

Planning Commission Staff Report

April 23, 2014
Item 6.a.

- SUBJECT:** PUD-104/PUD-81-22-14M/P14-0590
- APPLICANT:** Workday, Inc.
- PROPERTY OWNERS:** NPC Holdings, LLC and San Francisco Bay Area Rapid Transit District (BART)
- PURPOSE:** Applications for: 1) Planned Unit Development (PUD) rezoning and development plan to construct a six-story, approximately 430,000 square foot office building, parking garage, and related site improvements at 6110 Stoneridge Mall Road (adjacent to the West Dublin/Pleasanton BART station); 2) PUD Major Modification to the PUD governing Stoneridge Corporate Plaza (6120-6160 Stoneridge Mall Road) to construct a parking garage, surface parking modifications, and related site improvements and to eliminate the public's use of the private landscaped area between the existing office buildings; and 3) Development Agreement to vest the entitlements for the project.
- 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. [Draft Conditions of Approval](#)
 - B. [Proposed Plans](#), [Project Narrative](#), [LEED Checklist](#), [Tree Reports](#), [Transportation Impact Analysis](#), [Air Quality Assessment](#), and [Development Agreement](#)
 - C. [Minutes of the February 12, 2014, Planning Commission Work Session Meeting](#)
 - D. [Memorandum Regarding Consistency with State Housing Law](#)
 - E. [Draft Mitigated Negative Declaration](#)

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 14,286 square feet of retail space on the BART property. Workday intends to construct an office building, parking garage, and other related site improvements on the BART property and construct a parking garage and other related site improvements at Stoneridge Corporate Plaza.

February 12, 2014, 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 February 12, 2014. The Planning Commission provided the following comments on the work session discussion points (additional comments made by the Commission are located in the attached minutes):

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

All Commissioners indicated that they could support the land use/zoning change.

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

The Commission believed that the on-site circulation, parking layout, and positioning of the buildings were acceptable. Some Commissioners had questions about the off-site traffic impacts and confirmed that a traffic study would be provided when the project returns for its formal review (the traffic study is attached to this report). A Commissioner mentioned that traffic is pretty bad around Stoneridge Mall during the holiday shopping season and was concerned with the lack of crosswalks on Stoneridge Mall Road.

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

The Commission supported the design and heights of the office building and parking garages. Some Commissioners acknowledged that the office building would be the tallest building in Pleasanton, but felt it was well designed, would be adjacent to BART, and there is a predominance of taller buildings in this area.

D. Are the photo simulations adequate?

All Commissioners felt the photo simulations from the freeway were adequate; two Commissioners requested a photo simulation as viewed from the Stoneridge Mall side of the project. The applicant has provided two additional photo simulations from the Stoneridge Mall side of the project.

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

All Commissioners indicated that they could support the elimination of the public's use of the private landscaped area.

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. Vehicular access to the site is currently provided from five existing driveways: one on Stoneridge Mall Road and four on Embarcadero Court.

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. In 2008, Windstar Communities, Inc. received City approval to construct a

mixed-use, high-density residential/commercial development containing 350 apartment units and approximately 14,286 square feet of retail space on the 6.9-acre portion of BART's property. The proposed Workday project would replace the previously-approved Windstar project.

The subject properties are bordered on the west by the BART station 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

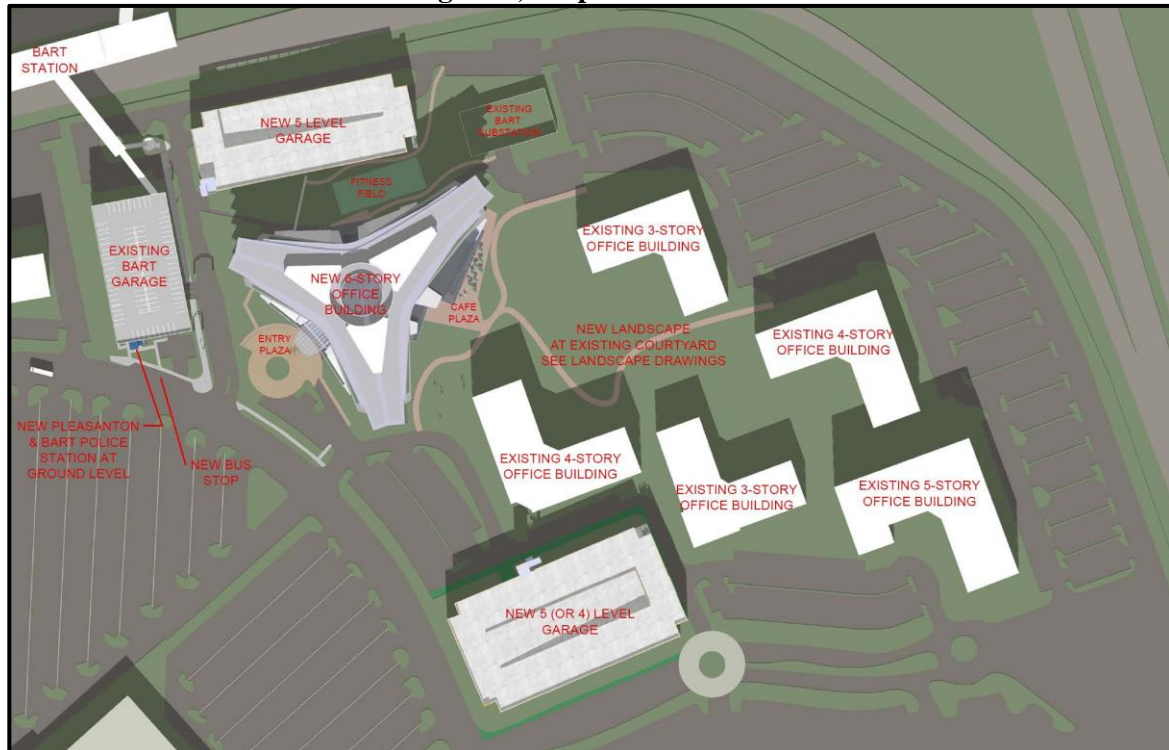
The applicant, Workday, Inc., proposes to construct a six-story, approximately 430,000 square foot office building, parking garage, and surface parking on the BART property and construct a parking garage and surface parking on the Stoneridge Corporate Plaza property. Other related site improvements would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

Key changes to the plans the Commission reviewed at the work session include: installing a new project driveway on Stoneridge Mall Road that will be shared with the BART garage, changing the design of the parking garages, and including an option to construct a five-level garage adjacent to the Stoneridge Mall Road and Embarcadero Court intersection instead of a four-level garage. These are further described in the project features below:

1. Rezone the 6.9-acre BART property from the Planned Unit Development – High Density Residential/Commercial District to Planned Unit Development – Mixed Use District to allow office uses.
2. Construct a six-story office building and five-level parking structure east of the existing BART station 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. The northern five-level parking garage would be set back approximately 25 ft. from the northern property line along I-580.
3. Construct either a four- or five-level parking garage at the southwest corner of the Stoneridge Corporate Plaza site adjacent to the Stoneridge Mall Road and Embarcadero Court intersection. The four- or five-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 below for the proposed site plan.

Figure 4, Proposed Site Plan



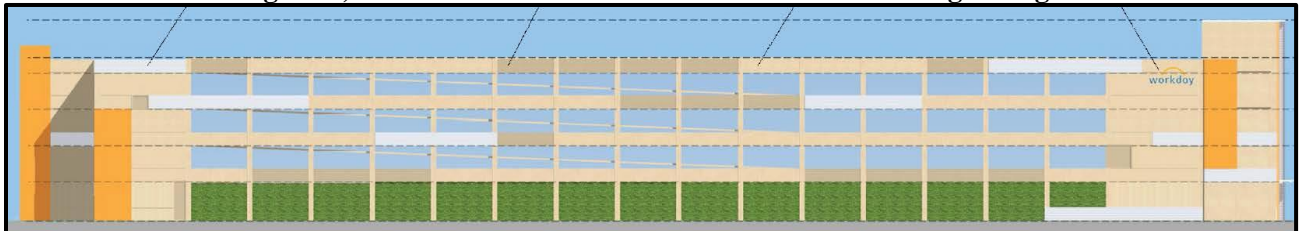
4. The six-story office building would total approximately 430,000 sq. ft. in area. The first floor would be slightly larger than the upper floors to accommodate the main entries and employee cafeteria. The sixth floor would be the smallest floor, with its walls set back approximately 10 feet from the 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.

Figure 5, Office Building Perspective from Existing Stoneridge Mall Road Entry



5. The five-level, 724-space 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. The parking structure would feature concrete walls, rails, and columns matching the existing concrete walls on the Stoneridge Corporate Plaza office buildings. At some wall and rail locations there would be corrugated aluminum panels, orange accent color, or horizontal reveals. Greenscreens[®] (i.e., wire mesh frames with landscaping trained to grow on them) would be located along the first floor.

Figure 6, North Elevation of Five-Level Northern Parking Garage



6. The applicant is requesting to receive approval to construct either a four-level, 884-space parking garage or a five-level, 1,109-space parking garage next to the Stoneridge Mall Rd./Embarcadero Ct. intersection. The four-level garage would have a maximum height of approximately 47½ feet as measured at the top of the elevator penthouse and approximately 37 feet at the top of the parapet/guardrail. The five-level garage would have a maximum height of approximately 58 feet as measured at the top of the elevator penthouse and approximately 47 feet at the top of the parapet/guardrail. With the exception of the added floor, both the four- and five-level garages would have the same design and utilize the same colors and materials as the northern five-level garage

described above except no Greenscreens® are proposed.

Figure 7, South Elevation of Four-Level Southern Parking Garage

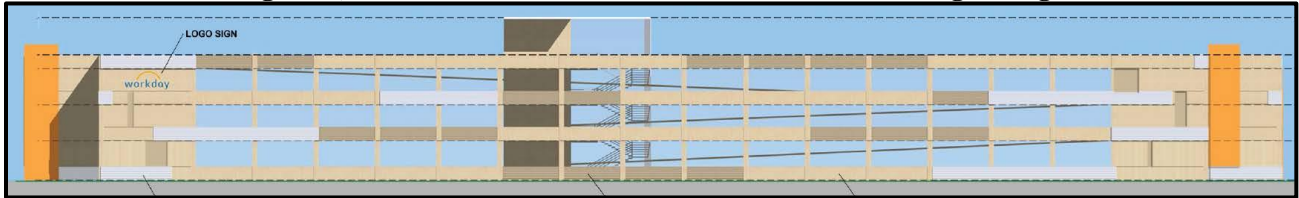
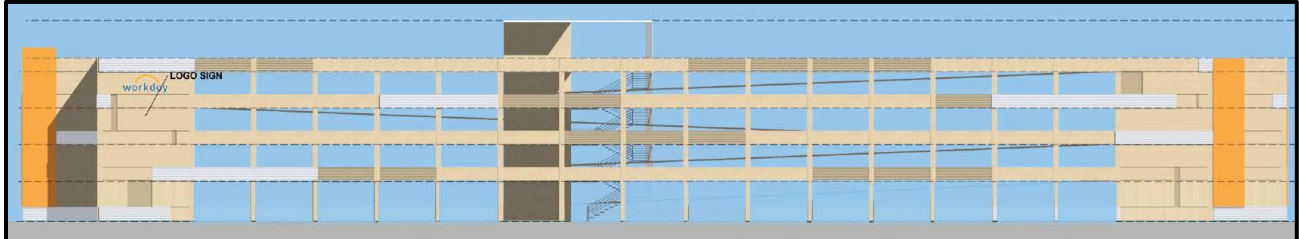


Figure 8, South Elevation of Five-Level Southern Parking Garage



7. Vehicular access to the site would be provided from the five existing driveways (one on Stoneridge Mall Road and four on Embarcadero Court) and one new driveway on Stoneridge Mall Road that would be shared with the BART garage. Vehicular access into the BART garage would be relocated to the east side of the structure. The existing BART driveway on Stoneridge Mall Road would be converted into an emergency vehicle access drive. One of the existing Embarcadero Court driveways would be relocated approximately 15 ft. to the east and narrowed by approximately two feet. The existing Wheels bus stop and BART kiss-n-ride turnout along Stoneridge Mall Road would be relocated approximately 160 feet to the northwest in front of the BART garage. Existing and proposed sidewalks along Stoneridge Mall Road and Embarcadero Court would provide pedestrian access to the project sites. Additional private walkways would traverse throughout the sites. There is an existing crosswalk on Stoneridge Mall Road between the BART garage and the Stoneridge Mall parking lot that would be retained with the project.

8. In order to accommodate the new development, several hundred of the existing parking spaces along the north, west, and south sides of the existing Stoneridge Corporate Plaza 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. If a four-level garage is constructed for the southern garage, a total of 3,188 parking spaces would be provided for the existing and new office buildings consisting of 1,585 surface parking spaces and 1,603 garage parking spaces. There would be 1,097 (34.4%) compact-sized spaces. If a five-level garage is constructed for the southern garage, a total of 3,421 parking spaces

would be provided consisting of 1,585 surface parking spaces and 1,836 garage parking spaces. There would be 1,182 (34.6%) compact-sized spaces.

9. 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 pathways that are open to the public during daylight hours (see Figure 9 below). 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 9, Landscaped Area at Stoneridge Corporate Plaza (Google Maps)



10. 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.
11. Related site modifications/improvements include grading, utility installation, tree removal, and installation of new paving and landscaped areas. These are further discussed in the "Analysis" section below.
12. A development agreement is proposed to vest the entitlements for the project. The term of the development agreement would expire in 10 years.

The proposed applications are subject to review and approval by the City Council, following review and recommendation by the Planning Commission. The Planning Commission's recommendations on the proposed applications will be forwarded to the City Council for review and final decision.

IV. ANALYSIS

Land Use

Conformance with the General Plan

The Stoneridge Corporate Plaza site has a General Plan Land Use Designation of "Retail/Highway/Service Commercial; Business and Professional Offices" which permits office uses. The 6.9-acre BART site has a General Plan Land Use Designation of "Mixed Use" which permits office uses and the 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 in the "Zoning and Uses" section 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. Parking structures are not counted towards the FAR calculation. Below are some of the General Plan Goals, Programs, and Policies that 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.

¹ Since most 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.

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.

Zoning and Uses

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 be rezoned to Planned Unit Development – Mixed Use District to allow office uses. Ancillary uses associated with an office campus would be allowed such as an employee cafeteria, employee fitness facility, etc. The existing Planned Unit Development – Commercial-Office zoning for the Stoneridge Corporate Plaza site does not need to be changed for the proposed project.

Rezoning Consistency with State Housing Law

Approval of this proposal will rezone the site from multi-family residential and commercial uses to office uses and eliminate the Windstar PUD development plan which included 350 apartment units. According to State law, the City may not reduce (or eliminate) the residential density of any parcel unless it finds that the reduction is consistent with the City's General Plan and that the remaining sites identified in the City's Housing Element are adequate to accommodate the City's share of the regional housing need. As indicated in detail in Exhibit D, the City can make the required findings.

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.

Traffic and Circulation

Vehicular access to the site would be provided from the five existing driveways (one on Stoneridge Mall Road and four on Embarcadero Court) and one new driveway on Stoneridge Mall Road that would be shared with the BART garage. Vehicular access into the BART garage would be relocated to the east side of the structure. The existing BART driveway on Stoneridge Mall Road would be converted into an emergency vehicle access drive. One of the existing Embarcadero Court driveways would be relocated approximately 15 ft. to the east and narrowed by approximately two feet. The existing Wheels bus stop and BART kiss-n-ride turnout along

Stoneridge Mall Road would be relocated approximately 160 feet to the northwest in front of the BART garage.

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 in order to maintain LOS D or better. Exceptions are made for the Downtown and Gateway Intersections² where the LOS D or better standard may be exceeded. A traffic study was prepared by Hexagon Transportation Consultants, Inc., acting as the City's traffic consultant, to analyze the traffic and circulation for this project.

The traffic study analyzed the following traffic scenarios with and without the project traffic: existing conditions; existing plus approved conditions; and buildout conditions. The existing conditions scenario is based on traffic counts conducted by the City of Pleasanton between 2012-2014 and supplemented by new turning movement counts conducted by Hexagon. The existing plus approved project scenario includes the existing traffic conditions plus traffic from approved but not yet built projects. The buildout scenario consists of traffic from approved but not yet built projects plus traffic from development that has not received approval from the City but has been identified to be completed in the long term with the buildout of the 2005-2025 Pleasanton General Plan. Windstar's 350 apartment units and 14,286 square feet of retail space were previously approved on the 6.9-acre portion of the BART site. The proposed project will replace this approved project with an approximately 430,000-square-foot office building.

Project trip generation for the proposed project was developed based on trip generation rates contained in the Institute of Transportation Engineers (ITE) publication Trip Generation, 9th Edition. 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. The project is expected to generate 3,978 gross daily vehicle trips with 615 gross trips occurring during the AM peak hour (541 inbound trips and 74 outbound trips) and 560 gross trips during the PM peak hour (95 inbound trips and 465 outbound trips). Because the project is located adjacent to the BART station, a 3% transit reduction was applied to the overall project trip generation. While higher transit ridership is typically observed around major transit nodes such as BART stations, a smaller 3% reduction was applied here as the vast majority of BART service is provided west of the project site and serves a small subset of the potential commute routes. After applying the 3% reduction, the project would generate 3,859 daily vehicle trips with 597 trips occurring during the AM peak hour (525 inbound trips and 72 outbound trips) and 543 trips during the PM peak hour (92 inbound trips and 451 outbound trips). In addition to the 3% transit reduction, the project will receive a trip credit for the previously approved apartment/retail project that it would replace for the existing plus approved and buildout scenarios. After applying the trip credits, the project would generate 1,090 net daily vehicle

² 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.

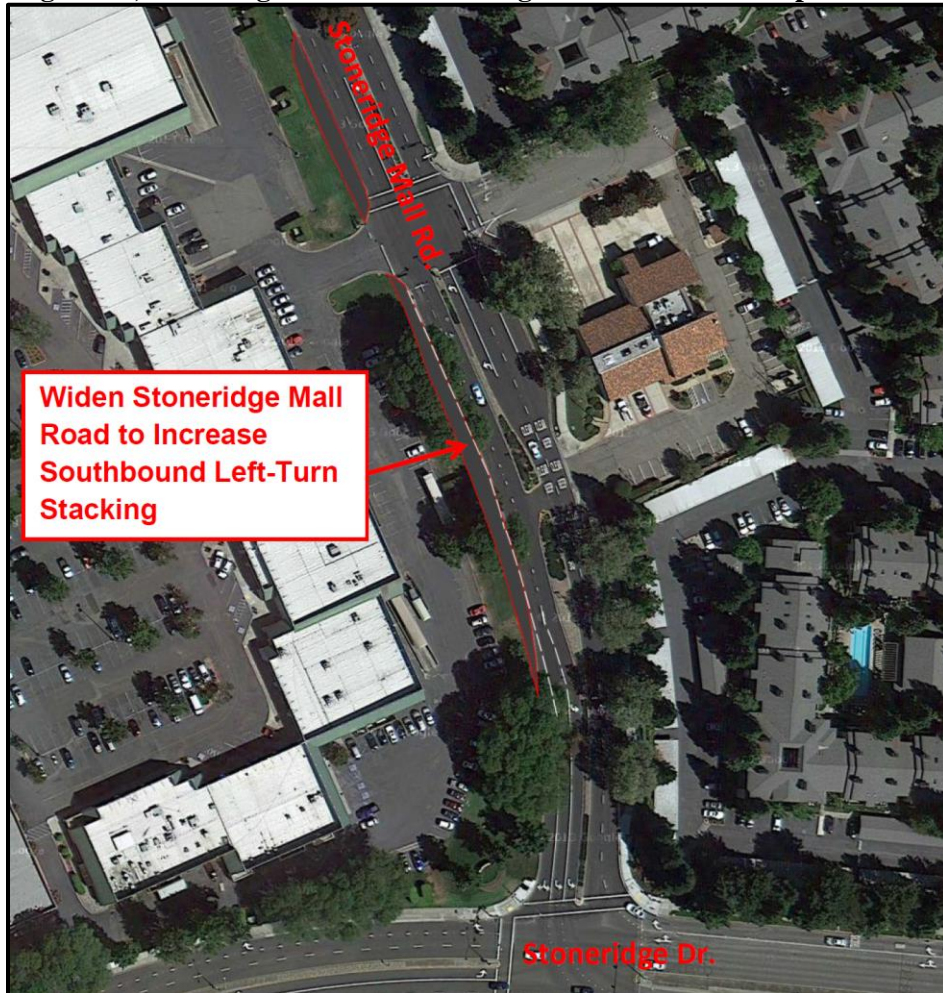
trips with 413 net trips occurring during the AM peak hour (482 inbound trips and -69 outbound trips) and 288 net trips during the PM peak hour (-65 inbound trips and 353 outbound trips).

Project trip distribution was completed using the City of Pleasanton Travel Demand Forecast (TDF) model. Fifteen intersections were analyzed in the traffic study as they provide access to the project site and are likely to be affected by the project based on the number of trips that the project adds to the intersections.

All of the signalized study intersections currently operate at LOS D or better. Under all study scenarios, all of the signalized study intersections would continue to operate at LOS D or better during the AM and PM peak hours with one exception: Foothill Road at Canyon Way would operate at LOS E under all project scenarios during the PM peak hour. Although this a Gateway Intersection per the General Plan, the City had already determined that improvements are necessary and the addition of a third southbound left-turn lane (with an additional eastbound lane on Canyon Way to accommodate the new southbound left-turn traffic) is planned at this intersection when traffic warranted its construction. Because the traffic from the proposed project would trigger the need for this improvement, a condition of approval will require that the project applicant install this planned improvement. This improvement is included in the City's Traffic Impact Fee project list and the developer would receive a credit from the Pleasanton Traffic Improvement Fee for the construction of this improvement.

At the Stoneridge Mall Road at Stoneridge Drive intersection, the LOS standards would be met under all study scenarios. However, this intersection has a southbound left-turn queue that will exceed the storage capacity of the left-turn lanes in the existing plus approved with no project scenario in the PM peak hour. The proposed project would add up to a five-car increase in queue length resulting in inadequate storage capacity for both the existing plus approved plus project and buildout plus project scenarios in the PM peak hour. The mitigation for this queue capacity shortage is to extend the innermost southbound left-turn lane back (north) approximately 125 ft. to the midblock break at the fire station driveway, which will require removal of a portion of the existing paved/landscaped median. To plan for future traffic unrelated to the project, the City's Traffic Engineer recommends that an additional 125 ft. of storage capacity be provided by widening the west side of Stoneridge Mall Road and realigning the roadway as generally shown in Figure 10 (on the following page). However, this improvement will require the City to acquire right-of-way from the JC Penny Plaza Shopping Center. In the event that the City is unable to acquire the necessary right-of-way, the applicant would be required to extend the innermost southbound left-turn lane back (north) approximately 125 ft. as noted earlier. A condition of approval addresses this item. This improvement is not included in the City's Traffic Impact Fee project list. Should the developer install more capacity than the 125 ft. that is required to accommodate the project traffic, the developer would receive a credit towards its Pleasanton Traffic Improvement Fee for the added capacity it constructs.

Figure 10, Stoneridge Mall Rd./Stoneridge Dr. Intersection Improvements



The traffic study found that all of the unsignalized study intersections currently operate at LOS D or better and would continue to do so under all study scenarios. The originally proposed plan did not include a new shared BART/project driveway off Stoneridge Mall Road and the existing driveway off Stoneridge Mall Road would not have provided for adequate internal queues during peak hours, thus creating spillover traffic onto Stoneridge Mall Road with the added project traffic. In addition, the project traffic would warrant that a signal be installed at this existing driveway. A signal is already warranted and planned for the BART driveway along Stoneridge Mall Road, which is located approximately 240 ft. to the west of the project driveway. Because the proximity of the two signals would preclude efficient traffic signal operation (a minimum separation of 500 ft. is normally desired), the City Traffic Engineer had recommended that a new combined BART garage and project driveway be provided. The applicant has modified its proposed plans to show this mitigation. The combined driveway has been designed to accommodate traffic queues for both the BART station and office uses. The existing project driveway along Stoneridge Mall Road would remain. With this modification, a signal is only warranted for the shared BART/project site driveway. Signalization of this intersection would also provide for safer pedestrian crossing of Stoneridge Mall Road. A condition of approval requires that the applicant install the traffic signal. This improvement is

included in the City's Traffic Impact Fee project list and the developer would receive a credit from the Pleasanton Traffic Improvement Fee for the construction of this improvement.

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 number 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 most commonly analyzed during the non-holiday period, when travel conditions are more representative of the entire year.

Parking

Being a PUD, parking requirements are determined on a case-by-case basis. If the four-level southern parking garage is built, the proposed parking ratio is approximately one space per 313 gross sq. ft. This is slightly less than the Municipal Code's office parking requirement in non-PUD zones of one space per 300 gross sq. ft. Given the extremely close proximity to the BART station and a bus stop and the various measures the applicant will implement to promote alternative commutes (e.g., installing bicycle racks/storage and showers, 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, 4.1% (137 space) reduction to the Code parking requirement for non-PUD zones. Workday is also requesting the ability to build a five-level southern garage should it decide that additional parking is warranted. If the five-level southern garage is built, the proposed parking ratio is approximately one space per 292 gross sq. ft. and would provide 96 more spaces than the one space per 300 sq. ft. ratio.

Noise

External noise sources that could affect the project 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 project 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 that normal construction methods and requirements would allow the proposed office construction to comply with this standard. A condition approval requires that information be submitted at the building permit plan check stage sufficient to determine that this standard will be met.

Noise Impacts on Adjacent Properties

The development of office uses and new parking on the properties will 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 will 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 office uses will be required to meet the City's noise ordinance, which stipulates that the business cannot produce a noise level in excess of 70 dBA at any point outside of the property plane.

Architecture and Design

Office Building

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 (with vision and spandrel glazing) separated by horizontal aluminum bands in two silver-toned colors. 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 corrugated metal 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. A color/materials board will be available for the Commission to review at the public hearing.

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 are attractive and will blend in well with the surrounding developments. 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.

Parking Structures

Given their prominence along the I-580 and Stoneridge Mall Rd./Embarcadero Ct. frontages, the applicant felt that some additional articulation and detailing were warranted for the parking garages and modified the design presented at the work session. The revised parking structures would feature concrete walls, rails, and columns matching the existing off-white concrete walls on the Stoneridge Corporate Plaza office buildings. Staff notes that the beige/tan wall color shown on the garage elevations and perspectives do not provide an accurate portrayal of the off-white wall color and a color photograph of the actual wall color will be available for the Commission's review at the public hearing. Corrugated aluminum panels, orange accent color, and horizontal reveals would be added at some locations to add variety and interest.

Greenscreens[®] (i.e., wire mesh frames with landscaping trained to grow on them) would be located along the first floor of the northern five-level garage. Staff believes that the design of the parking garages are acceptable and achieves a balance of providing enough articulation and detail while not making the structures too massive and visually prominent.

The southern garage would be cut down below the existing parking lot grades from approximately 5-7 ft. along the Stoneridge Mall Rd. frontage and approximately 0-7 ft. along the Embarcadero Ct. frontage to help reduce the height and mass of the garage. The garage walls would also act as retaining walls at these frontage locations to allow the existing grades between the walls and street to remain and not impact the existing street trees.

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, the four- or five-level parking structure would be located at least 100 ft. from the I-680 CalTrans right-of-way (approximately 814 ft. is proposed), the structure would not conflict with views from the highway due to existing screening provided by the adjacent office buildings and landscaping that would remain, and new landscaping complies with the Plan.

Grading and Drainage

The sites are relatively level and the applicant is proposing to generally maintain the existing grades on the property. The southern parking garage would be cut down several feet from the existing grades to help reduce its height and mass. Site drainage will be directed towards landscaped bio-retention planters located in various areas of the 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 on the west elevation of the office building, north elevation of the northern parking garage, and south and west elevations of the southern parking garage, but no sign details have been provided. Staff finds the general location and size of the signs to be acceptable. Staff anticipates that 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 applicant has proposed to incorporate green building measures into the project to allow it to qualify for 55 points, meeting a LEED "Silver" level with the possible addition of other measures to meet a "Gold" level. Some of the proposed green building measures include: employ strategies that in the aggregate use 40% less water than the water use baseline calculated for the building (not including irrigation); reduce potable water consumption for irrigation by 50% from a midsummer baseline case; improve building energy performance 16% over baseline; utilize materials with recycled content; utilize FSC-certified wood in a minimum of 50% wood-based construction materials; and utilize low-VOC (volatile organic compound) emitting flooring, paints, coatings, adhesives, and sealants. Please see the attached LEED checklist for the complete list of the proposed Green Building items. Staff appreciates that the applicant has included a considerable number of 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 and was deemed a "Qualified Greenhouse Gas Reduction Strategy" in accordance with the District's CEQA guidelines. Implementation of the CAP will occur over several years and will consist of amendments to regulations and policies related to Land Use and Transportation, Energy, Solid Waste, and Water and Wastewater, which will 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 project is consistent with or implements the applicable measures outlined in the City of Pleasanton's Climate Action Plan. As a large office project located immediately adjacent to a BART station and several commuter bus lines, the 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 and showers 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 site showing existing and new planter areas around the buildings and site, including the modified central landscaped area between the Stoneridge Corporate Plaza buildings. The landscape plan will provide a variety of trees, shrubs, and groundcover on the project site. The proposed tree sizes are generous, ranging from 36-inch-box to 60-inch-box size. New water features would be installed adjacent to the outdoor dining area on the east side of the new office building and between the Stoneridge Corporate Plaza buildings.

There is no landscaping shown on the plans between the northern parking garage and the northern property line adjacent to I-580. However, the applicant has obtained permission from CalTrans to plant small trees and shrubs within CalTrans' 22-30 ft. wide unpaved right-of-way between the project site and the edge of the I-580 freeway paving. Therefore, staff finds the lack of landscaping on this portion of the project site to be acceptable. A condition of approval requires that the CalTrans right-of-way landscaping be shown on the plans submitted at the building permit stage subject to the review and approval by the Director of Community Development.

Staff believes that the proposed landscape plan is attractive and generally contains sufficient landscape area around the perimeter of the structures, parking areas, and along the street frontages. Staff also feels that the density and species of trees indicated on the plan are appropriate. Since the quantities and spacing of the shrubs and groundcover is not shown, a condition of approval requires that these be shown on the plans provided at the building permit stage subject to the review and approval by the Director of Community Development. Staff will pay special attention to the landscaping around the proposed southern parking garage to ensure it helps soften the view of the structure from Stoneridge Mall Road and Embarcadero Court.

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 598 existing trees over six inches in diameter on or near the two project sites, including 270 of which are defined as "Heritage Tree" by the Pleasanton Municipal Code (i.e., a tree which measures 35 feet or greater in height or which measures 55 inches or greater in circumference). Approximately 231 existing ornamental trees mostly planted between 1985 and 1998 with the office development

would be removed on the Stoneridge Corporate Plaza site to accommodate the new parking garage and parking lot modifications. The removed trees are primarily parking lot trees and trees within the landscaped area between the office buildings. The BART site contains a grove of 75 trees towards its center, which the applicant would remove. This grove predominantly contains black locust trees, but also contains one English walnut tree. The grove originally contained approximately 130 black locust trees, but BART removed approximately 55 trees in 2006 to construct the BART parking garage. Six London plane trees and one blackwood acacia tree located along the west side of the BART garage would be removed due to impacts associated with a new drive aisle. Two of the London plane street trees located along the BART property's Stoneridge Mall Road frontage would be removed. In total, approximately 323 trees would be removed, including 130 heritage-sized trees. Approximately 600 new trees would be planted on both sites ranging in size from 36-inch-box to 60-inch-box. Staff supports the landscape plan proposed as full mitigation for the tree removal which results from the plan. It is generous in both number and sizes of trees.

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.

Development Agreement

State law authorizes cities and counties 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 of time. Therefore, future land use decisions regarding such a development project will not be based on then current planning and zoning law, but rather they will be based on the laws that were in existence at the time the development agreement was executed. The developer gains certainty, through the development agreement, of the continuity of regulations that were 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 that it might not be able to require through conditions of approval, such as the joint City of Pleasanton and BART police substation at the BART garage.

The applicant has proposed a 10-year term for the development agreement. The developer would be obligated to pay the applicable City development impact fees which are in effect when the ordinance approving the agreement is effective, although the developer would have to pay periodic cost of living or similar indexed increases, as applicable, beginning in 2016. In addition, the development agreement does not control the fees charged by entities other than the City of Pleasanton (e.g., sewer fees charged by DSRSD). The draft development agreement is attached as Exhibit B.

The development agreement process requires that the Planning Commission provide a recommendation to the City Council for action. Staff supports the proposed development agreement and believes that the Planning Commission should provide a positive recommendation to the City Council.

V. PUD CONSIDERATIONS

The Zoning Ordinance of the Municipal Code sets forth purposes of the Planned Unit Development District and "considerations" to be addressed in reviewing a PUD development plan.

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

The proposed project, as conditioned, meets all applicable City standards concerning public health, safety, and welfare. The subject development would include the installation of all required on-site utilities with connections to municipal systems in order to serve the new development. With the recommended traffic mitigations, the project will not generate volumes of traffic that cannot be accommodated by existing City streets and intersections in the area. The structures would be designed to meet the requirements of the Uniform Building Code, Fire Code, and other applicable City codes. Adequate access would be provided to the structures for police, fire, and other emergency response vehicles. Stormwater run-off from the site will be treated before leaving the site. Construction hour limits and dust suppression requirements will minimize construction impacts on the surrounding residents and tenants. The proposed development is compatible with the adjacent uses and would be consistent with the existing scale and character of the area.

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

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

The Stoneridge Corporate Plaza site's General Plan Land Use Designation of "Retail/Highway/Service Commercial; Business and Professional Offices" permits office uses. The 6.9-acre BART site's General Plan Land Use Designation of "Mixed Use" permits office uses and the Mixed Use designation allows development of a single use on a site if such use is approved as part of a PUD. 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 is proposed. 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 use.

The proposed project would further several General Plan Goals, Programs, and Policies, including: encouraging the reuse of vacant and underutilized parcels and buildings within existing urban areas; requiring higher residential and commercial densities in the proximity of transportation corridors and hubs; assuring that new major commercial, office, and institutional centers are adequately served by transit and by pedestrian and bicycle facilities; maintaining a complete well-rounded community of desirable neighborhoods, a strong employment base, and a variety of community facilities; and zoning sufficient land for neighborhood, community, and regional commercial uses to support Pleasanton's increasing business activity.

Staff concludes that the proposed development plan is consistent with the City's General Plan, and staff believes that this finding can be made.

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

The project site is surrounded by a variety of uses: multi-story office buildings, a regional mall, and a BART station. The proposed office use would be compatible with the surrounding uses. The office building and parking garage heights would be compatible with the multi-story office buildings and parking garages in the vicinity. The structures have been attractively designed and would be compatible with the design of the surrounding structures. New landscaping would be installed to soften the buildings and help screen the parking areas from off-site views. The sites are relatively level. Except for some excavation to lower the height of the southern parking garage and other minor grading to install landscaping and to create proper drainage for the parking lots and bioswales, the existing grades on the property would generally be maintained. Grading conducted on the site will be subject to engineering and building standards prior to any development.

Therefore, staff believes that this finding can be made.

4. Whether grading takes into account environmental characteristics and is designed in keeping with the best engineering practices to avoid erosion, slides, or flooding to have as minimal an effect upon the environment as possible.

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

Therefore, staff believes that this finding can be made.

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

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

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

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

Therefore, staff believes that this finding can be made.

7. Whether the plan conforms to the purposes of the PUD District:

The proposed PUD development plan conforms to the purposes of the PUD district. One of these purposes is to ensure that the desires of the developer and the community are understood and approved prior to commencement of construction. Staff believes that the proposed project implements the purposes of the PUD ordinance in this case by providing an office project that is well-designed and well-integrated with the existing office development on the subject property, that fulfills the desires of the applicant, and that meets the City's General Plan goals and policies. By taking advantage of the flexibility of the PUD district, the applicant and staff have been able to work together to design the project in a manner most appropriate for this use. Moreover, input from the adjacent property owners and tenants has been sought through a Planning Commission work session; further opportunity for public comment will occur at the Planning Commission and City Council hearings.

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

VI. 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.

VII. ENVIRONMENTAL ASSESSMENT

A draft Mitigated Negative Declaration has been prepared for the proposed project. Based on an initial study, staff believes that the project-related impacts are mitigated, with the mitigation measures incorporated in the project's design or required by conditions of approval, and that there would be no significant or unmitigated environmental impacts. Staff, therefore, believes that the Mitigated Negative Declaration can be issued in conformance with the California Environmental Quality Act (CEQA). If the Planning Commission concurs with this environmental assessment, it must make the finding that the Mitigated Negative Declaration is appropriate prior to taking action on the project.

VIII. CONCLUSION

Staff finds the site plan to be functional, with efficient on-site circulation, adequate provisions for parking, and well-designed landscaped features. The office building is positioned to create a visual presence on Stoneridge Mall Road and the freeways without being too dominating. The design of the office building and parking 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.

IX. STAFF RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

1. Find that the project would not have a significant effect on the environment and adopt a resolution recommending approval of the attached draft Mitigated Negative Declaration;
2. Find that the proposed rezoning and development plan for the 6110 Stoneridge Mall Road site, PUD Major Modification for the Stoneridge Corporate Plaza site, and development agreement for the project are consistent with the General Plan, including the reduction of the residential density, and that the remaining sites identified in the City's Housing Element are adequate to accommodate the City's share of the regional housing need after the elimination of the Windstar project's 350 apartment units;
3. Make the PUD findings for the proposed development plan as listed in the staff report; and
4. Adopt resolutions recommending approval of: 1) Cases PUD-104 and PUD-81-22-14M, subject to the conditions of approval listed in Exhibit A; and 2) Case P14-0590, a development agreement for the project, and forward the applications to the City Council for public hearing and review.

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