling approximately 381,000-square-feet, a parking structure, and related site improvements (e.g., landscape modifications, utility installation, stormwater treatment areas, etc.). The project is expected to develop over multiple phases, as seen in Exhibit B in detail, Figure 2 below, and described further below.

Phase I, which the applicant would seek to develop in the near term (one- to two-years) includes the construction of an approximately 150,000-square-foot, two and three-story building (Building 1) at the northern portion of the subject site. This building would be 53-feet tall to the top of the parapet (65 feet tall with rooftop equipment screen). Approximately 483 surface parking spaces would be provided for Building 1 (equivalent to approximately 3.2 spaces per 1,000 sq. ft.). These parking spaces would utilize a portion of the existing surface-level parking lot on the subject site, which would be resurfaced/restriped and include upgraded lighting, landscaping, and new sidewalk access. Phase I would also include construction of a new plaza at the northeast portion of the subject site with pedestrian circulation connecting the proposed campus to Stoneridge Mall, BART, and adjacent office and residential developments, although this phase would be designed to facilitate pedestrian connections to internal open spaces (e.g.: a central campus courtyard with outdoor collaboration spaces for employees) and buildings developed in future phases of the project. The balance of the subject site would remain vacant under Phase I and be fenced temporarily and planted with native grasses. See Figure 3 below for additional detail.

Subsequent phases, the timing of which is to be determined based on the business needs of 10x Genomics, but is expected to be complete by 2030, would include construction of up to an additional 231,000 square feet of building area within one or two additional buildings generally along the east side of the subject site. Exhibit B shows these buildings in approximate locations, set back between 50 to 100 feet or more from all subject site frontages; however, Exhibit B also shows a 32-foot minimum setback line, meaning these future buildings may be shifted anywhere within that minimum setback line as the applicant refines subsequent phases of their master plan. The applicant proposes the maximum height of these later phase buildings would be 67 feet to the top of the parapet (82 feet tall with rooftop equipment screen) (See Figure 12 below for site section details).

The later phases also include construction of a parking structure, providing 1,172 parking spaces, in six levels (five stories, plus rooftop parking) and 80 surface level parking spaces along the west side of the subject site. See Figure 4 below for additional detail.

In the work session agenda report, staff indicated recorded agreements between the owners of the adjacent Stoneridge Mall and the subject site require minimum parking ratios of 4.0 spaces per 1,000 square feet to be provided on the subject site. However, the ratio required by the agreements is relatively high compared to the PMC's typical ratios for uses like those proposed and could potentially result in the project being "overparked" based on the project's anticipated employee density, proximity to BART which would reduce employees driving cars, and the ultimate mix of land uses at full campus master plan buildout. Since the work session, the applicant has reached agreement with Stoneridge Mall owners to allow for an overall parking ratio of approximately 3.3 spaces per 1,000 square feet for the entire campus master plan development at buildout.

The proposed project would continue to utilize all existing driveways described above, with most of the vehicular access focused off Springdale Avenue, which would provide the main ingress and egress to/from parking areas. Building 1 would have entry and drop-off access from the existing driveway off Stoneridge Mall Road (ring road). Building 1's service entry would be screened and integrated into the building design with access from both the existing driveways off Springdale Avenue and off Stoneridge Mall Road (ring road). Buildings 2 and 3 would also have an entry and drop-off point access from the existing driveway off Stoneridge Mall Road at the existing McWilliams Lane signal intersection.

Buildings 2 and 3 would have a single service entry screened and integrated into the building design with access from the existing driveway off of Springdale Avenue. All parking (Phase 1 surface parking, and Phase 2/3 structured and surface parking) would be situated along the west side of the subject site and accessed primarily from the existing driveway off Springdale Avenue.

Pedestrian and bicycle facilities would be provided, proposed as a walkway and bicycle lane along the eastern side of the property, and a shared pedestrian and bicycle path along the north side of the property, and sidewalks along the west and south sides.¹

¹ The Traffic Study recommended a Class IV bicycle facility on the north side of the property, in the form of a two-way "cycle-track," however, the applicant has indicated concerns about the feasibility of installing this facility due to the location of a utilities joint trench along a portion of this frontage, and thus proposed the shared path indicated on the plans. Although the Class IV facility is preferred by the City Traffic Engineer, the proposed facility could also be deemed an acceptable alternative.

The project includes a landscape and planting plan (Figure 5) that integrates new perimeter and interior landscaping. Several of the existing 159 trees on site are located within parking lots proposed to be removed, necessitating removal of trees during various phases of the project. Despite redevelopment of the site, there would still be significant existing tree preservation in Phase 1 (98 of 159 existing trees would be preserved); at buildout only 64 of 159 of the existing trees would be preserved, although in both phases tree removal would be mitigated with replanting elsewhere on site. The landscaping approach would allow portions of the site around the perimeter, which would not be developed in future phases, to have upgraded landscaping in the near term. As noted, in Phase 1, the interior of the site, on portions not used for parking, would be fenced (type TBD) and seeded with native grasses, anticipating development of these areas in the future.

The new landscaping tree and plant palette provides a wide range of native, drought tolerant materials consistent with the City's Water Efficiency Landscape Ordinance (WELo). See Exhibit B plan sheets L3.00 through L3.21 for more detail.

Only Building 1 has its architecture developed in detail. Buildings 2/3 are much more conjectural/conceptual at this time; however, the expectation is later buildings would conform to the building area envelope established by the PUD Development Plan with architecture complementary to and compatible with Building 1. Given the conceptual nature of Buildings 2/3, development in later phases would be subject to separate design review and approval. Additional analysis of the proposed architecture and massing of buildings on site is provided in the Discussion section, below.

Building 1 is a contemporary and uniquely designed structure featuring layered panel architecture which creates a rhythmic architectural pattern complemented by significant portions of glazing at the building entrances and on all four elevations. The building's massing incorporates significant wall plane movement, both horizontal and vertical architectural elements, changes to architectural element sizing and height (varies from 2-3 stories) and changes in material textures/colors throughout the various elevations. The third floor includes a recessed balcony oriented toward the middle of the campus. All rooftop equipment would be screened by a decorative metal screen. A service and delivery area, as well as a fully enclosed trash/recycling area, both of which are integrated architecturally into the building design, would be located at the south/southwest corner of the building. See Figures 6 through 12 below for the proposed elevations, renderings, and site/building sections, all of which provide full design details. Additionally, see Exhibit B Plan Sheets A5.05 and A6.01 through A6.05 for a detailed breakdown of all colors/materials proposed for Building 1. A color/materials board was made available to the Commission for review prior to the public hearing.

Figure 2: Master Plan Build-out Rendering



Figure 3: Phase I (Building 1) Site Plan



Figure 4: Campus Master Plan Buildout (Buildings 2, 3 and Parking Structure) Site Plan



Figure 5: Campus Master Plan Buildout Landscape Plan

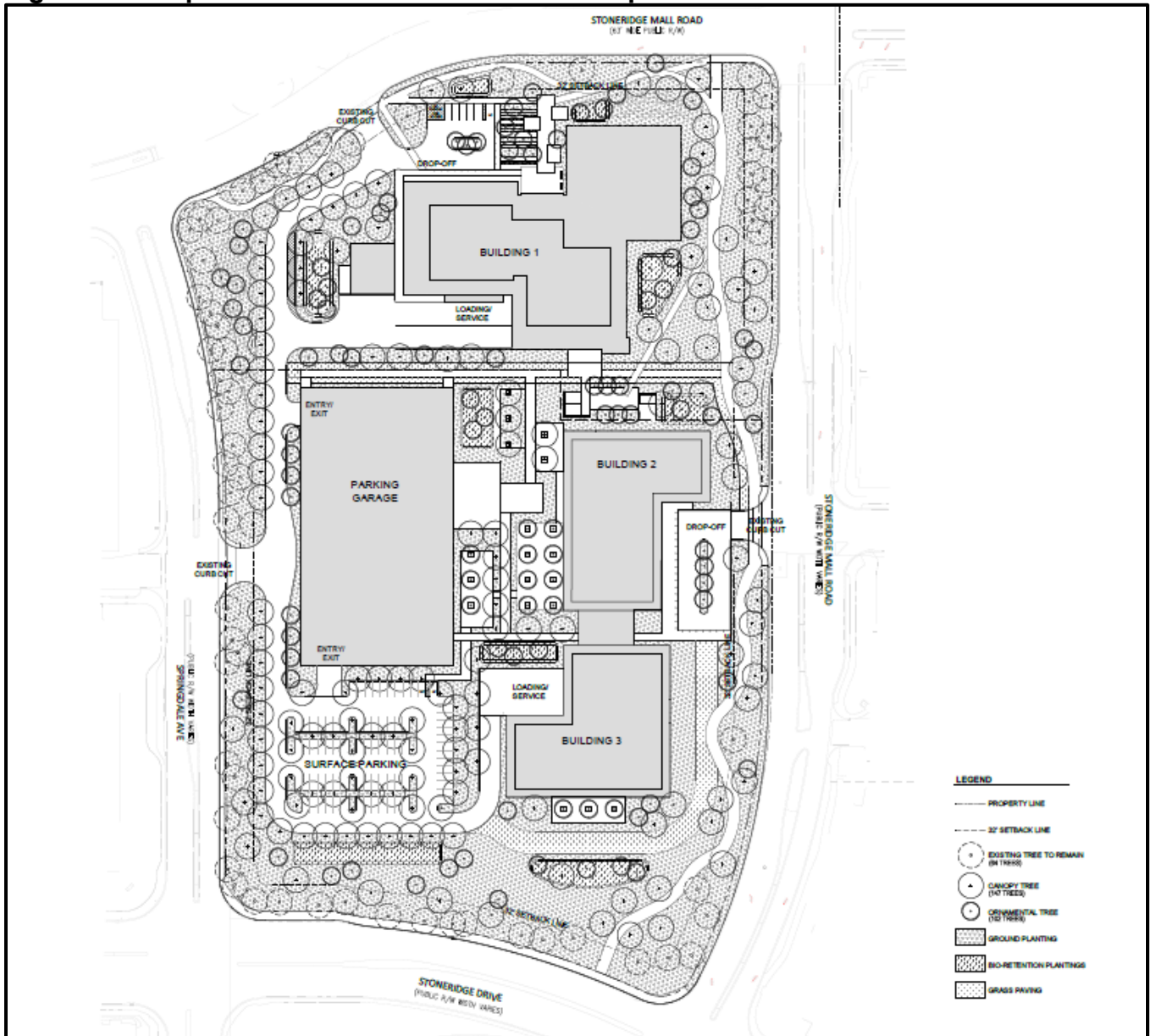


Figure 6: Building Elevations



Figure 7: Building Elevations



Figure 8: Building Renderings



Figure 9: Building Renderings



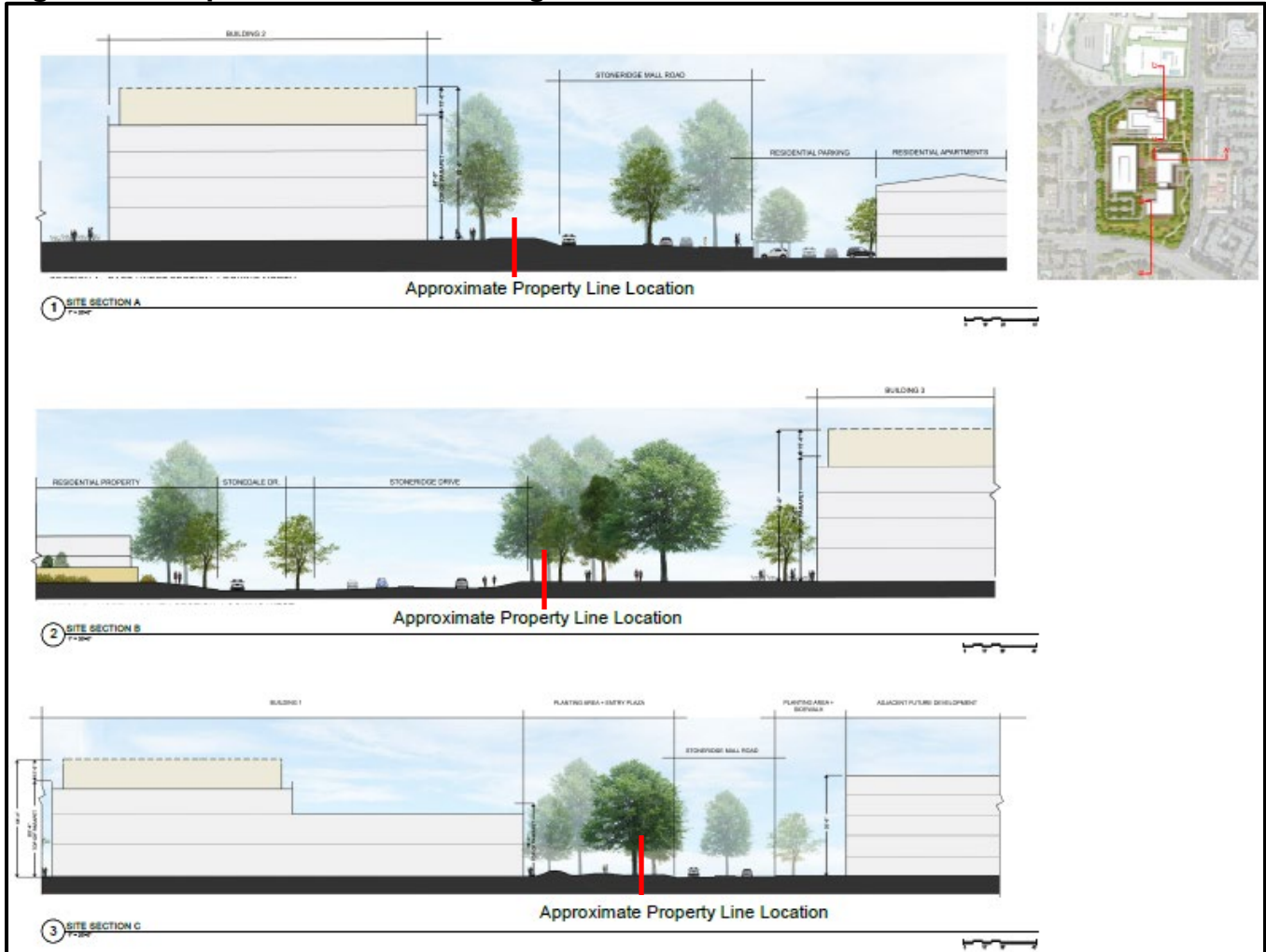
Figure 10: Building Renderings



Figure 11: Building Renderings



Figure 12: Proposed Site and Building Cross-sections



ANALYSIS

General Plan Conformance

The subject site has a General Plan Land Use Designation of Retail/Highway/Service Commercial; Business and Professional Offices which permits office uses. R&D and laboratory uses are not separately defined or identified as a land use category in the PMC; however, both are listed among a broad range of potential uses in the PMC’s definition of “Light Industrial.” R&D and laboratory uses are not expressly permitted in the C-R (p) District; thus, the project would be consistent with the General Plan Land Use Designation if the subject site is rezoned to PUD, which is a more flexible zoning category, for which the types and parameters of allowable uses for this project would be specified (see PUD Rezoning and Uses section below). The proposed office uses would be permitted under the current and proposed zoning Districts.

The General Plan indicates the *average* allowable development density/intensity, expressed as FAR, is 35-percent with a *maximum* FAR of 60-percent. Program 15.5 of the Land Use Element in the General Plan indicates, industrial, retail, and office projects should conform to the average density assumed (i.e., 35-percent FAR). However, projects may be allowed up to the maximum (i.e., 60-percent FAR) provided sufficient amenities and mitigations are incorporated into the project to justify the increased density. Additionally, page 24 of the Land

Use Element notes for certain uses where employee density and traffic generation are minimal, a higher FAR may be allowed beyond the 60-percent maximum provided the use meets the requirements in the Zoning Ordinance and other City requirements. FAR in the C-R (p) District is determined on a case-by-case basis, but generally stays within the ranges prescribed in the General Plan. As such, this site may have up to a 60-percent FAR for the proposed uses if sufficient amenities and mitigations are incorporated and if the employee density and traffic generation are minimal. See the Development Agreement, Environmental Assessment and Traffic and Circulation sections below for more information regarding staff's support for the increased FAR for the project.

Below are some of the General Plan Goals, Programs, and Policies the project is consistent with or would promote:

- *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.

- Program 13.1: Zone sufficient land for neighborhood, community, and regional commercial uses to support Pleasanton's increasing business activity.

- Policy 15: Encourage industrial, commercial, and office development which is compatible with environmental constraints in Pleasanton.

- *Economic and Fiscal Element*

- Goal 2: Sustain the community's quality of life with a vigorous and diverse economy.

- Policy 1: Enhance Pleasanton's diversified economic base through an aggressive business retention and expansion program.

Goal 4: Maintain a diverse and stable revenue system.

Program 8.1: Promote a varied mix of land uses to ensure a broad revenue base through proactive land use planning and zoning.

Program 8.2: Continue to investigate and utilize potential new revenue sources, particularly those which will not add to the tax burden of residents and local businesses.

Program 18.1: Promote a diverse economic base by implementing the Economic Development Strategic Plan.

- *Air Quality Element*

Land Use

Policy 2: Support development plans that reduce mobile-source emissions by reducing vehicle trips and vehicle-miles traveled (VMT).

Development

Policy 5: Review proposed projects for their potential to impact air quality conditions.

Program 5.1: Include air quality as a factor in the City's environmental review process. Encourage development plans which minimize negative impacts on air quality.

- *Climate Action Plan (CAP) Strategies*

Encourage and facilitate more walking and cycling trips.

Create the building site context that allows people to walk, bike or take transit rather than drive.

Decrease travel time and VMT, less idling leads to fuel savings and less consumption and GHG Emissions.

As indicated above, the project would promote goals, policies, and programs related to encouraging appropriate infill development, allowing reuse of vacant and underutilized parcels, and promoting the Economic Development Strategic Plan and CAP strategies.

PUD Rezoning and Uses

The applicant is proposing to rezone the subject site to PUD-C-O to allow for a mix of R&D, office, and laboratory land uses. The former retail center that occupied the subject site suffered from lack of investment and had difficulty maintaining tenant occupancy over the past decade.

Staff believes the proposed project is an opportunity to redevelop the site with a high-quality office/commercial project consistent with other similar projects within the immediate vicinity of the Stoneridge Mall, such as Workday. 10x Genomics is already headquartered in Pleasanton and operates existing facilities with a similar profile of use at Stoneridge Corporate Plaza (6230 Stoneridge Mall Road), and at the Koll Center. The applicant seeks to build a master planned campus that would consolidate and allow for some expansion of their existing administrative operations and R&D activities onto one site.

R&D and laboratory uses are included among a broad list of uses within the “light industrial” land use classification description in the PMC. The specific nature of the applicant’s proposed uses includes highly specialized, technical activities including R&D, and small-scale assembly of instruments, consumables and software for analyzing biological systems. Per the applicant, these activities occur in clean-room environments that do not involve large- or industrial-scale processes or machinery; do not produce any noise or emissions and are relatively low in intensity from an employee density and trip generation standpoint. The City has permitted 10x Genomics’ existing operations in locations that have similar zoning (PUD-C-O and PUD-I/C-O) to that proposed, and such uses have been found to be compatible with adjacent office, residential, and other uses, and have not caused negative impacts or issues.

From an economic perspective, 10x Genomics is, today, among the City’s largest sales tax generators. Staff was provided an opportunity to review information regarding current sales tax associated with 10x’ Genomics existing facilities; the project would substantially expand 10x’ business capacity, and with it, allow for a commensurate increase in sales tax. Furthermore, on a per square foot basis, 10x Genomics’ existing sales tax generation is well above that of most typical retail sales tax generators in Pleasanton, by a significant margin.²

Considering the above, staff believes the proposed land uses are appropriate for the subject site and surrounding area, and the proposed PUD rezoning is appropriate.

Site Plan

PUD zoning allows flexibility in the development standards for a project and allows the applicant to propose project-specific development standards, including building setbacks, building height, etc. The appropriateness of these proposed development standards are analyzed on a case-by-case basis that takes into account subject site location, opportunities/constraints, proposed uses, conformance with similar development in the area or City, and any detrimental impacts to surrounding uses, etc.

In this instance, the subject site is vacant, relatively large and flat, and with the exception of residential development to the south (150 feet away) and east (75 feet away), is located in an area with other large, campus-style, office/R&D or commercial development. Because of this, the applicant elected to place Building 1 on the north end of the site, closer to existing development, and away from the residential uses. This location facilitates transit, pedestrian and bicycle connection opportunities to/from the subject site, given surrounding existing and proposed off-site improvements for these activities. Additionally, it allows the applicant to repurpose and utilize the existing surface-level parking lot on the subject site in Phase I of the project and continue to direct the majority of vehicular trips to/from the subject site off Springdale Avenue and away from the nearby residential uses (some drop-off/pick-up trips would occur off Stoneridge Mall Road – ring road).

² Sales tax data is considered confidential information, and thus current and projected data is not provided in this Agenda Report.

While Phases 2/3 are conceptual, the applicant is proposing a 32-foot-wide minimum setback line meaning the future buildings constructed in these phases may be shifted anywhere within that minimum setback line as the applicant refines subsequent phases of their master plan

While the applicant is proposing a minimum 32-foot-wide setback for all frontages, Building 1 is actually proposed to be set back approximately 80 to 90 feet from both Stoneridge Mall Road frontages, with a generously landscaped area on the edges of the property. Staff believes this setback to be acceptable and supportable based on the applicant's shade and shadow study as well as neighborhood context renderings. At the work session, the Commission expressed some concerns related to the proposed 32-foot-wide minimum setback and requested more information to illustrate how the proposed building heights and the minimum setbacks for all phases would affect surrounding development. The closest residential buildings to the east are located approximately 175 to 200 feet from the property line; and those to the south approximately 175 feet; minimally, future buildings would be set back an additional 32 feet from the property line. Figure 12, above, provides cross-sections illustrating the relationship between the proposed project and adjacent development, based on the conceptual building placements shown in the site plan.

Like Phase I, some drop-off/pick-up trips would occur off Stoneridge Mall Road across from the residential uses to the east; however, the majority of vehicular trips to/from the subject site would still be directed off Springdale Avenue reducing impacts on the residential uses. It is further noted the applicant provided a shade and shadow study as part of the CEQA evaluation (Exhibit B) that modeled the conceptual Phase 2/3 buildings; that analysis concluded that the taller buildings in Phases 2/3 would minimally cast a shadow over the westernmost units of the existing residential uses to the east, only during the winter months, and only during the late afternoon from approximately 4 p.m. until dark, a less than significant impact.

Based on the shade and shadow study and the renderings provided, it appears that both Building 1 and the future buildings in Phases 2/3 would have minimal effect on the surrounding development. Phases 2/3 would also be subject to a subsequent design review by the Planning Commission, which would allow for an opportunity to review more detailed and refined architecture and massing and make adjustments if needed. Condition of Approval Nos. 7 and 8 specify the required Planning Commission design review, including that the City would have the ability to require a larger setback for all, or portions of, the Phase 2/3 buildings, to the extent necessary to maintain visual compatibility with the surrounding area, avoid overly concentrating building height and mass towards the eastern frontage, and to provide for varied building massing and articulation along the project frontages, in a manner similar to that achieved for Building 1. Staff believes this approach provides the applicant adequate flexibility to design and place buildings within the proposed building envelope as they refine subsequent phases of their master plan in Phases 2/3, but also adequately protects surrounding development.

Traffic and Circulation

Vehicular access to the subject site would be provided from three existing driveways (one on Stoneridge Mall Road (Phases 2/3), one on Stoneridge Mall Road (ring road) (Phase I), and one on Springdale Avenue (Phase I and primary)).

The Pleasanton General Plan requires site-specific traffic studies for all major developments which have the potential to exceed Level of Service (LOS) D at major intersections and requires developers to implement the mitigation measures identified in these studies to maintain LOS D or better. Exceptions are made for the Downtown and Gateway Intersections³ where the LOS D or better standard may be exceeded. A traffic study was prepared by Fehr & Peers, acting as the City's traffic consultant, to analyze the traffic and circulation for this project.

Intersection levels of service were calculated to assess the project's consistency with City General Plan operational thresholds. This was determined by measuring the effect proposed project traffic would have on sixteen (16) intersections in the vicinity of the subject site during the morning (7 a.m. to 9 a.m.) and evening (4 p.m. to 6 p.m.) peak periods. Traffic scenario conditions were evaluated under Existing, Near-term, and Cumulative conditions without and with the proposed project as follows:

- Scenario 1: Existing Conditions – Existing volumes obtained from traffic counts and the existing roadway system configuration. Project trip estimates and assignment for the recently completed Workday headquarters were added to the volumes obtained from 2019 traffic counts in this and subsequent analysis scenarios as this Workday building is now occupied but was not yet occupied at the time data was collected. This Workday building is expected to generate up to 574 morning peak hour trips and 522 evening peak hour trips based on the Workday Pleasanton Campus Transportation Assessment completed by Fehr & Peers in 2016. Counts reflecting full occupancy of this building were not available due to COVID-19.
- Scenario 2: Existing with Project – Existing volumes obtained from traffic counts and the existing roadway system configuration plus traffic estimated for the project. The roadway system is the same as Scenario 1, except for changes proposed as part of the proposed project.
- Scenario 3: Existing Plus Approved Projects (EPAP) No Project Conditions – Existing volumes plus traffic estimates for approved developments and/or traffic increases due to regional growth. This scenario reflects a future occupied fully functional retail development on the proposed project subject site consistent with the General Plan and as reflected in the City's travel demand model (164,000 square-feet of retail). This scenario also includes buildout of the Johnson Drive Economic Development Zone (JDEDZ) and associated roadway improvements on Stoneridge Drive, Stoneridge Mall Road, and Foothill Road. No additional roadway improvements were assumed. Redevelopment of a portion of the Stoneridge Mall is currently planned on the north side of Stoneridge Mall Road, which could change the configuration of drive aisles and access locations to Stoneridge Mall Road.
- Scenario 4: EPAP Plus Proposed Project – Scenario 3 plus land use and roadway network changes proposed as part of the proposed project.

³ Per the General Plan, consideration may be given to traffic improvements at Gateway Intersections when it is determined that such improvements are necessary and are consistent with maintaining visual character, landscaping, and pedestrian amenities.

- Scenario 5: Far-Term (Cumulative) No Proposed Project Conditions – Projected traffic volumes and the projected roadway system using the City of Pleasanton Travel Demand Model. The traffic forecasts include approved projects from Scenario 3, in addition to build out of land uses consistent with the General Plan and adopted Housing Element. This scenario also includes the assumption of a redeveloped site consistent with the General Plan and as reflected in the City’s travel demand model (164,000 square feet of retail).
- Scenario 6: Far-Term (Cumulative) Proposed Project Conditions – Traffic volumes from Scenario 5 plus changes from development of the proposed project.

To estimate the level of traffic that could be generated by the proposed project, trip generation estimates were developed based on trip generation rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition for general office, research and development and industrial uses. This is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies at numerous locations in areas of various populations. Rates based on square-footage and employees were reviewed, and trip generation rates based on the expected number of employees yielded a higher level of trip generation.

To reflect the proposed project’s proximity to the West Dublin/Pleasanton Bay Area Rapid Transit (BART) station, a transit trip reduction of three (3) percent was applied to account for trips that could be made to the subject site primarily by transit. While the ITE trip generation rates reflect some level of transit use, most of the trip generation studies were conducted in suburban locations with limited transit service, and the projects proximity (approximately a half mile) to high quality transit and the observed transit use of other major employers in the area is supportive of a three (3) percent transit reduction. This reflects the expected transit mode share without the implementation of transportation or parking demand management strategies.

Additionally, the vehicle trips generated by existing uses on the subject site, eliminated with the proposed project, were factored into the trip generation for the analysis of the proposed project’s effect on the existing transportation system as those trips were on the roadway network at the time traffic counts were collected for the site. Table 1 shows the trip generation results.

At buildout, the proposed project is expected to generate approximately 4,520 daily vehicle trips, including 604 morning peak hour and 632 evening peak hour trips. However, not all these trips would be new to the roadway system. Accounting for the existing active uses (former commercial retail center) on the subject site at the time traffic counts were collected, the net-increase in vehicle traffic to the roadway system is expected to be 3,680 daily trips, including 548 morning peak hour and 400 evening peak hour trips.

Table 1: Proposed Project Trip Generation Results

Use	Employees	Daily	Morning Peak Hour			Evening Peak Hour		
			In	Out	Total	In	Out	Total
Office ¹	735	2,410	226	46	272	59	235	294
Research & Development ²	640	2,110	235	91	326	47	286	333
Light Industrial ³	40	120	17	4	21	4	16	20
Truck Trips ⁴		20	2	2	4	2	2	4
Transit Reduction		(140)	(16)	(3)	(19)	(3)	(16)	(19)
Total Project Trips		4,520	464	140	604	109	523	632
Less Existing Land Use ⁵		(840)	(32)	(24)	(56)	(113)	(119)	(232)
Net-New Project Trips		3,680	432	116	548	-4	404	400

Notes:

1. Based on *Trip Generation* (10th Edition) trip generation rates for land use 710, General Office.
2. Based on *Trip Generation* (10th Edition) trip generation rates for land use 760, Research and Development.
3. Based on *Trip Generation* (10th Edition) trip generation rates for land use 110, General Light Industrial
4. Based on *Mode Split of Light Industrial Sites across California*, Fehr & Peers, 2020
5. Based on driveway counts conducted concurrently with intersection traffic counts in March 2019.

Source: Fehr & Peers, 2021

Proposed project trip distribution refers to the directions of approach and departure vehicles would take to access and leave the subject site. The proposed project trip distribution was estimated based on a select zone analysis using the City of Pleasanton traffic model, proposed project subject site access, existing traffic count data, existing travel patterns, and the location of complementary land uses. The resulting trip distribution is shown in Figure 13. Proposed project trip assignment refers to proposed project trip loading on specific roadway segments and intersection turning movements in the study area. Sixteen intersections were analyzed as they provide access to the subject site and are likely to be affected by the proposed project based on the number of trips the project adds to the intersections.

To assess the proposed project’s consistency with the City’s General Plan policies, level of service and queuing assessments were undertaken. While the proposed project would not degrade any intersection beyond established levels of service standards (LOS D or better) operating at prior to the addition of proposed project traffic, the traffic study and staff are recommending conditions of approval/mitigation measures requiring the applicant to construct the following off-site improvements to ensure the local roadway network continues to operate at acceptable levels of service as prescribed by the General Plan:

Phase 1

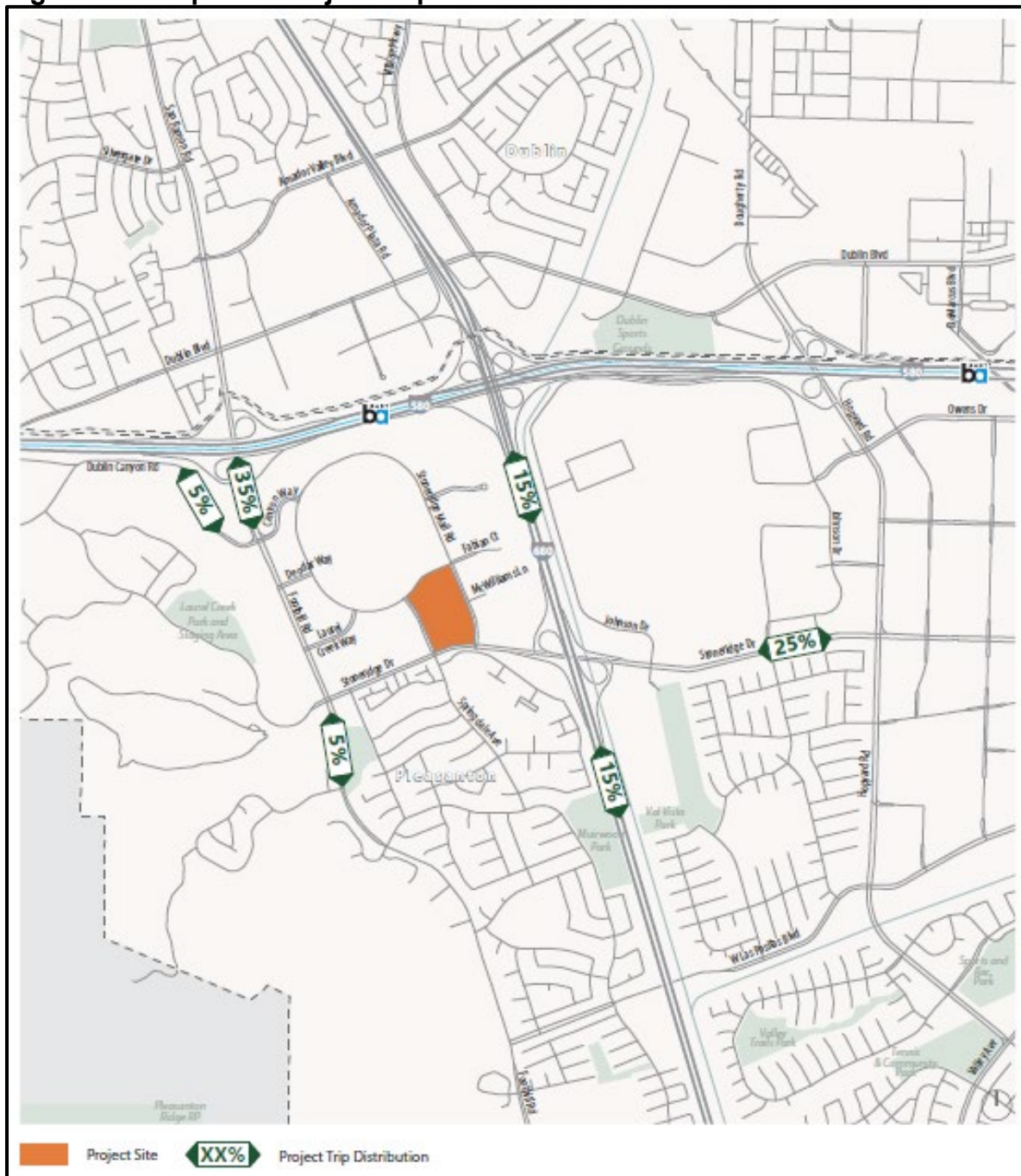
- Construct a westbound bike facility along the property frontage adjacent to Stoneridge Drive.
- Construct a Class IV facility along the property frontage adjacent to Stoneridge Mall Road (north).⁴
- Construct a mixed-use path along the east side of the property.

⁴ As noted, the site plan shows a shared bicycle/pedestrian path to the north side of Building 1; it remains the City’s preference to construct a Class IV cycle-track (on-street, two-way bicycle facility) along the project frontage. However, the City Traffic Engineer has determined the applicant’s proposal would be an acceptable alternative (subject to approval of detailed design) if site conditions are determined to make construction of the cycle track infeasible.

Phases 2/3

- Construct Traffic Signal at the intersection of Springdale Avenue and the Project Driveway.
- Construct improvements at Stoneridge Drive and Springdale Avenue.
 - Extend eastbound left turn pocket to provide 200 feet of storage capacity.
 - Convert the existing southbound left/through combination lane to a left turn only lane.
 - Convert the existing southbound right turn lane to a through/right combination lane.
 - Modify northbound approach to allow simultaneous northbound and southbound left turns.

Figure 13: Proposed Project Trip Distribution



Vehicle Miles Traveled Analysis

In response to Senate Bill 743 in 2013 (SB 743), the Office of Planning and Research (OPR) updated the California Environmental Quality Act (CEQA) guidelines to include new transportation-related evaluation metrics. Those updated guidelines identified vehicle miles of travel or VMT as the most appropriate metric to evaluate the environmental effects of a project from a transportation perspective and prohibited the use of delay-based metrics (such as level of service (LOS)) for the purposes of identifying transportation impacts under CEQA.

The updated guidelines were finalized in December 2018, including a new Section 15064.3 in the CEQA Guidelines on VMT analysis for land use developments. The new guidelines took effect July 1, 2020. The City of Pleasanton has not yet formally adopted VMT analysis guidelines or thresholds to apply to land use projects for which it serves as the CEQA lead agency. Similarly, the Alameda County Transportation Commission (Alameda CTC) has not made any recommendations regarding VMT thresholds. In the absence of more specific local guidance, Governor's Office of Planning and Research (OPR) guidance, as documented in the December 2018 Technical Advisory 6, has been reviewed and concepts presented in the Technical Advisory have been applied to the proposed project, considering the intent of SB 743 which is to "*promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.*"

The OPR Technical Advisory suggests certain numerical VMT thresholds for common land use categories, including residential, office, industrial, and retail. Generally, residential, office and industrial developments where the resulting VMT per capita is 15 percent below the regional average can be considered less-than-significant. The CEQA significance criteria presented in Chapter 1 of the Traffic Study (Appendix J of Exhibit D) prepared for the proposed project related to VMT were developed based on this guidance.

The OPR guidance also suggests the use of screening criteria to assess whether land use development projects can be presumed to have a less-than-significant impact on VMT. Three of these screening criteria are relevant to the proposed project:

1. **Small Projects:** Projects that generate fewer than 110 vehicle trips per day may be presumed to have a less-than-significant impact on VMT.
2. **Map-Based Screening:** Residential and office projects located in areas with low VMT based on maps created with existing VMT data may be presumed to have a less-than-significant impact on VMT.
3. **Near Transit Stations:** Projects within a half-mile of an existing major transit stop⁵ or an existing stop along a high-quality transit corridor⁶ may be presumed to have a less-than-significant impact on VMT, except in cases where the project:

⁵ A major transit stop is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

⁶ A high-quality transit corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

- Has an FAR of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Criteria 1: The project would generate over 3,680 net-new vehicle trips per day and does not meet Criterion 1.

Criteria 2: VMT per employee maps have been prepared for the East Planning Area by the Alameda CTC, which includes the subject site. The existing average VMT per employee in the East Planning Area is 15.2 miles and in Alameda County is 15.9 miles. Based on the significance criteria presented in Chapter 1 of the Traffic Study, the project would need to generate no more than 12.9 VMT per employee if the East Planning Area average is selected as the target (0.85 of 15.2 VMT) or 13.5 VMT per employee if the Alameda County average is selected as the target (0.85 of 15.9 VMT). Based on the East Planning Area maps, the Traffic Analysis Zone (TAZ) the proposed project is within, generates an average of 11.71 VMT per employee. This is an indication of the expected VMT per employee associated with the proposed project, which shows it is expected to generate less than 85 percent of either the local or regional average. The VMT screening based on Criteria 2 is summarized in Table 2.

Table 2: Proposed Project VMT Summary

Scenario	Project TAZ Vehicle Miles Traveled per Employee	VMT Threshold Value ¹	Impact?
2020	11.71	13.5 or 12.9	No

Note:
 1. The VMT threshold represents 15 percent below the Countywide and Planning Area average Commute VMT per employee of 15.9 and 15.2.
 Fehr & Peers, March 2021.

The proposed project passes screening Criteria 2 and may be presumed to have a less than significant impact on VMT.

Criteria 3: The proposed project is within a half-mile of the West Dublin / Pleasanton BART station, as well as existing bus stops on Stoneridge Mall Road and Springdale Avenue, which qualifies as a high-quality transit corridor. Additionally, the Project would:

- Have an FAR of less than 0.75;
- Provide 1,252 parking spaces for an estimated 1,415 employees, which corresponds to 0.88 spaces per employee. The City of Pleasanton’s Municipal Code Section 18.88.030 (Schedule of Off-Street Parking Space Requirements) indicates the Zoning Administrator and/or Planning Commission shall establish parking requirements on a case-by-case basis for projects in a zoned CR-District.
- Be consistent with the Metropolitan Transportation Commission’s Sustainable Communities Strategy; and

- Would not replace any affordable residential units.

Therefore, the proposed project also meets Criterion #3.

Based on the screening criteria, as well as the significance criteria presented in Chapter 1 of the Traffic Study, the project's impact on VMT is expected to be less-than-significant and no mitigation is required.

Holiday Traffic

The traffic study noted that because the project is located near a regional shopping mall, there are periods in late November and December when traffic conditions would be different than described in the traffic study. Generally, vehicle trips increase during the PM commute hour for some traffic movements around retail centers beginning in Thanksgiving and peaking just before Christmas. However, holiday season travel patterns occur for a relatively few numbers of days each year and are considered atypical. The traffic engineering profession generally discourages data collection during atypical periods because it is uneconomical to construct physical improvements to accommodate seasonal traffic increases. For this reason, the transportation infrastructure and land use impacts of new projects are commonly analyzed during the non-holiday period, when travel conditions are more representative of the entire year.

Parking

For Phase I, the applicant is proposing to repurpose and utilize 483 existing surface level parking spaces on the subject site. The proposed parking ratio is approximately one space per 313 gross sq. ft (consistent with the Workday project). At buildout, if the proposed six-level parking garage and surface parking is constructed, the proposed parking ratio is approximately one space per 313 gross sq. ft (consistent with the Workday project); equivalent to 3.3 spaces per 1,000 square feet.

Being a PUD, parking requirements are determined on a case-by-case basis. The proposed parking ratios for Phase I and buildout are slightly less than the PMC's office parking requirement (in non-PUD zones) of one space per 300 gross sq. ft (equivalent to 3.3 spaces per 1,000 square feet). Given the proximity to the West Dublin / Pleasanton BART station and two bus stops, and the various measures the applicant will implement to promote alternative commutes (e.g., installing bicycle racks/storage, designating carpool spaces, providing incentive-based programs for employees, etc.), staff believes many employees will not drive to work. Therefore, staff can support the small, 1.4 percent (18 space), reduction to the typical PMC parking requirement office uses, reflecting the sort of flexibility that is the intent of the PUD zone. To ensure parking is not an issue, staff is also recommending a condition of approval that if operation of the proposed use results in conflicts/complaints pertaining to parking and/or traffic/circulation, the applicant would be required to provide existing parking and employee counts to the City's Traffic Engineer for review. If necessary, the City's Traffic Engineer may require site and/or operational modifications to the use to mitigate any impacts.

Noise

External noise sources that could affect the subject site include traffic noise from Interstate 580 to the north, Interstate 680 to the east, and adjacent City streets, and noise from adjacent land uses (which consist mainly of office and commercial uses). The subject site is located within the future (2025) 70 dBA L_{dn} noise contour along I-580 and I-680 as indicated in the 2005-2025 Pleasanton General Plan. This noise level is considered to be “*Normally Acceptable*” for “*Office Buildings, Business Commercial, and Professional*” land uses by the Pleasanton General Plan. Interior noise levels for office buildings need to generally maintain a 45 dBA L_{eq} interior level per the Pleasanton General Plan. It is anticipated normal construction methods and requirements would allow the proposed office construction to comply with this standard. A condition of approval requires information be submitted at the building permit plan check stage sufficient to determine this standard would be met.

Noise Impacts on Adjacent Properties

The development of office uses and new parking on the subject site would generate added urban noise, such as traffic, loading and unloading of delivery trucks, etc. However, given the existing noise levels produced by nearby street and freeway traffic and the existing commercial and office uses in the area, noise levels would not change substantially from that currently experienced in the area. Construction equipment would be required to meet DMV noise standards and be equipped with muffling devices. Once constructed, the operation of the proposed project would be required to meet the City’s noise ordinance, which stipulates the business cannot produce a noise level more than 70 dBA at any point outside of the property plane. The proposed project, based on its proposed profile of use (office, R&D, and laboratory space) is not expected to generate any unusual sources of noise, and 10x Genomics existing operations have functioned without complaints or issues concerning noise.

Architecture and Design

Building 1 has significant detailing and articulation, and the form/shape of the building is visually interesting. The materials and colors are attractive and will blend in well with the surrounding developments based on similar finish schemes found on other existing development in the vicinity. The height of Building 1 (53-feet tall to the top of the parapet (65 feet tall with rooftop equipment screen)) (and future proposed Buildings 2/3 (67-feet tall to the top of the parapet (82 feet tall with rooftop equipment screen)) and the proposed parking structure) would be less than or commensurate with other existing office buildings in Pleasanton. Building 1 would be less than the maximum height of buildings permitted at Stoneridge Mall (up to 65 feet); and Buildings 2/3 only incrementally taller. Thus, staff believes its height would be compatible with the surrounding commercial buildings.

Table 3 lists the height and number of stories of the proposed Building 1, future proposed Buildings 2/3, and some of the taller existing surrounding buildings. Overall, staff supports the architecture and design of Building 1.

Table 3: Height Comparison of Proposed Project and Surrounding Development

Location	Stories	Height
Proposed Building 1 1701 Springdale Avenue	3-stories	53 ft. at the parapet and 65 ft. at the top of the equipment screen
Future Proposed Buildings 2/3 1701 Springdale Avenue	6-stories	67 ft. at the parapet and 82 ft. at the top of the equipment screen
Workday office building 6110 Stoneridge Mall Road	6-stories	87 ft. 6 in. at the parapet and 105 ft. at the top of the equipment screen
Stoneridge Corporate Plaza's 6140 Stoneridge Mall Road	5-stories	65 ft. at the parapet and 80 ft. 5 in. at the top of the 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 top of the equipment screen
Safeway 5928 Stoneridge Mall Road	5-stories	76 ft. at the parapet and 85 ft. 10 in. at the top of the 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.

Despite the building being comparable in height to nearby office buildings, staff notes there are several lower-rise residential developments to the east and south of the project site, although the closest of these buildings are more than 175 feet from the property boundary. To maintain the architectural design quality for future proposed buildings 2/3 and the proposed parking structure, staff is recommending a condition of approval requiring these future structures to be designed to be architecturally complementary to/compatible with proposed Building 1. Staff is also recommending a condition of approval requiring subsequent Design Review applications be submitted for each future phase and be subject to Planning Commission consideration. A separate condition (COA No. 8) makes it clear that the setbacks specified are minimums, and the Planning Commission may, through subsequent design review, require modifications to ensure the buildings would be attractive, well-articulated, and be sensitively sited and designed to avoid over-concentrating building height and massing towards the project frontages.

Scenic Highway Plan for Interstate 680

In 1985 the City adopted the “Scenic Highway Plan for Interstate 680 in the City of Pleasanton” which contains policies for new residential and commercial development on parcels immediately adjacent to the I-680 corridor. The project was analyzed for conformance to the applicable policies and found to be consistent with the plan. For example, proposed Building 1 would be located at least 100 ft. from the I-680 CalTrans right-of-way (approximately 1,200 ft. is proposed), the structure would not conflict with views from the highway due to existing screening provided by the adjacent office buildings, residential uses and landscaping would remain, and new perimeter landscaping associated with the proposed project.

Grading and Drainage

The subject site is relatively level, and the applicant is proposing to generally maintain the existing grades. Site drainage will be directed towards landscaped bio-retention planters located in various areas of the subject site for retention and treatment before draining into the City’s storm drain system. As conditioned, staff finds the proposed grading and drainage plan to be acceptable and in compliance with applicable stormwater runoff requirements.

Signage

Wall-mounted signage has been shown conceptually on the north and south sides of Building 1, but no sign details have been provided at this time. Staff finds the general location and size of the signs to be acceptable. Staff anticipates ground-mounted project identification and directional monument signs would also be proposed. A condition has been included that requires the applicant to submit a comprehensive sign program for the project which will be subject to the 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. The proposed Development Agreement requires the project to meet a minimum LEED Gold equivalent level of energy efficiency, although, Building 1 may qualify for LEED Platinum level of points. Some of the proposed green building measures include: employ strategies that use less water and improve energy performance for Building 1 (future proposed Buildings 2/3 would be analyzed under a separate Design Review application); reduce potable water consumption for irrigation on the subject site as a whole; utilize materials with recycled content; utilize FSC-certified wood in construction materials; and utilize low-VOC (volatile organic compound) emitting flooring, paints, coatings, adhesives, and sealants. Staff supports the applicant's green building measures in the project.

Climate Action Plan

On February 7, 2012, the City of Pleasanton adopted a Climate Action Plan (CAP). The CAP was reviewed by the Bay Area Quality Management District (BAAQMD) and was deemed a "Qualified Greenhouse Gas Reduction Strategy" in accordance with the District's CEQA guidelines. Implementation of the CAP would occur over several years and is currently being updated under the CAP 2.0 efforts. The CAP consists of amendments to regulations and policies related to Land Use and Transportation, Energy, Solid Waste, and Water and Wastewater, which result in reductions in greenhouse gas emissions in compliance with the targets set by AB 32, California's Global Warming Solutions Act.

Staff completed an analysis of how the proposed project is consistent with or implements the applicable measures outlined in the City of Pleasanton's CAP. As a large office/R&D project located immediately adjacent to a BART station and several commuter bus lines, the proposed project is generally consistent with Land Use Goal 1 of the CAP: to reduce vehicle miles traveled (VMT) through infill and higher density development. The project will also incorporate bicycle racks/storage for employees that utilize alternative commutes, will provide carpool and alternative vehicle parking spaces including some with electric vehicle charging stations, and will provide incentive-based programs that encourage employees to choose alternative transportation to work. In addition, several Strategies and Supporting Actions related to water and energy conservation from the CAP are implemented in the proposed project or are required in the conditions of approval.

Landscaping

Landscape plans have been provided for the subject site showing existing and new planted areas around Building 1 and for the remainder of the subject site, including planting of the vacant Phase 2/3 areas of the subject site with native grass and wildflower mix and shrubs until such time those subsequent phases move forward. The landscape plan would provide a variety of trees, shrubs, and groundcover on the subject site.

Planting plan details would be determined at the time of building permit review and be finalized in consultation with the City's Landscape Architect to ensure an attractive landscape that will also meet the City's Water Efficient Landscaping Ordinance. In Phases 2/3, more detailed plans will be developed and submitted for proposed landscaping and hardscape areas around future buildings, also subject to review and approval by the City.

Staff believes the proposed landscape plan is attractive and contains sufficient landscape area around the perimeter of the structures, parking areas, and along the street frontages. Staff also believes, once finalized with the City's Landscape Architect, the density and species of trees indicated would be appropriate. Since the quantities and spacing of the shrubs and groundcover is not shown, a condition of approval requires these be shown on the plans provided at the building permit review stage, subject to the consideration of the City's Landscape Architect.

Tree Removal

A tree report has been prepared that specifies the species, size, health, and value of the existing trees on the site that exceed six inches in diameter. There are approximately 159 existing trees over six inches in diameter on the subject site, including 70 defined as a "Heritage Tree" by the PMC (i.e., a tree which measures 35 feet or greater in height or which measures 55 inches or greater in circumference). In Phase I, approximately 61 of 159 (including 5 Heritage) existing trees would be removed. At build out of all Phases, an additional approximately 34 of the remaining 98 (including one Heritage) existing trees would be removed. The removed trees are primarily parking lot trees and interior trees. No new trees (except in existing planter areas in the parking lot where dead trees will be replaced with new ones) would be planted in Phase 1; however, at buildout, approximately 249 new trees of varying sizes would be planted on the subject site. Conditions of approval are included to mitigate the off-set for tree removal versus the new trees to be planted.

Development Agreement

State law authorizes cities to enter into binding development agreements with any person having a legal or equitable interest in real property for the development of the property. A development agreement is a commitment between the City and a property owner or developer to proceed with a specific development in accordance with the terms of an agreement that describes what land use and related processes shall apply to the application. In essence, a development agreement locks in the laws in existence at the time of entering into the agreement and the City agrees not to change its planning or zoning laws applicable to the specific development project for a specified period. Therefore, future land use decisions regarding such a development project would not be based on then current planning and zoning law, but rather they would be based on the laws in existence at the time the development agreement was executed. The developer gains certainty, through the development agreement, of the continuity of regulations in force at the time of entering into the development agreement and prior to a commitment of a substantial investment for project improvements. In exchange,

the City gets certain benefits and concessions or amenities it might not be able to require through conditions of approval.

For the proposed project, the Draft Development Agreement includes a provision the Developer would contribute \$1,000,000 in funding for the reconstruction of Fire Station No. 2; and would provide other benefits including return of sales tax to the City for construction materials (this increment is above and beyond other sales tax revenues, and LEED Gold Equivalent certification for the project. The applicant has proposed a 10-year term for the development agreement. The draft development agreement is attached as Exhibit E.

The development agreement process requires the Planning Commission provide a recommendation to the City Council regarding whether the proposed Development Agreement conforms with the General Plan. Staff supports the proposed development agreement, and with the rezoning described above, believes the Planning Commission should provide a positive recommendation to the City Council finding the Development Agreement conforms with the General Plan.

ALTERNATIVES

As outlined in the above analysis, staff believes the project, as proposed and conditioned, would be compatible with the other uses in the vicinity and not create adverse impacts, and recommends the Planning Commission recommend approval to the City Council. However, alternatives to the proposal that could be considered by the Planning Commission include:

1. Recommend denial of the project; or
2. Recommend approval of the proposal with modifications to the site layout, building designs, uses, etc.

SUMMARY OF PROS/CONS OF PROJECT

PROS	CONS
Uses are consistent with the General Plan.	The project would add new development and daily trips to an already congested area, although all project traffic impacts can be mitigated.
Redevelopment of an underperforming retail site.	Loss of retail space; however, the proposed 10x Genomics project would significantly exceed the sales tax produced by the prior retail center
Retention and expansion of an existing business operating within the City, including preservation of high-wage jobs, and increased sales tax revenue.	Significant portion of subject site could remain undeveloped for a significant period of time.
New buildings and landscaping would upgrade and enhance the visual quality of the site and streetscape.	

PUBLIC NOTICE

Notice of this meeting was sent to property owners and tenants/occupants within 1,000 feet of the site as shown in Exhibit G. At the time of report publication, staff has not received any public comments beyond those responded to in the Final IS/MND in Exhibit D. Public comments received after publication of this report will be forwarded to the Commission.

ENVIRONMENTAL ASSESSMENT

A draft Mitigated Negative Declaration has been prepared for the proposed project. The analysis in the Initial Study concludes all the project-related environmental impacts are mitigated, with the mitigation measures incorporated in the project's design or required by conditions of approval, and there would be no significant or unmitigated environmental impacts. Staff, therefore, believes the Mitigated Negative Declaration can be issued in conformance with CEQA. If the Planning Commission concurs with this environmental assessment, the Planning Commission should recommend the City Council adopt the Mitigated Negative Declaration prior to acting on the project.

SUMMARY/CONCLUSION

Staff finds the site plan to be functional, with efficient on-site circulation, adequate provisions for parking, and well-designed landscaped features. Building 1 and future proposed structures are positioned to create a positive visual presence on Stoneridge Mall Road and Springdale Avenue. The design of Building 1 and future proposed structures are attractive, and the architectural style, 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.

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Melinda Denis, Planning and Permit Center Manager
Ellen Clark, Director of Community Development