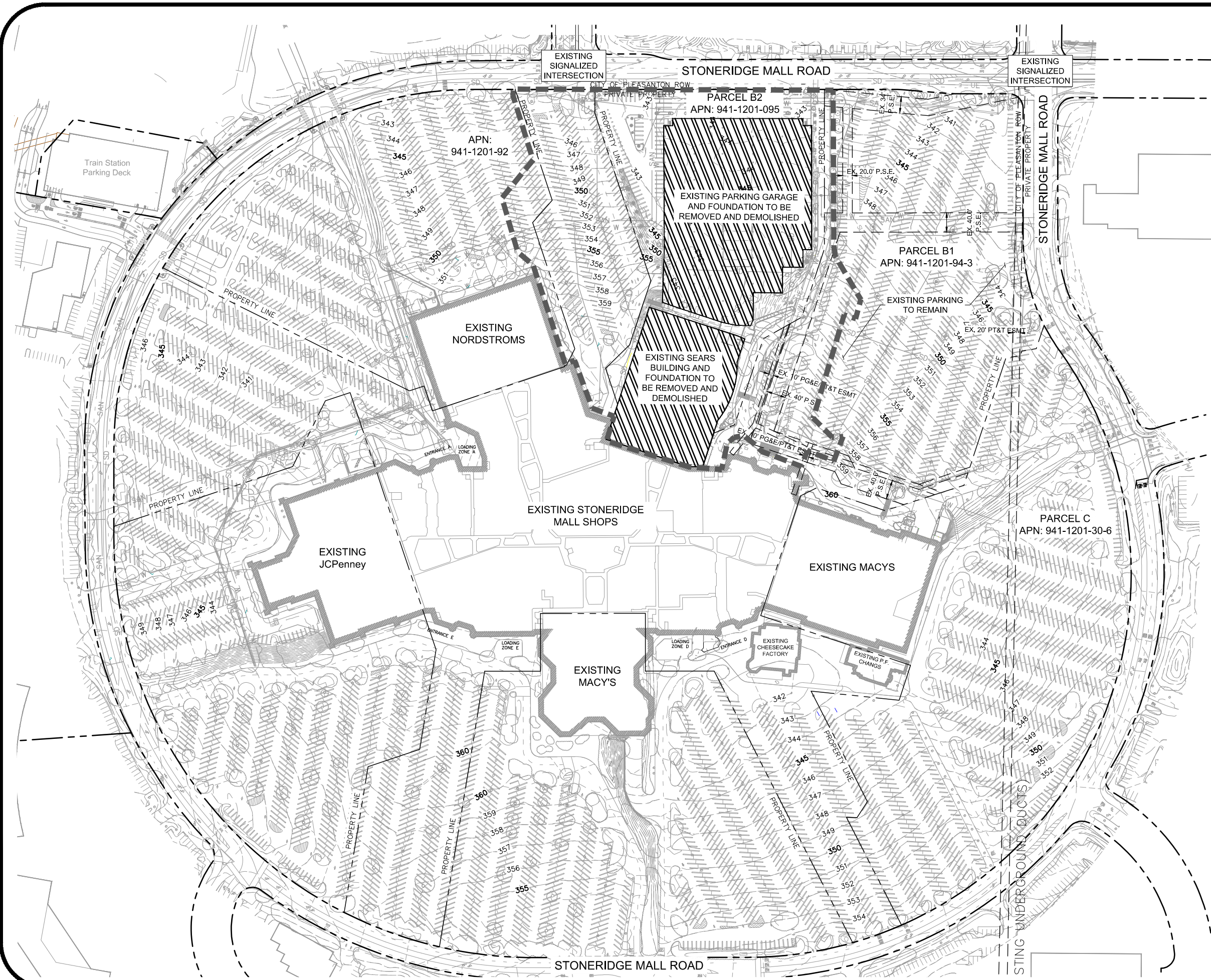




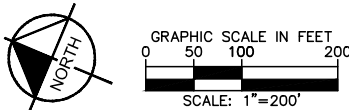
- GENERAL NOTES**
1. PROJECT ADDRESS: 1 STONERIDGE MALL ROAD
PLEASANTON, CA 94588
 2. APPROXIMATE PROJECT AREA: 10.3± ACRES
 3. ZONING
EXISTING: CR(M) - REGIONAL COMMERCIAL - MALL
PROPOSED: CR(M) - REGIONAL COMMERCIAL - MALL
 4. FLOOD ZONE X PER FEMA MAP 06001C0308G

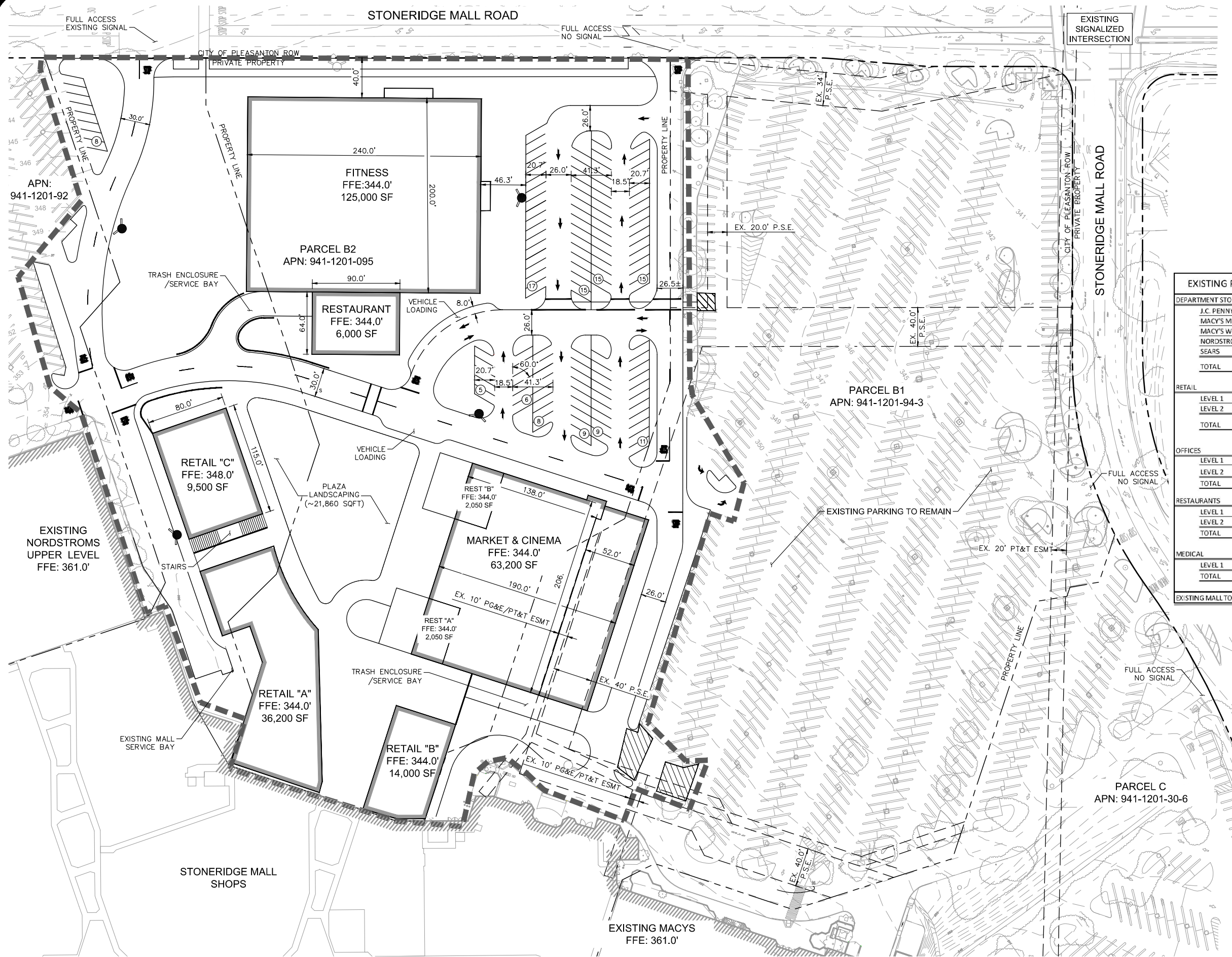
- LEGEND**
- RIGHT OF WAY LINE
 - - - PROPERTY LINE
 - - - EASEMENT
 - ▬ LIMITS OF WORK
 - SD EXISTING STORM DRAIN LINE
 - SAN EXISTING SANITARY SEWER LINE
 - W W EXISTING WATER LINE
 - UE EXISTING ELECTRICAL UTILITY LINE
 - UT EXISTING TELECOM UTILITY LINE
 - SL EXISTING STREET LIGHT CONDUIT
 - 342 - EXISTING CONTOURS AND ELEVATIONS

EXISTING PROJECT DATA - GFA	
DEPARTMENT STORE ANCHORS	
J.C. PENNY	142,396 SQ.FT
MACY'S MEN'S	165,440 SQ.FT
MACY'S WOMAN	189,841 SQ.FT
NORDSTROM	159,390 SQ.FT
SEARS	176,151 SQ.FT
TOTAL	833,218 SQ.FT
RETAIL	
LEVEL 1	229,281 SQ.FT
LEVEL 2	223,645 SQ.FT
TOTAL	452,926 SQ.FT
OFFICES	
LEVEL 1	136 SQ.FT
LEVEL 2	5,317 SQ.FT
TOTAL	5,453 SQ.FT
RESTAURANTS	
LEVEL 1	34,468 SQ.FT
LEVEL 2	11,377 SQ.FT
TOTAL	45,845 SQ.FT
MEDICAL	
LEVEL 1	4,423 SQ.FT
TOTAL	4,423 SQ.FT
EXISTING MALL TOTAL	1,341,865 SQ.FT

P18-0340 (DR)
RECEIVED April 5, 2019
EXHIBIT B

STONERIDGE MALL
EXISTING SITE PLAN
OPTION 1





- GENERAL NOTES**
1. PROJECT ADDRESS: 1 STONERIDGE MALL ROAD
PLEASANTON, CA 94588
 2. APPROXIMATE PROJECT AREA: 10.5± ACRES
 3. ZONING
EXISTING: CR(M) - REGIONAL COMMERCIAL - MALL
PROPOSED: CR(M) - REGIONAL COMMERCIAL - MALL
 4. FLOOD ZONE X PER FEMA MAP 06001C0308G
 5. ALL FINISHED FLOOR ELEVATIONS SHOWN ARE APPROXIMATE.
 6. ALL BUILDING SQUARE FOOTAGES SHOWN ARE APPROXIMATE.

LEGEND

---	RIGHT OF WAY LINE
---	PROPERTY LINE
---	EASEMENT
---	LIMITS OF WORK
---	EXISTING CONTOURS AND ELEVATIONS

EXISTING PROJECT DATA - GFA

DEPARTMENT STORE ANCHORS	
J.C. PENNY	142,396 SQFT
MACY'S MEN'S	165,440 SQFT
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LEVEL 2	11,377 SQFT
TOTAL	45,845 SQFT
MEDICAL	
LEVEL 1	4,423 SQFT
TOTAL	4,423 SQFT
EXISTING MALL TOTAL	1,341,865 SQFT

PROPOSED PROJECT DATA - GFA

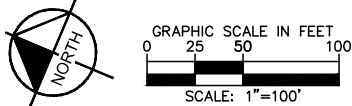
DEMO EXISTING ANCHORS/SHOPS	
SEARS	(176,151) SQFT
TOTAL	(176,151) SQFT
NEW DEVELOPMENT	
LEVEL 1 RETAIL "A"	17,919 SQFT
LEVEL 2 RETAIL "A"	17,919 SQFT
LEVEL 1 RETAIL "B"	6,930 SQFT
LEVEL 2 RETAIL "B"	6,930 SQFT
RETAIL "C"	9,405 SQFT
REST "A"	2,030 SQFT
REST "B"	2,030 SQFT
RESTAURANT	5,940 SQFT
MARKET	22,869 SQFT
CINEMA	39,699 SQFT
FITNESS	123,750 SQFT
TOTAL	255,420 SQFT
CHANGE IN MALL AREA	79,259 SQFT
PROPOSED MALL TOTAL	1,421,134 SQFT

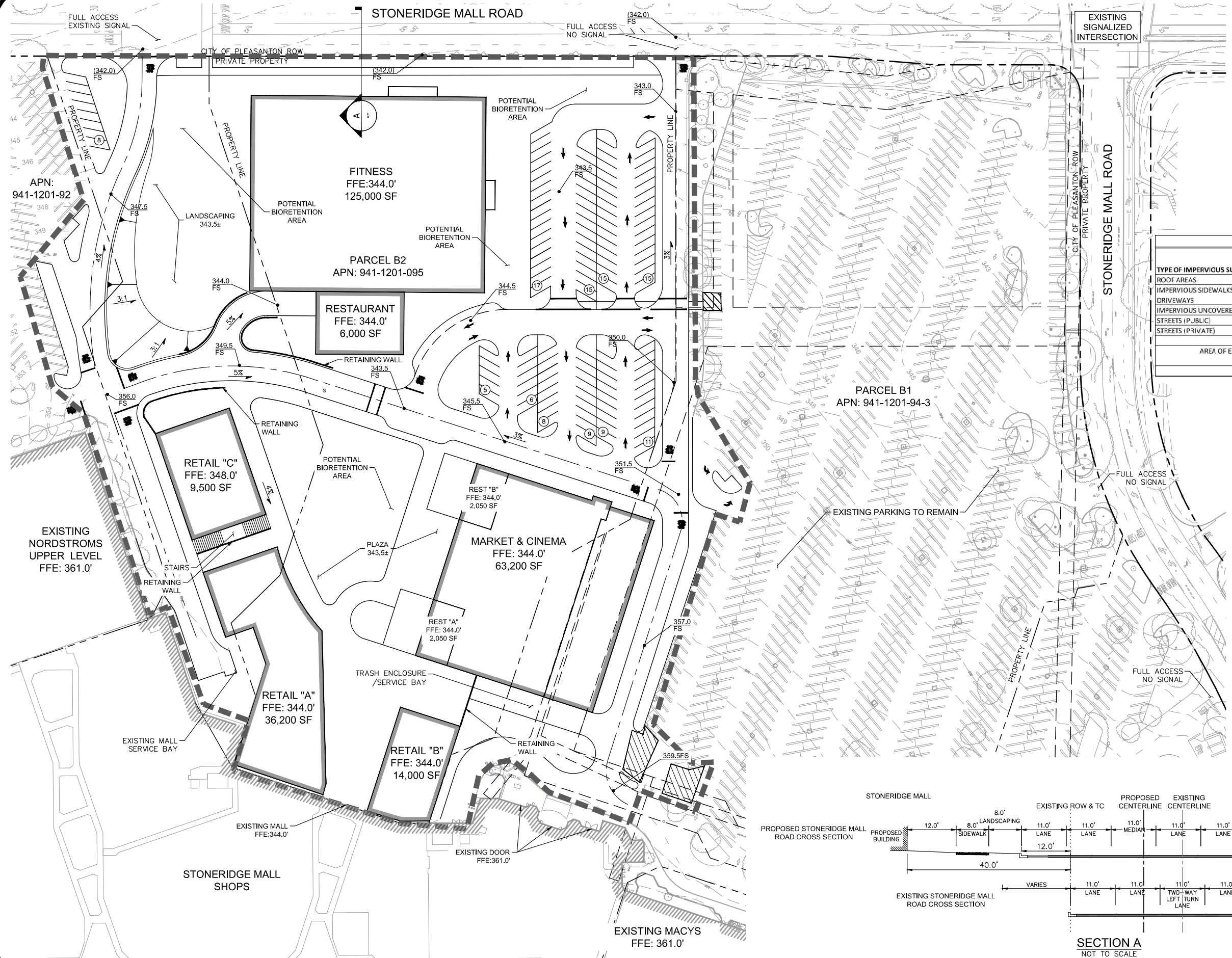
PROJECT DATA NOTES:
* SQUARE FOOTAGES ABOVE ARE GFA CONSISTENT WITH PLEASANTON MUNICIPAL CODE.

STONERIDGE MALL PARKING SUPPLY

EXISTING	PROPOSED
6630	5526

**STONERIDGE MALL
PRELIMINARY SITE PLAN
OPTION 1**





- GENERAL NOTES**
- 1. PROJECT ADDRESS: 1 STONERIDGE MALL ROAD
PLEASANTON, CA 94588
 - 2. APPROXIMATE PROJECT AREA: 10.5± ACRES
 - 3. ZONING
EXISTING: CR(M) - REGIONAL COMMERCIAL - MALL
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 - 6. ALL BUILDING SQUARE FOOTAGES SHOWN ARE APPROXIMATE.

LEGEND

	RIGHT OF WAY LINE
	PROPERTY LINE
	EASEMENT
	LIMITS OF WORK
	EXISTING CONTOURS AND ELEVATIONS

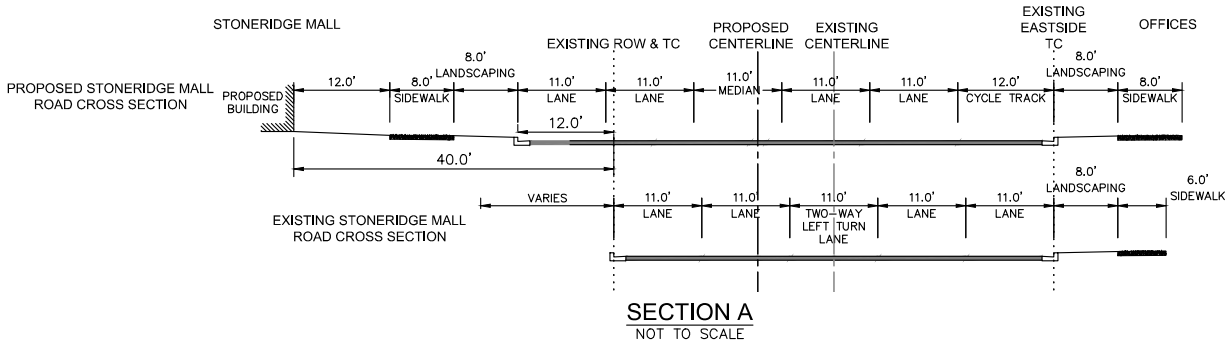
TABLE OF IMPERVIOUS AND PERVIOUS SURFACES

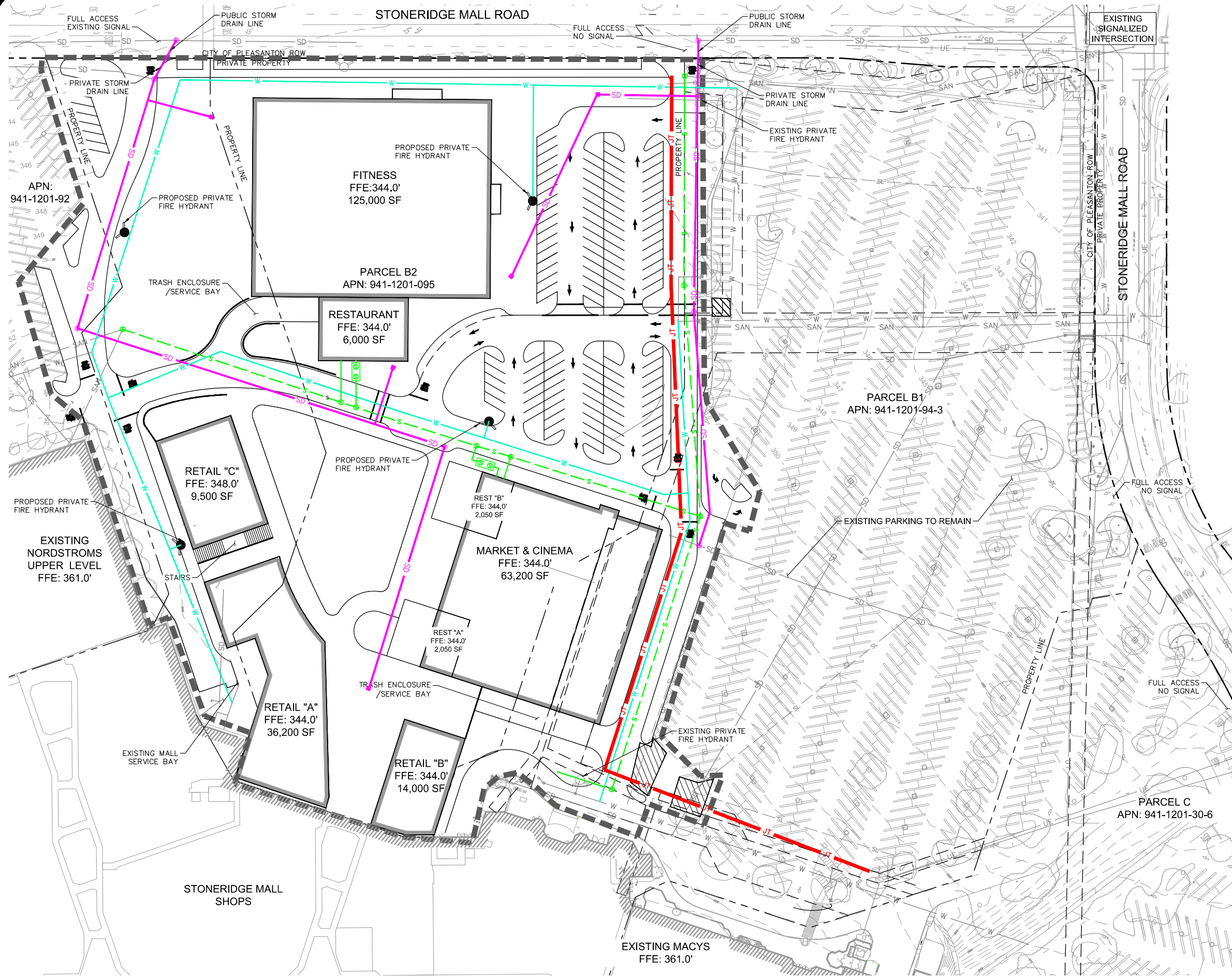
TYPE OF IMPERVIOUS SURFACE	PRE-PROJECT IMPERVIOUS SURFACE (SQFT)	EXISTING IMPERVIOUS SURFACE TO BE REPLACED (SQFT)	NEW IMPERVIOUS SURFACE TO BE CREATED (SQFT)	POST-PROJECT LANDSCAPING (SQFT)
ROOF AREAS	60333	127134	0	
IMPERVIOUS SIDEWALKS, PATIOS, PATH, DRIVEWAYS	8610	99794	0	
IMPERVIOUS UNCOVERED PARKING	317026	99839	0	
STREETS (PUBLIC)	N/A	N/A	N/A	
STREETS (PRIVATE)	N/A	N/A	N/A	
TOTALS:	385969	341228	0	106764
AREA OF EXISTING IMPERVIOUS SURFACE TO REMAIN	0		N/A	
TOTAL NEW IMPERVIOUS SURFACE			341228	

STORMWATER MANAGEMENT

TOTAL DISTURBED AREA:	447,992 SF
IMPERVIOUS AREA:	341,228 SF
PERVIOUS AREA (LANDSCAPE):	106,764 SF
BIORETENTION AREA (4%)	14,076 SF

**STONERIDGE MALL
PRELIMINARY GRADING PLAN
OPTION 1**





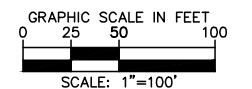
GENERAL NOTES

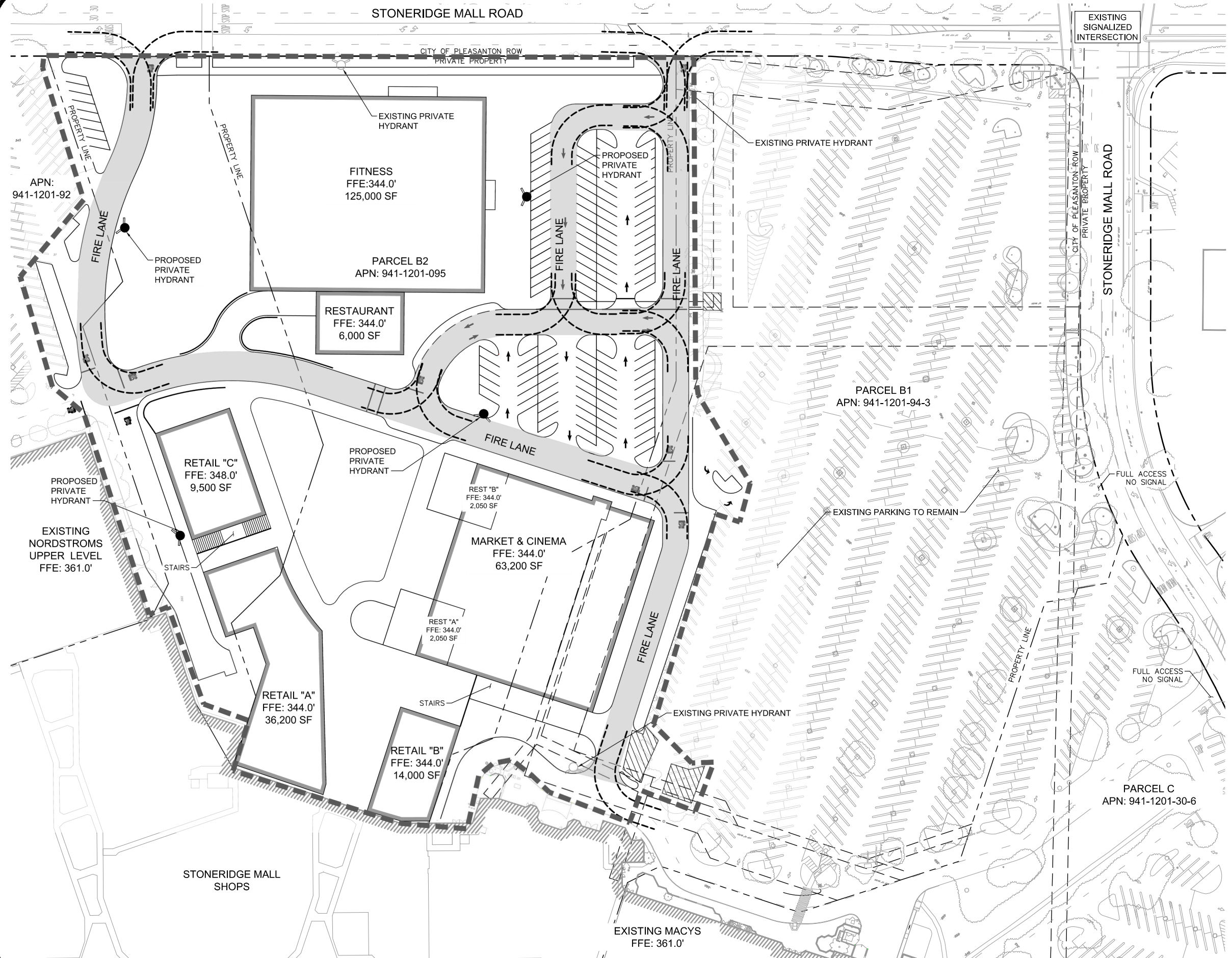
1. PROJECT ADDRESS: 1 STONERIDGE MALL ROAD
PLEASANTON, CA 94588
2. APPROXIMATE PROJECT AREA: 10.5± ACRES
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EXISTING: CR(M) - REGIONAL COMMERCIAL - MALL
PROPOSED: CR(M) - REGIONAL COMMERCIAL - MALL
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5. ALL FINISHED FLOOR ELEVATIONS SHOWN ARE APPROXIMATE.
6. ALL BUILDING SQUARE FOOTAGES SHOWN ARE APPROXIMATE.
7. ALL PROPOSED UTILITIES ON THE PROJECT SITE ARE PRIVATE UTILITY LINES.
8. PROJECT SITE AND BUILDING WATER METERS, DDC'S AND RPF'D'S WILL BE INCLUDED IN THE CONSTRUCTION DOCUMENT PLAN SET.

LEGEND

---	RIGHT OF WAY LINE
---	PROPERTY LINE
---	EASEMENT
---	LIMITS OF WORK
SD	EXISTING STORM DRAIN LINE
SAN	EXISTING SANITARY SEWER LINE
W	EXISTING WATER LINE
UE	EXISTING ELECTRICAL UTILITY LINE
UT	EXISTING TELECOM UTILITY LINE
SL	EXISTING STREET LIGHT CONDUIT
SD	PROPOSED STORM DRAIN LINE
S	PROPOSED SANITARY SEWER LINE
W	PROPOSED WATER LINE
JT	PROPOSED JOINT TRENCH
⊙	PROPOSED STORM DRAIN STRUCTURE
⊙	PROPOSED SANITARY SEWER STRUCTURE
⊙	PROPOSED GREASE INTERCEPTOR

STONERIDGE MALL PRELIMINARY UTILITY LAYOUT OPTION 1





- GENERAL NOTES**
1. PROJECT ADDRESS: 1 STONERIDGE MALL ROAD
PLEASANTON, CA 94588
 2. APPROXIMATE PROJECT AREA: 10.2± ACRES
 3. ZONING
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PROPOSED: CR(M) - REGIONAL COMMERCIAL - MALL
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 5. ALL FINISHED FLOOR ELEVATIONS SHOWN ARE APPROXIMATE.
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LEGEND

	RIGHT OF WAY LINE
	PROPERTY LINE
	EASEMENT
	LIMITS OF WORK
	EXISTING FIRE HYDRANT
	PROPOSED FIRE HYDRANT
	FIRE TRUCK TURNING RADI INSIDE TURNING RADIUS = 31' OUTSIDE TURNING RADIUS = 51.8'

**STONERIDGE MALL
FIRE ACCESS AND HYDRANT LOCATIONS
OPTION 1**





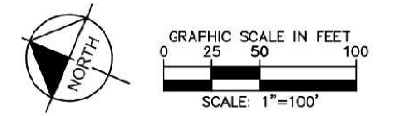
- GENERAL NOTES**
1. PROJECT ADDRESS: 1 STONERIDGE MALL ROAD
PLEASANTON, CA 94588
 2. APPROXIMATE PROJECT AREA: 10.2± ACRES
 3. ZONING
EXISTING: CR(M) - REGIONAL COMMERCIAL - MALL
PROPOSED: CR(M) - REGIONAL COMMERCIAL - MALL
 4. FLOOD ZONE X PER FEMA MAP 06031C0308G
 5. ALL FINISHED FLOOR ELEVATIONS SHOWN ARE APPROXIMATE.
 6. ALL BUILDING SQUARE FOOTAGES SHOWN ARE APPROXIMATE.

- LEGEND**
- RIGHT OF WAY LINE
 - - - PROPERTY LINE
 - - - EASEMENT
 - LIMITS OF WORK

CONCEPT PLANT SCHEDULE

	SHADE TREE	27
	ACCENT TREE	65
	PARKING LOT TREE	68
	EVERGREEN TREE	13
	SHRUBS	35,488 SF
	TURF	21,860 SF
	GROUND COVER	23,710 SF

**STONERIDGE MALL
PRELIMINARY LANDSCAPE PLAN**



TREES



Pistachia chinensis // Chinese Pistache

H: 30'-35' x SP: 25'-30'
Low Water, Ornamental, Dependable, Showy Fall Color. Dependable street tree.



Platanus x acerfolia "Columbia" // London Plane Tree

H: 50' - 75' x SP: 60'-75'
Moderate Water, Fast Grower, Urban Tolerance, Great Shade Tree.



Prunus cerasifera // Flowering Plum

H: 20' x SP: 15'
Moderate Water, Moderate Grower, Ornamental Tree, Showy Flowering. Great Accent Tree.



Pyrus calleryana // Ornamental Pear

H: 25' - 35' x SP: 15' - 25'
Moderate Water, Moderate Grower, Thorn-less Variety, Showy Flowering. Great Accent Tree.



Quercus suber // Cork Oak

H: 40' - 70' x SP: 40' - 70'
Drought Tolerant, Broad Canopy Shade Tree

TREES



Cercis occidentalis // Western Redbud

H: 15' - 20' x SP: 10' - 15'
California Native, Low Water Use, Bioretention Tree, Showy Spring Color



Abutilon palmeri // Indian Mallow

H: 3' - 8' x SP: 3' - 5'
Evergreen. Serrated, Heart Shaped to Nearly Round, Bluish Green and Woolly. Orange, Yellow Flower.



Acca sellowiana // Pineapple Guava, Feijoa

H: 10' - 15' x SP: 10' - 15'
Broadleaved Evergreen. White flowers with blue-green fruit. Moderate water needs.



Arctostaphylos densiflora "Howard McMinn" // Howard McMinn Manzanita

H: 3' x SP: 6'
Moderate Growth, Evergreen, Mounding, Spreading Growth Habit.



Buxus sempervirens // American Boxwood

H: 5' - 15' x SP: 5' - 15'
Broad-leaf Evergreen. Insignificant Flowering. Nice Winter Interest.

SHRUBS



Lavandula angustifolia "Hidcote Blue" // Hidcot Blue Lavender

H: 2' - 3' x SP: 2' - 3'
Versatile, Fragrant Evergreen. Fragrant Flowers.



Ligustrum japonicum // Japanese Privet

H: 6' - 12' x SP: 6' - 8'
Broad-leaf Evergreen. Great For Hedging. Showy, Fragrant Flowers.



Limonium perezii // Statice

H: 18" x SP: 2' - 3'
Large Clustering Flowers. Great Color Accent.



Phormium tenax // New Zealand Flax

H: 1' - 6' x SP: 1' - 3'
Herbaceous Perennial. Colorful Evergreen. Drought Tolerant.



Ribes viburnifolium // Evergreen Currant

H: 2' - 3' x SP: 8'
Fragrant Evergreen. Spreading, Weeping Habit.

SHRUBS



Rosa floribunda // Rose

H: 3' x SP: 4'
Popular Rose Bush. Nearly Thorn-less, Stunning in Mass Planting



Bouteloua gracilis "Blonde Ambition" // Blue Grama

H: 3' x SP: 3'
Hardy Grass. Striking, Flag-Like, Golden Flowers.



Calamagrostis nutkaensis // Reed Grass

H: 3' x SP: 3'
Popular Ornamental Grass. Clumping Habit. Plant for Hydric Zones.



Chondropetalum elephantinum // Large Cape Rush

H: 3' - 5' x SP: 4' - 6'
Dense, Tufted Clumps. Dark Green Unbranched Stems. Small Brown Flowers



Chondropetalum tectorum // Cape Rush

H: 2' - 3' x SP: 3' - 4'
Dense, Tufted Clumps. Dark Green Unbranched Stems. Small Brown Flowers.

BIO-RETENTION



Juncus patens // California Gray Rush

H: 1' - 3' x SP: 3'
Hydric Grass. Gray, Green Stems with Brown Flower.



Muhlenbergia dubia // Pine Muhly

H: 3' x SP: 3'
Clump Forming. Tan Colored Flower Spikes.



Muhlenbergia lindheimeri // Lindheimer's Muhly

H: 3' - 5' x SP: 3' - 4'
Clump Forming. Upright Flower Inflorescences



Muhlenbergia rigens // Deer Grass

H: 4' - 5' x SP: 4'
Versatile, Evergreen Grass. Upright, Fountain habit.

VINES



Ficus pumila // Creeping Fig

H: 25' - 30' x SP: 3'+
Quick Climbing Vine. Leathery, Dark Leaves. Evergreen.

VINES



Parthenocissus tricuspidata "Veitchii" // Boston Ivy

H: 30' - 50' x SP: 5' - 10'
Easy Growing Vine. Great Fall Interest.



Arctostaphylos x "Emerald Carpet" // Emerald Carpet Manzanita

H: 1' x SP: 3' - 5'
Compact, Dense Evergreen. White Bloom in Spring.



Rosmarinus officinalis // Rosemary

H: 2' - 6' x SP: 2' - 4'
Fragrant, Spreading Evergreen. Blue and White Blooms.



Trachelospermum asiaticum // Asian Jasmine

H: 1' - 2' x SP: 10' - 12'
Twining Vine Groundcover. Fragrant Creamy-Yellow Flowers.

STONERIDGE MALL
PRELIMINARY PLANT PALETTE



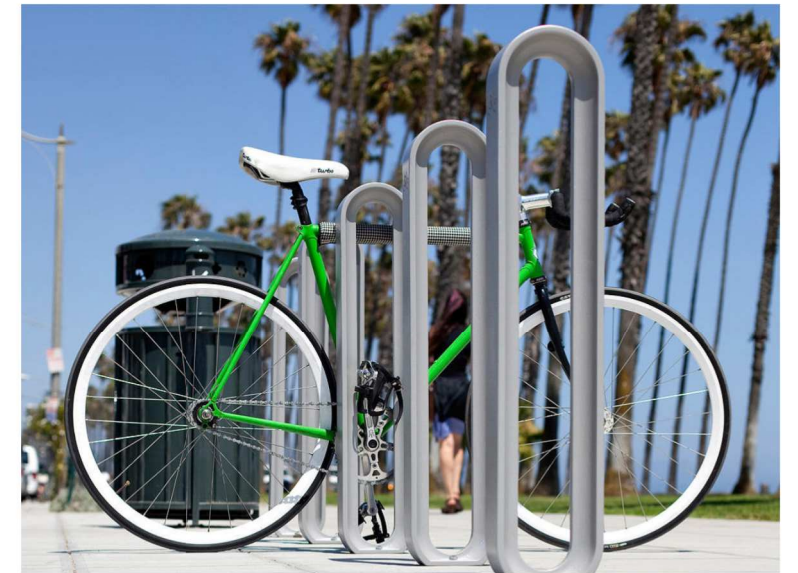
STAMPED CONCRETE, BANDING, ENHANCED PAVING



FORMS + SURFACES BALANCE BENCH



FORMS + SURFACES DISPATCH LITTER AND RECYCLING RECEPTACLES

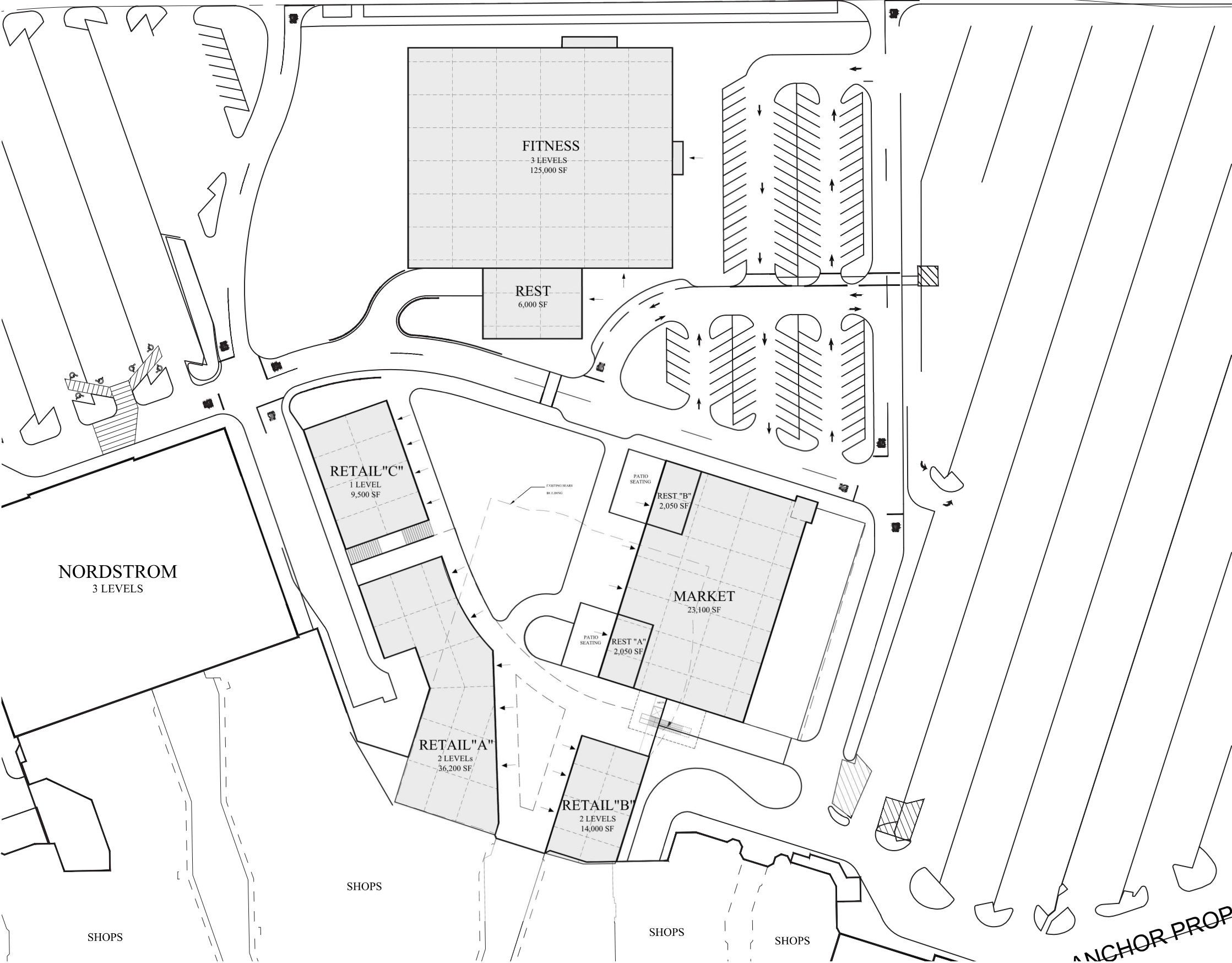


FORMS + SURFACES OLYMPIA BIKE RACK

SITE FURNISHINGS

STONERIDGE MALL
MATERIALS IMAGE BOARD

Stoneridge Mall Road



505DESIGN

BOULDER:
1360 Walnut St. 102 telephone 720 565 0505
Boulder, CO 80302 facsimile 720 565 0504

CHARLOTTE:
508 West Fifth St., 250 telephone 704 348 7000
Charlotte, NC 28202 facsimile 704 348 7005

SAN FRANCISCO:
461 Bush Street, 300 telephone 415 421 9900
San Francisco, CA 94111

Stoneridge

1 Stoneridge Mall Rd
Pleasanton, CA 94588

Stoneridge Shopping Center
PROJECT

Simon Property Group
OWNER

CO, OM
505DESIGN TEAM

ORIGINAL ISSUE: 14 November 2018	
REVISIONS:	
	18 December 2018
	27 January 2019
	14 March 2019
	04 April 2019

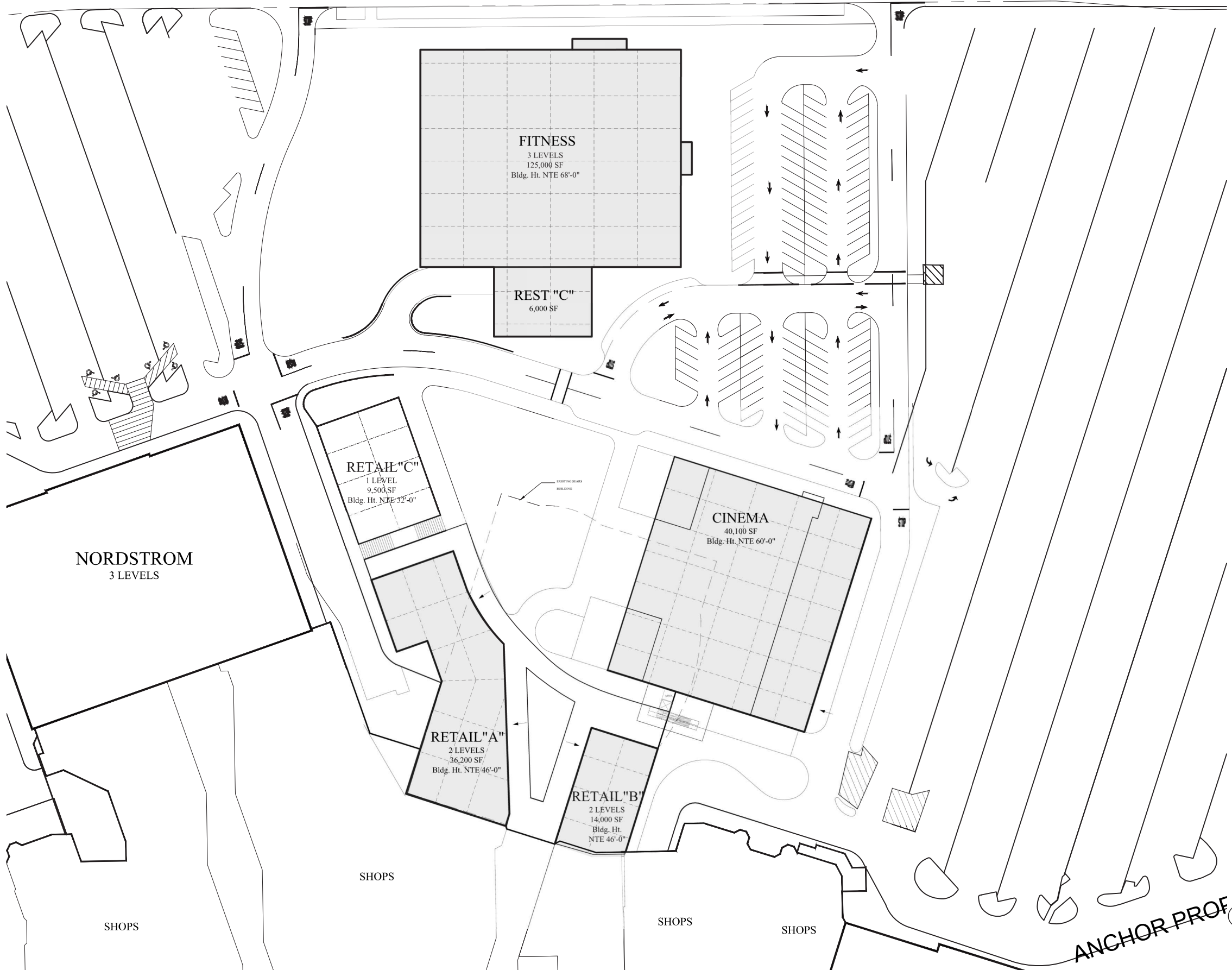
Site Plan
Option 1_Level 1

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A-1.01

1 SITE PLAN OPT 1- Level 1
Scale : 1/8" = 1'-0"

Stoneridge Mall Road



BOULDER:
1360 Walnut St. 102 telephone 720 565 0505
Boulder, CO 80302 facsimile 720 565 0504

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Site Plan
Option 1_Level 2

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2 SITE PLAN OPT 1- Level 2
Scale : 1/8" = 1'-0"



Elevation 1
Scale: 1/32" = 1'



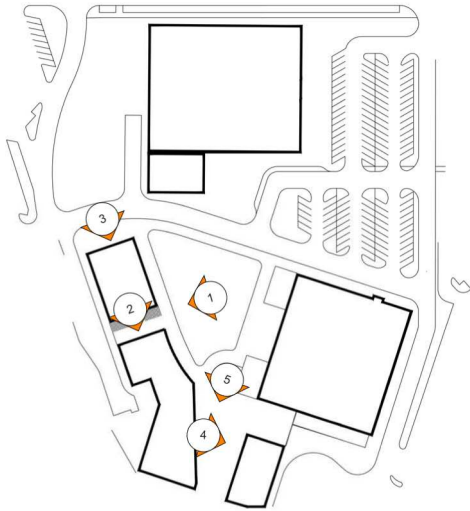
Elevation 2
Scale: 1/32" = 1'

Elevation 3
Scale: 1/32" = 1'



Elevation 4
Scale: 1/32" = 1'

Elevation 5
Scale: 1/32" = 1'



Key Plan
NTS

505DESIGN

BOULDER:
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Boulder, CO 80302 facsimile 720 565 0504

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REVISIONS:

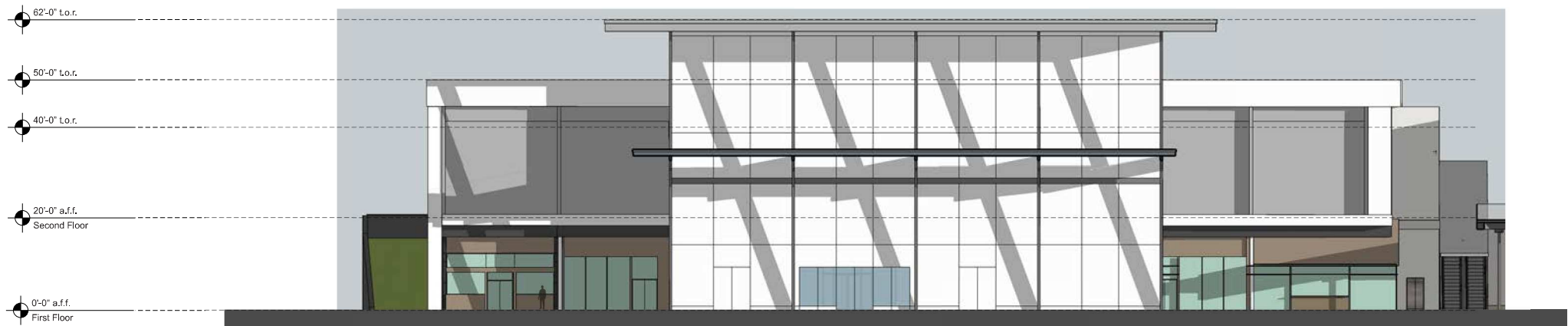
18 December 2018

27 January 2019

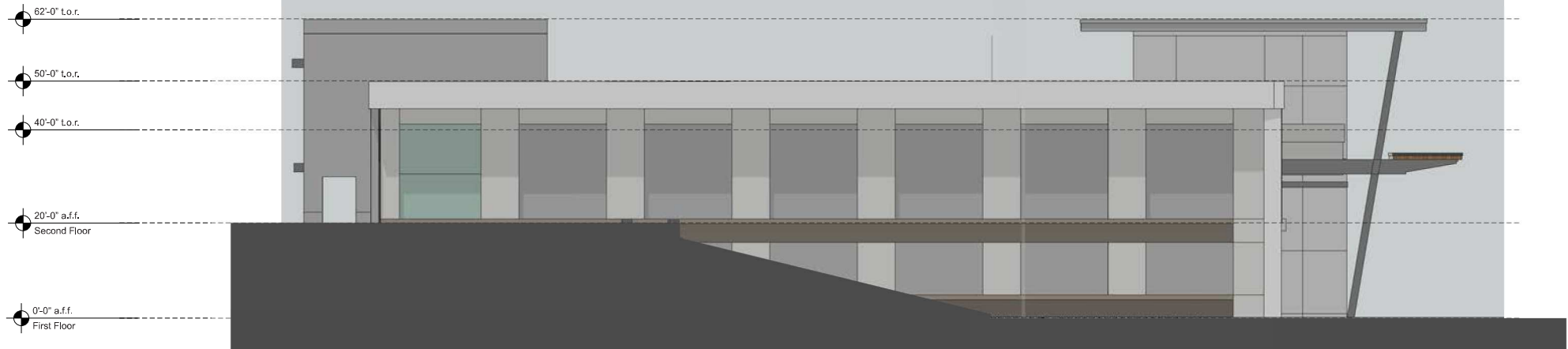
14 March 2019

Elevations Option 1

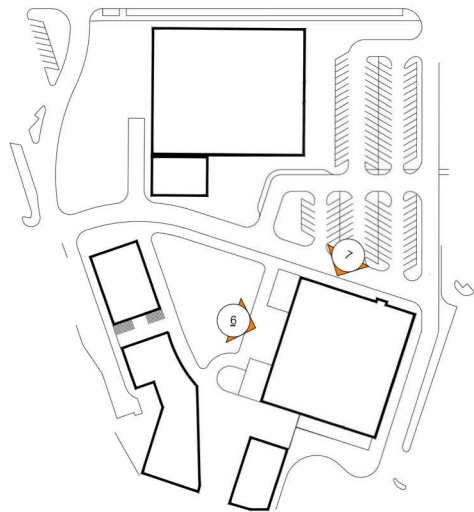
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Elevation 6
Scale: 1/16" = 1'



Elevation 7
Scale: 1/16" = 1'



Key Plan
NTS

505DESIGN

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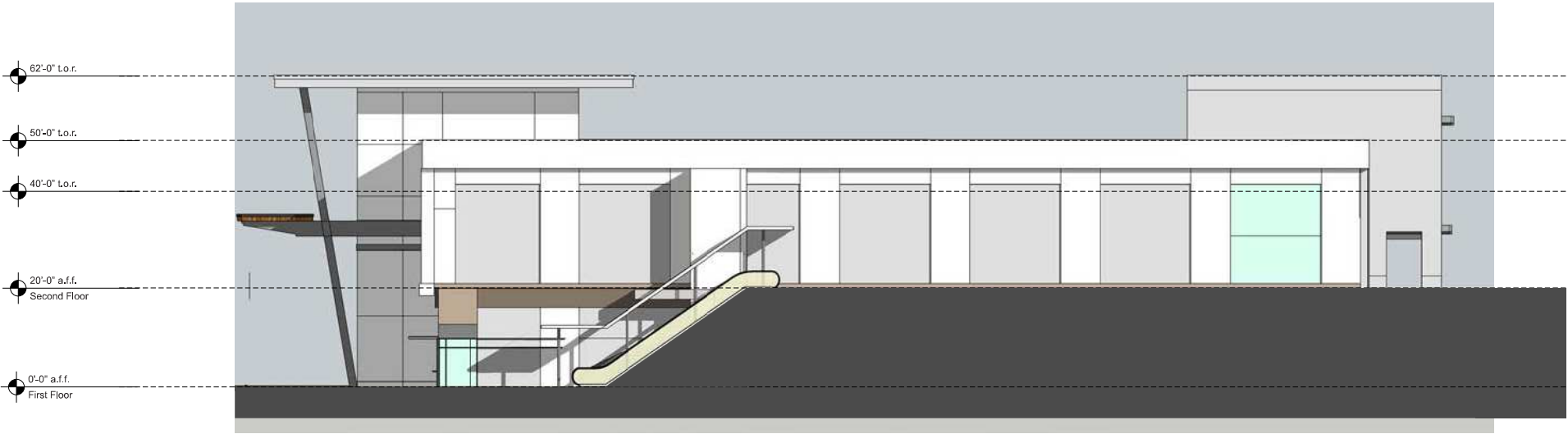
Elevations Option 1

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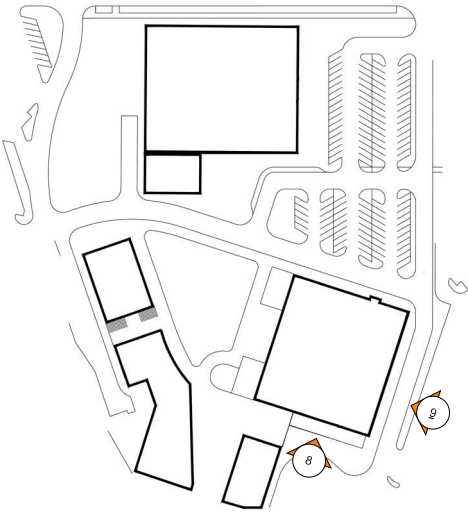
A-2.02



Elevation 9
Scale: 1/32" = 1'



Elevation 8
Scale: 1/32" = 1'



Key Plan
NTS

505DESIGN

BOULDER:
1360 Walnut St. 102 telephone 720 565 0505
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Pleasanton, CA 94588

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PROJECT

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CO, OM
505DESIGN TEAM

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Elevations Option 1

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PROJECT

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OWNER

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**Elevations
Option 1**

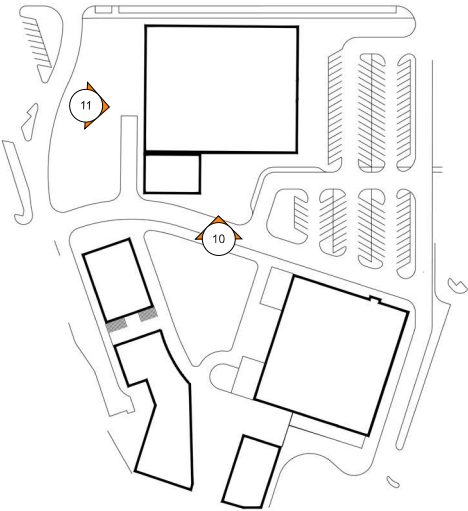
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Elevation 10
Scale: 1/32" = 1'



Elevation 11
Scale: 1/32" = 1'



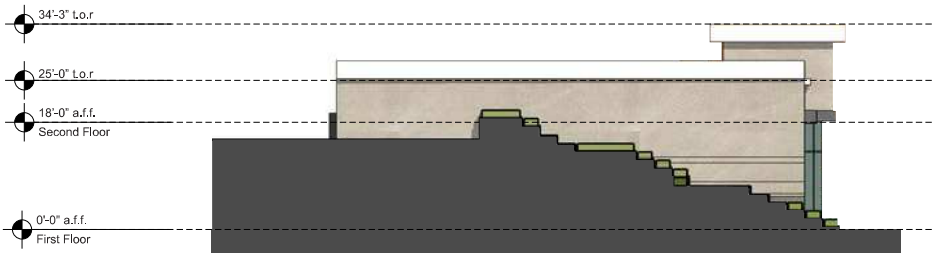
Key Plan
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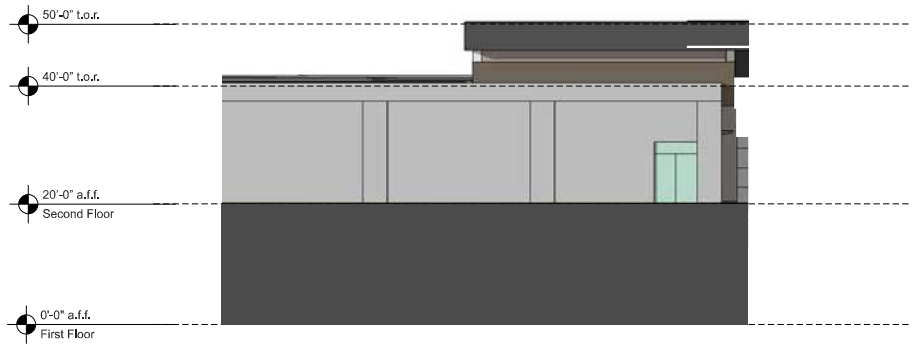
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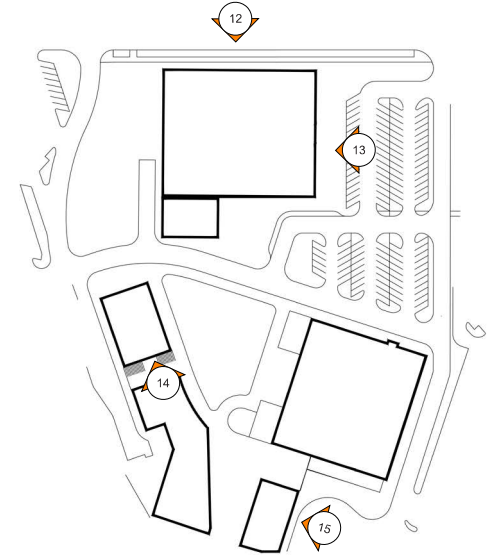
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Scale: 1/32" = 1'



Elevation 14
Scale: 1/32" = 1'



Elevation 15
Scale: 1/32" = 1'



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San Francisco, CA 94111

Stoneridge
1 Stoneridge Mall Rd
Pleasanton, CA 94588

Stoneridge Shopping Center
PROJECT

Simon Property Group
OWNER

CO, OM
505DESIGN TEAM

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REVISIONS:	
	18 December 2018
	27 January 2019
	14 March 2019

Elevations
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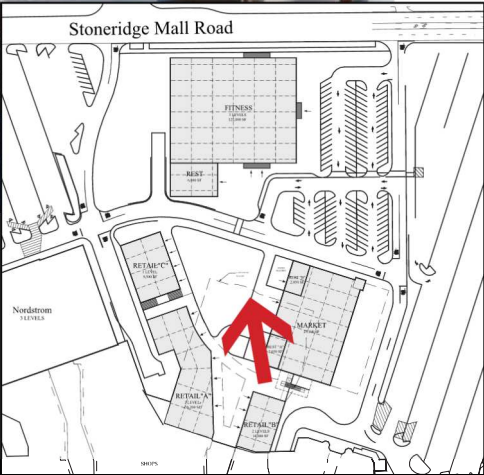
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View 1
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View 2
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View 3
Option 1

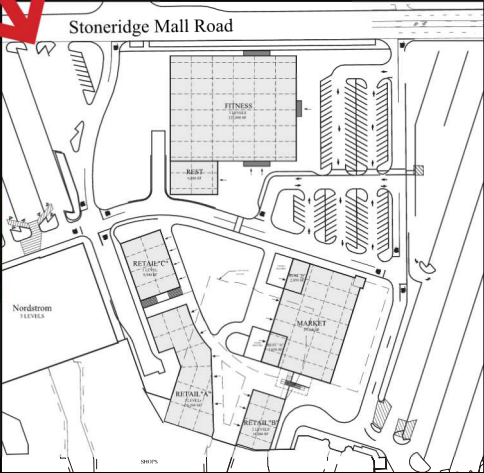
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Existing Condition



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Additional Views
Option 1

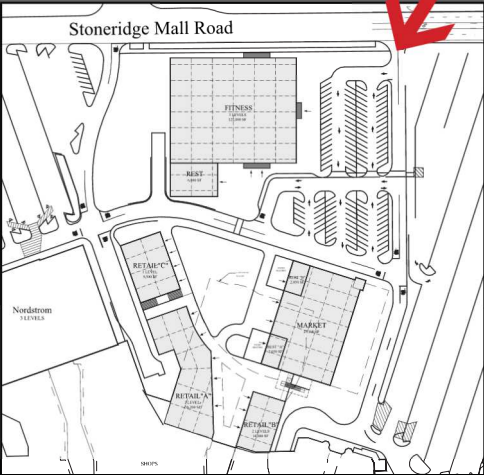
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**Material Palette
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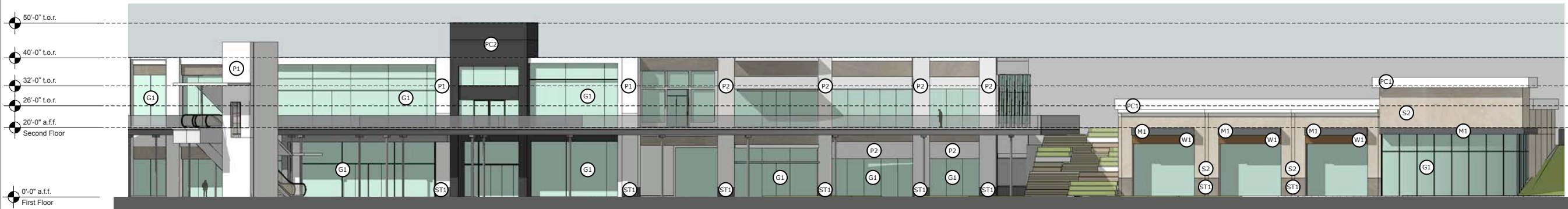
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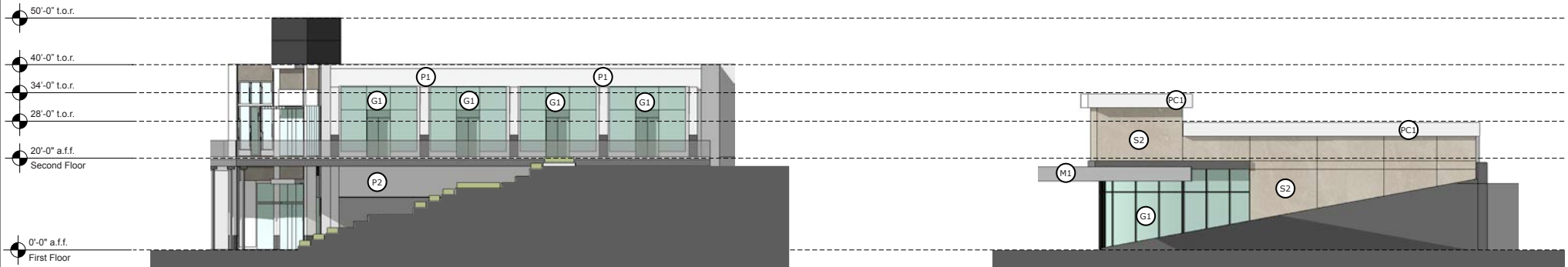
CO, OM
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MATERIAL LEGEND

- P1 Paint color one
- P2 Paint color two
- S1 Stucco color one
- S2 Stucco color two
- ST1 Stone color one
- B1 Brick color one
- PC1 Powder coat color one
- PC2 Powder coat color two
- G1 Glass color one
- W1 Wood color one
- M1 Metal color one



Elevation 1
Scale: 1/32" = 1'



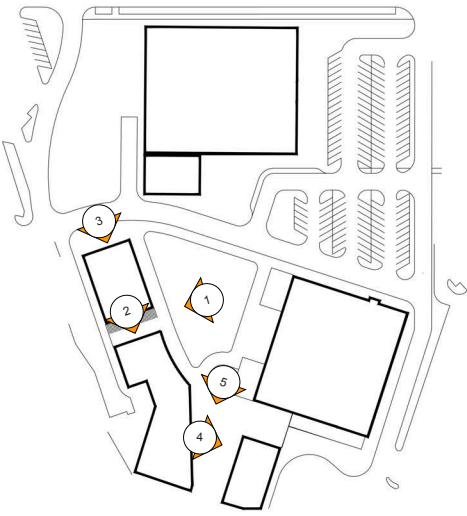
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Elevation 3
Scale: 1/32" = 1'



Elevation 4
Scale: 1/32" = 1'

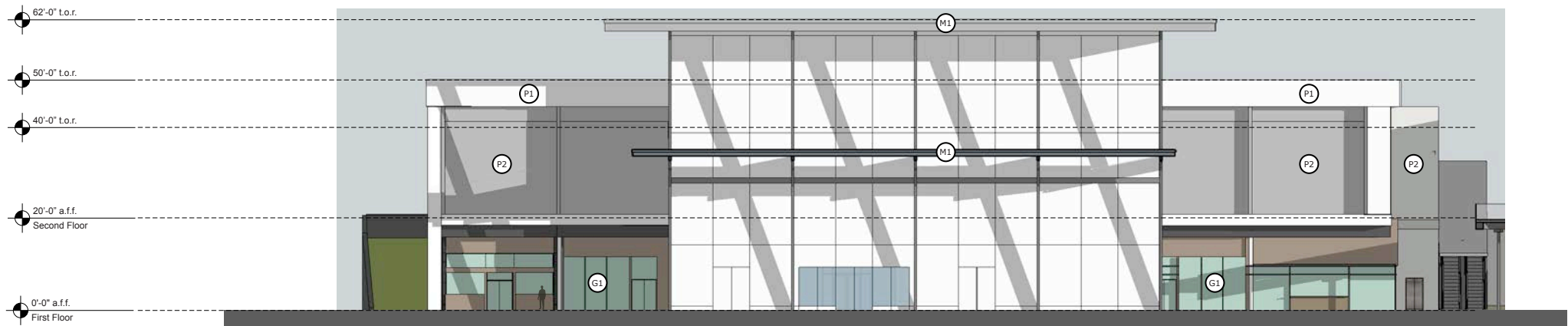
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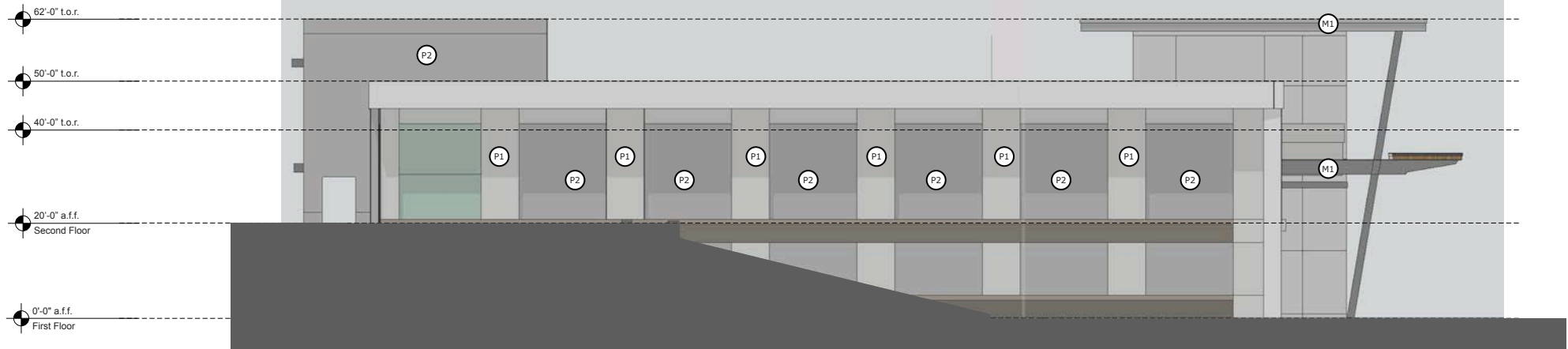
Key Plan
NTS

Elevations Option 1

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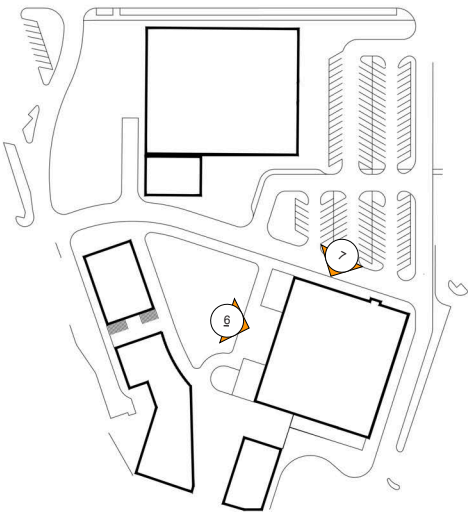
Elevation 6
Scale: 1/16" = 1'



Elevation 7
Scale: 1/16" = 1'

MATERIAL LEGEND

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- P2 Paint color two
- S1 Stucco color one
- S2 Stucco color two
- ST1 Stone color one
- B1 Brick color one
- PC1 Powder coat color one
- PC2 Powder coat color two
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Key Plan
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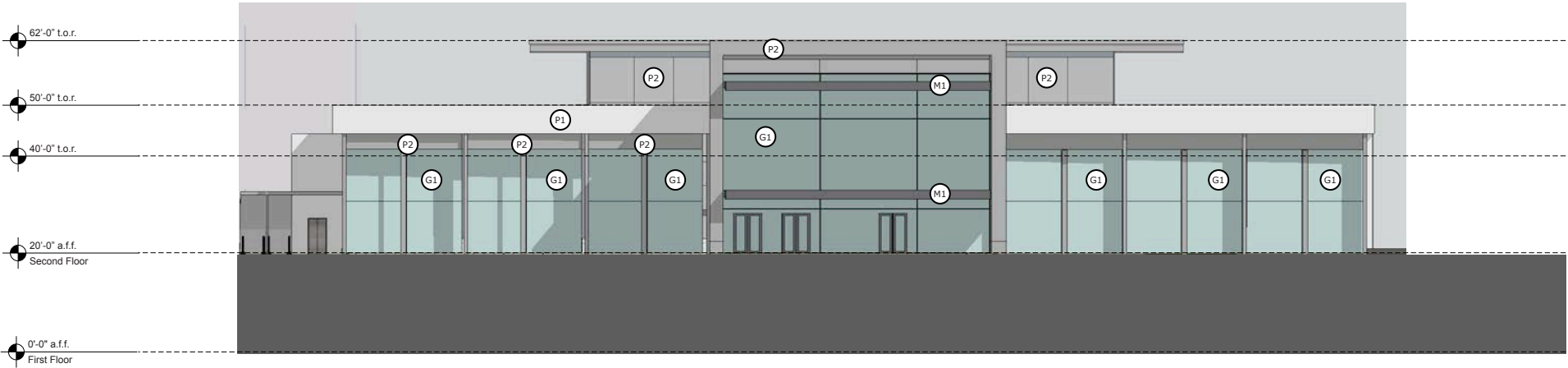
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	04 April 2019

Elevations
Option 1

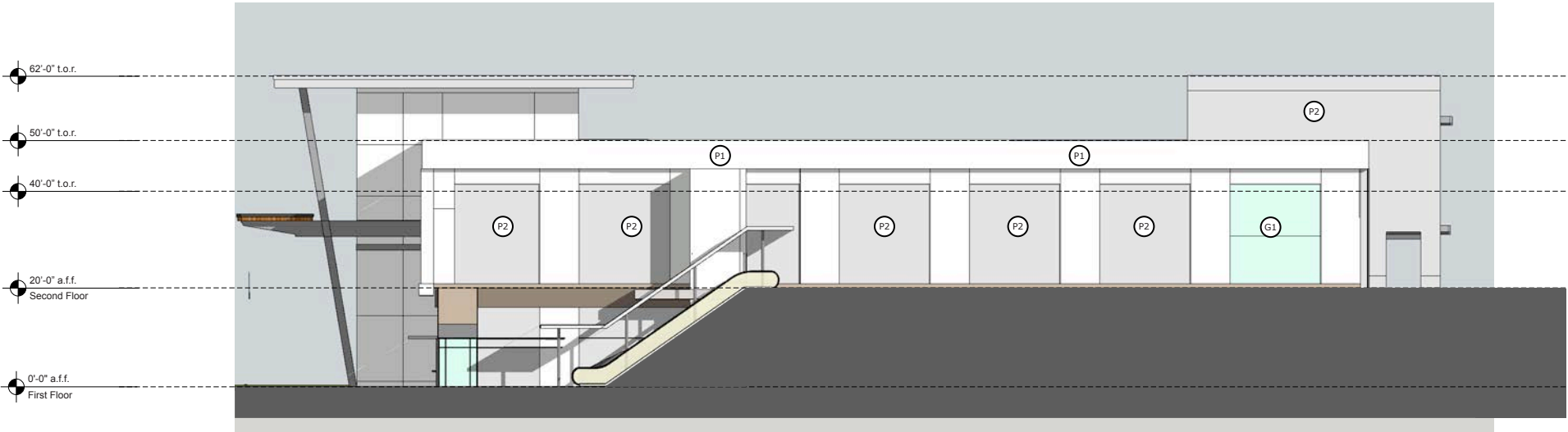
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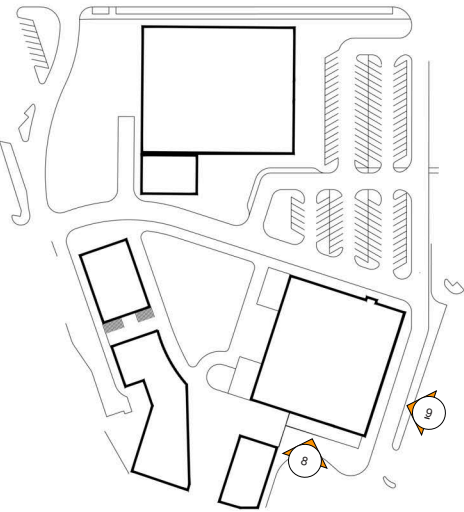
Elevation 9
Scale: 1/32" = 1'

MATERIAL LEGEND

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- ST1 Stone color one
- B1 Brick color one
- PC1 Powder coat color one
- PC2 Powder coat color two
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- W1 Wood color one
- M1 Metal color one



Elevation 8
Scale: 1/32" = 1'



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PROJECT

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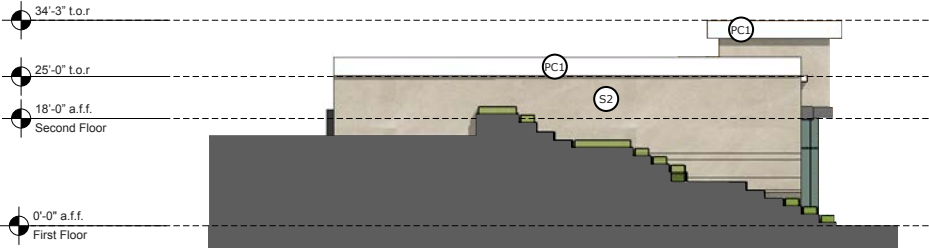
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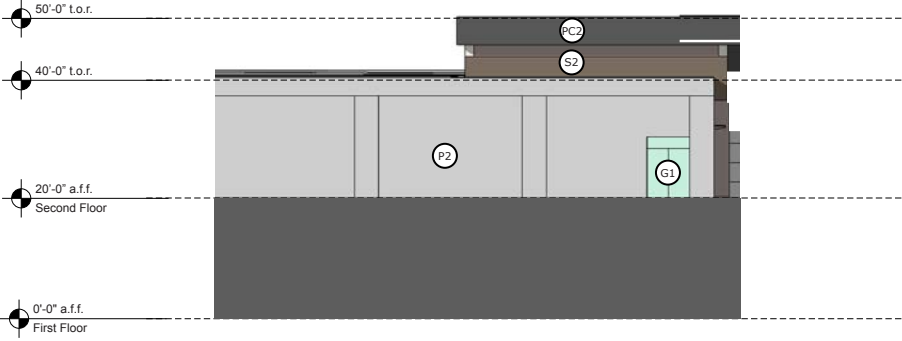
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MATERIAL LEGEND

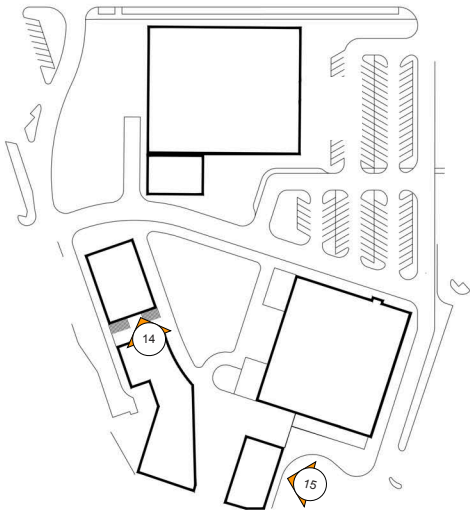
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- S2 Stucco color two
- ST1 Stone color one
- B1 Brick color one
- PC1 Powder coat color one
- PC2 Powder coat color two
- G1 Glass color one
- W1 Wood color one
- M1 Metal color one



Elevation 14
Scale: 1/32" = 1'



Elevation 15
Scale: 1/32" = 1'



Key Plan
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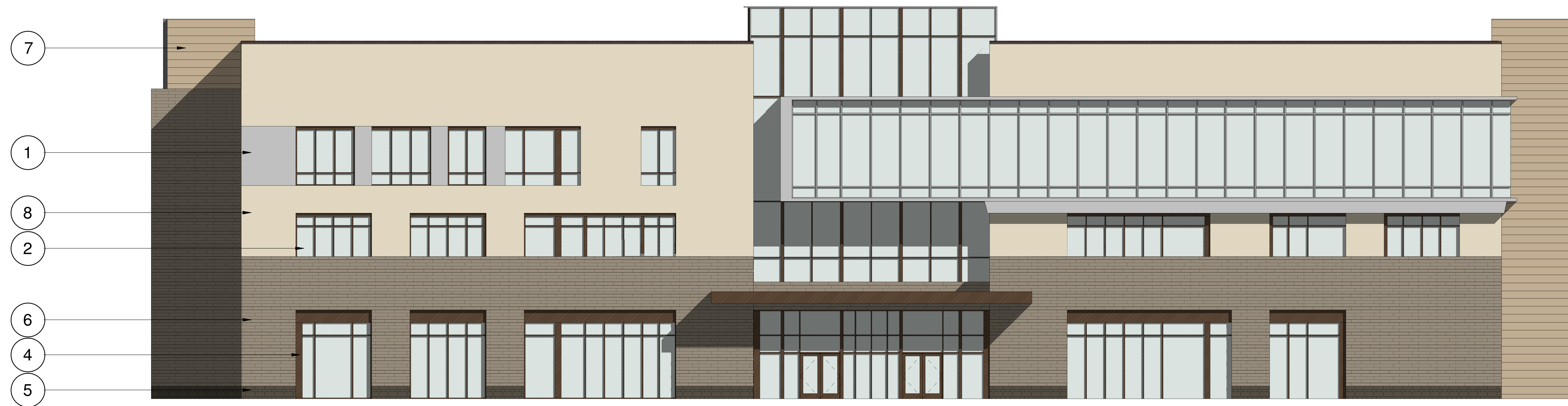
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1 NORTH ELEVATION
3/32" = 1'-0"

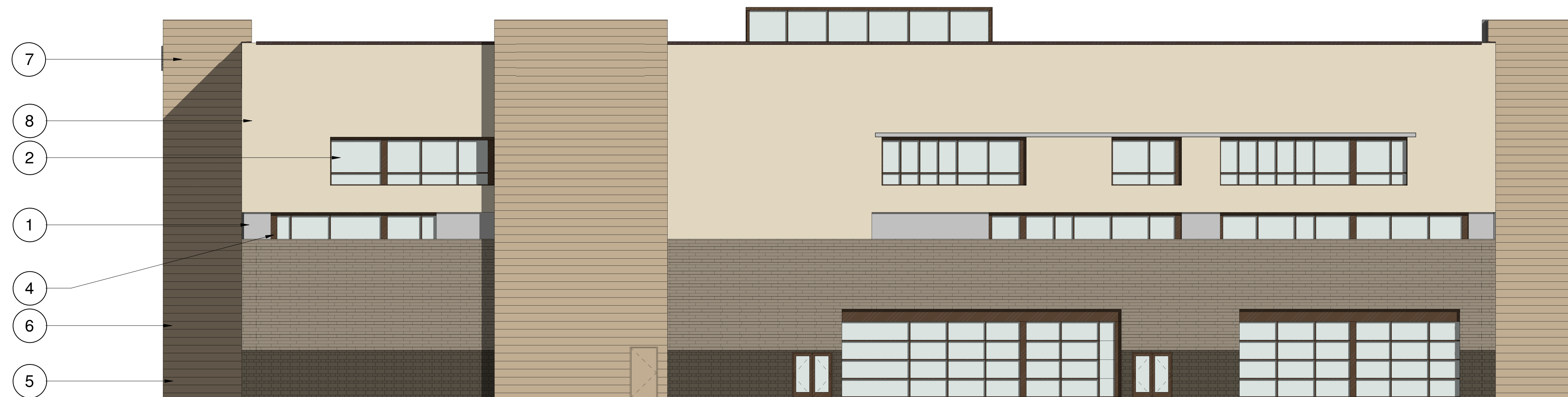


2 EAST ELEVATION
3/32" = 1'-0"

PLEASANTON, CA

EXTERIOR ELEVATIONS I

MARCH 2019



1 SOUTH ELEVATION
3/32" = 1'-0"

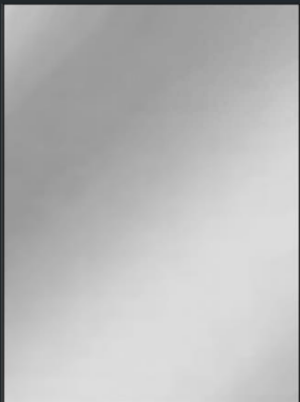


2 WEST ELEVATION
3/32" = 1'-0"

PLEASANTON, CA

Pleasanton, CA

1



Metal Panel
Manufacturer:
Firestone Una-Clad
Metal
Color: Clear
Anodized

2



Glazing
Manufacturer:
Vitro Architectural
Glass
Color: Solarban
70XL Solar Control
Low E-Glass

3



Spandrel Glazing
Manufacturer:
Oldcastle Insulated
Glass
Color: Solarban
70XL Solar Control
Low E-Glass

4



Metal Panel |
Window Trim
Manufacturer:
Firestone Una-Clad
Metal
Color: Medium
Bronze

5



Cast Stone Veneer
Manufacturer:
TBD
Color: Dark Gray

6



Natural "Honed"
Limestone
Manufacturer:
HyComb
Color: Natural
Gray

7



Natural "Honed"
Limestone
Manufacturer:
HyComb
Color: Cordova
Cream

8



Acrylic Finish
System
Manufacturer:
Dryvit
Color: Buckskin

Preliminary Arborist Report

**Stoneridge Mall - Phase 1
Pleasanton, CA**

**PREPARED FOR
Kimley-Horn
4637 Chabot Drive, Suite 300
Pleasanton, CA 94588**

**PREPARED BY:
HortScience | Bartlett Consulting
325 Ray St.
Pleasanton, CA 94566**

April 10, 2019

**Preliminary Arborist Report
Stoneridge Mall - Phase 1
Pleasanton, CA**

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Introduction and Overview	2
Tree Assessment Methods	2
Description of Trees	3
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Preliminary Evaluation of Impacts and Recommendations	7
Appraisal of Value	7
Preliminary Tree Preservation Guidelines	7

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Table 1. Condition ratings and frequency of occurrence of trees	3
Table 2. Tree suitability for preservation	6

Exhibits

Tree Assessment Plan
Tree Assessment
Tree Disposition
Tree Appraisal

Updated Arborist Report Stoneridge Mall - Phase 1 Pleasanton, CA

Executive Summary

Kimley-Horn is planning the redevelopment of part of the Stoneridge Mall in Pleasanton, CA. Phase 1 is centered on the parking garage. Phase 2 will be just south of Phase 1. Currently the project area consists of a parking garage, parking lots and landscapes. Trees were assessed on March 4, 2019. The assessment included trees 6" and greater in diameter, located within and adjacent to the project area.

One hundred fifty-nine (159) trees representing 11 species were evaluated (Table 1). For all species combined, trees were in fair (43%) to good (35%) condition with 22% of trees in poor condition. No street trees nor off-site trees were included in the assessment.

The site was a relatively typical mall parking lot with a mix of common ornamental species. While condition of individual trees varied, the condition of trees overall was related to planting bed size. The smaller islands in the middle of the parking lot had smaller trees in fair to poor condition. The larger planting medians had larger trees in fair to good condition.

The City of Pleasanton protects trees 18" and greater in diameter and trees 35' or taller (Municipal Code Chapter 17.16). Based on this definition, 43 *Heritage* trees were included in this assessment. These trees cannot be removed without a permit.

Based on my evaluation of the plans:

- One hundred thirty-seven (137) trees will be removed (41 *Protected* trees).
- Twenty-six (26) trees can potentially be preserved (2 *Protected* trees).

Of the 137 trees being removed:

- 125 trees will be removed to demolish the parking lots, construct the new buildings and re-configure hardscape and parking lots around the buildings.
- Four trees will be removed to realign the parking lot on the edge of construction.
- Eight trees would likely survive the planned construction, but I recommend removing them because they are in poor condition.

The 22 trees being preserved appear not to be within the area of construction. Several of these trees are likely to be damaged by construction activities, especially nearby grading and removing and replacing curbs and other hardscape. Impacts to trees being preserved can be minimized by following the Tree Preservation Guidelines.

The appraised value the 159 trees assessed in this report is \$391,300. The appraised value of the 137 trees to be removed is \$350,450, and the appraised value of the 22 trees to be potentially preserved is \$40,850. The appraised value of each tree is shown in the Tree Appraisal Exhibit.

Introduction and Overview

Kimley-Horn is planning the redevelopment of part of the Stoneridge Mall in Pleasanton, CA. Phase 1 is centered on the parking garage. Phase 2 will be just south of Phase 1. Currently the project area consists of a parking garage, parking lots and landscapes. HortScience | Bartlett Consulting was asked to prepare a **Preliminary Arborist Report** for the site as part of the application to the City of Pleasanton. This report is preliminary because trunk locations are not shown on the plans and the plans lack detail to confirm that trees can be preserved.

This report provides the following information:

1. Assessment of the health and structural condition of the trees within the proposed project area based on a visual inspection from the ground.
2. Preliminary evaluation of the impacts to trees based on development plans.
3. The appraised value of assessed trees.
4. Preliminary guidelines for tree preservation during the design, construction and maintenance phases of development.

Tree Assessment Methods

Trees were assessed on March 4, 2019. The assessment included trees 6" and greater in diameter, located within and adjacent to the project area. The assessment procedure consisted of the following steps:

1. Identifying the tree as to species;
2. Tagging each tree with an identifying number and recording its location on a map;
3. Measuring the trunk diameter at a point 54" above grade;
4. Evaluating the health and structural condition using a scale of 1 – 5 based on a visual inspection from the ground:
 - 5 - A healthy, vigorous tree, reasonably free of signs and symptom of disease, with good structure and form typical of the species.
 - 4 - Tree with slight decline in vigor, small amount of twig dieback, minor structural defects that could be corrected.
 - 3 - Tree with moderate vigor, moderate twig and small branch dieback, thinning of crown, poor leaf color, moderate structural defects that might be mitigated with regular care.
 - 2 - Tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated.
 - 1 - Tree in severe decline, dieback of scaffold branches and/or trunk; most of foliage from epicormics; extensive structural defects that cannot be abated.
5. Rating the suitability for preservation as "high", "moderate" or "low". Suitability for preservation considers the health, age and structural condition of the tree, and its potential to remain an asset to the site for years to come.

High: Trees with good health and structural stability that have the potential for longevity at the site.

Moderate: Trees with somewhat declining health and/or structural defects that can be abated with treatment. The tree will require more intense management and monitoring, and may have shorter life span than those in 'high' category.

Low: Tree in poor health or with significant structural defects that cannot be mitigated. Tree is expected to continue to decline, regardless of treatment. The species or individual may have characteristics that are undesirable for landscapes and generally are unsuited for use areas.

Description of Trees

One hundred fifty-nine (159) trees representing 11 species were evaluated (Table 1). For all species combined, trees were in fair (43%) to good (35%) condition with 22% of trees in poor condition. No street trees nor off-site trees were included in the assessment. Descriptions of each tree are found in the **Tree Assessment**, and approximate locations are plotted on the **Tree Assessment Plan** (see Exhibits).

**Table 1. Condition ratings and frequency of occurrence of trees
Stoneridge Mall - Phase 1, Pleasanton, CA**

Common Name	Scientific Name	Condition			Total
		Poor (1-2)	Fair (3)	Good (4-5)	
Blackwood acacia	<i>Acacia melanoxydon</i>	3	2	1	6
Camphor	<i>Cinnamomum camphora</i>	-	-	1	1
Wilson holly	<i>Ilex 'Wilsonii'</i>	-	1	-	1
Goldenrain tree	<i>Koelreuteria paniculata</i>	8	8	-	16
Sweetgum	<i>Liquidambar styraciflua</i>	3	8	-	11
Southern magnolia	<i>Magnolia grandiflora</i>	3	5	6	14
White mulberry	<i>Morus alba</i>	-	1	-	1
Canary Island pine	<i>Pinus canariensis</i>	8	12	20	40
London plane	<i>Platanus x hispanica</i>	1	12	19	32
Callery pear	<i>Pyrus calleryana</i>	1	10	7	18
Evergreen pear	<i>Pyrus kawakamii</i>	8	9	2	19
Total		35	68	56	159

The site was a typical mall parking lot with a mix of common ornamental species. While condition of individual trees varied, the conditions of trees overall was influenced by planting bed size. The smaller islands in the middle of the parking lot had smaller trees in fair to poor condition. The larger planting medians had larger trees in fair to good condition.

The most common species assessed was Canary Island pine (40 trees, 25% of population). The pines were healthy (20 trees) with 12 trees in fair condition and eight trees in poor condition. They ranged in trunk diameter from 10 to 24". Canary Island pine #117 was the largest tree assessed (24" trunk diameter). Canary Island pine #26 was girdled by a cable and should be removed (Photo 1).

Thirty-seven (37) pears were included in the assessment (23% of population). The callery pears were in better condition (fair to good) while the evergreen pears were in worse condition (fair to poor). The evergreen pears were larger with a 12" average trunk diameter compared to 7" for callery pears. Evergreen pear #21 was in good condition with a dense, wide spreading crown (Photo 2).

Thirty-two (32) London planes were assessed (20% of population). The London planes were in good (19 trees) to fair (12 trees) condition with one tree in poor condition. They ranged in trunk diameter from 6" to 18" with an average diameter of 12". London planes #88 was typical of the trees growing along Stoneridge Mall Road (Photo 3).

Sixteen (16) goldenrain trees were growing within the project area (10% of the population). They were in fair (8 trees) to poor (8 trees) condition. They goldenrain trees ranged from 6 to 13" in trunk diameter with an average trunk diameter of 8". The majority of the goldenrain trees were growing around the perimeter of the parking structure (Photo 4).



Photo 1 (upper left) – Canary Island pine #26 was girdled by a cable and should be removed.



Photo 2 (upper right) – Evergreen pear #21 was in good condition with a dense, wide spreading crown.

Photo 3 (lower left) - London plane #88 was in fair condition growing along Stoneridge Mall Road.



Photo 4 (lower right) – Goldenrain trees #104-406 were growing adjacent to the parking structure.



Fourteen (14) southern magnolias were growing between the parking lot and the building on the northwestern perimeter of the property (9% of population). The magnolias ranged from good condition (6 trees) to poor condition (3 trees) with five trees in fair condition. They were relatively small with an average trunk diameter of 10". Several of the trees were girdled around their base by the grate covering the tree well (Photo 5).

Eleven (11) sweet gums were assessed (7% of population). The sweetgums were in fair (8 trees) to poor (3 trees) condition with no trees in good condition. They ranged from 6 to 11" in trunk diameter with an average trunk diameter of 8".



Photo 5 – Southern magnolia #5 (as well as several others) was being girdled by the grate covering the tree well.

The remaining four tree species made up 6% of the population. Of these nine trees, the most notable were the blackwood acacias which were large (19" average trunk diameter) and in poor condition).

The City of Pleasanton protects trees 18" and greater in diameter and trees 35' or taller (Municipal Code Chapter 17.16). Based on this definition, 43 *Heritage* trees were included in this assessment. These trees cannot be removed without a permit.

Suitability for Preservation

Before evaluating the impacts that will occur during development, it is important to consider the quality of the tree resource itself, and the potential for individual trees to function well over an extended length of time. Trees that are preserved on development sites must be carefully selected to make sure that they may survive development impacts, adapt to a new environment and perform well in the landscape.

Our goal is to identify trees that have the potential for long-term health, structural stability and longevity. For trees growing in open fields, away from areas where people and property are present, structural defects and/or poor health presents a low risk of damage or injury if they fail. However, we must be concerned about safety in use areas. Therefore, where development encroaches into existing plantings, we must consider their structural stability as well as their potential to grow and thrive in a new environment. Where development will not occur, the normal life cycles of decline, structural failure and death should be allowed to continue.

Evaluation of suitability for preservation considers several factors:

- **Tree health**

Healthy, vigorous trees are better able to tolerate impacts such as root injury, demolition of existing structures, changes in soil grade and moisture, and soil compaction than are non-vigorous trees. For example, goldenrain tree #59 was in poor condition and should be removed and replaced regardless of construction impact.

- **Structural integrity**
Trees with significant amounts of wood decay and other structural defects that cannot be corrected are likely to fail. Such trees should not be preserved in areas where damage to people or property is likely. For example, blackwood acacia #16 was in poor condition and had a history of branch failure. I recommend removing this tree.
- **Species response**
There is a wide variation in the response of individual species to construction impacts and changes in the environment. For instance, Canary Island pine is more tolerant of root pruning than white mulberry.
- **Tree age and longevity**
Old trees, while having significant emotional and aesthetic appeal, have limited physiological capacity to adjust to an altered environment. Young trees are better able to generate new tissue and respond to change.
- **Species invasiveness**
Species that spread across a site and displace desired vegetation are not always appropriate for retention. This is particularly true when indigenous species are displaced. The California Invasive Plant Inventory Database <http://www.cal-ipc.org/plants/inventory/> lists species identified as being invasive. Pleasanton is part of the Central West Floristic Province. Blackwood acacia are listed as limited invasiveness.

Each tree was rated for suitability for preservation based upon its age, health, structural condition and ability to safely coexist within a development environment (see **Tree Assessment** in Exhibits, and Table 2). We consider trees with high suitability for preservation to be the best candidates for preservation. We do not recommend retention of trees with low suitability for preservation in areas where people or property will be present. Retention of trees with moderate suitability for preservation depends upon the intensity of proposed site changes.

**Table 2. Tree suitability for preservation
Stoneridge Mall - Phase 1, Pleasanton, CA**

High	These are trees with good health and structural stability that have the potential for longevity at the site. Eighteen (18) trees had high suitability for preservation.
Moderate	Trees in this category have fair health and/or structural defects that may be abated with treatment. These trees require more intense management and monitoring, and may have shorter life-spans than those in the “high” category. Seventy-nine (79) trees had moderate suitability for preservation.
Low	Trees in this category are in poor health or have significant defects in structure that cannot be abated with treatment. These trees can be expected to decline regardless of management. The species or individual tree may possess either characteristics that are undesirable in landscape settings or be unsuited for use areas. Sixty-two (62) trees had low suitability for preservation.

Preliminary Evaluation of Impacts and Recommendations

The *Tree Assessment* was the reference point for tree health, condition, and suitability for preservation. I used the *Preliminary Site Plan Option 1* created by Kimley-Horn to estimate impacts to trees. The plans show the parking garage, part of the building and areas around it being completely demolished and redeveloped for six new buildings. Surveyed trunk locations were not available but approximate canopy of trees to remain was included on the plans.

The disposition of each tree is shown in **Tree Disposition Table** (see Exhibits). Based on my evaluation of the plans:

- One hundred thirty-seven (137) trees will be removed (41 *Protected* trees).
- Twenty-six (26) trees can potentially be preserved (2 *Protected* tree).

Of the 137 trees being removed:

- 125 trees will be removed to demolish the parking lots, construct the new buildings and re-configure hardscape and parking lots around the buildings.
- Four trees will be removed to realign the parking lot on the edge of construction.
- Eight trees would likely survive the planned construction, but I am recommending them for removal because they are in poor condition.

The 22 trees being preserved appear to not be within the area of construction. Several of these trees are likely to be damaged by construction activities, especially nearby grading and removing and replacing curbs and other hardscape. Impacts to trees being preserved can be minimized by following the **Preliminary Tree Preservation Guidelines** (below).

Appraisal of Value

The City of Pleasanton requires establishing the value of all assessed trees. To accomplish this, I used the standard methods found in *Guide for Plant Appraisal*, 9th edition (published in 2000 by the International Society of Arboriculture, Champaign IL). In addition, I referred to *Species Classification and Group Assignment* (2004), a publication of the Western Chapter of the International Society of Arboriculture. These two documents outline the methods employed in tree appraisal.

The value of landscape trees is based upon four factors: size, species, condition and location. Size is measured as trunk diameter, normally 54" above grade. The species factor considers the adaptability and appropriateness of the plant in the south bay area. The *Species Classification and Group Assignment* lists recommended species ratings and evaluations. Condition reflects the health and structural integrity of the individual, as noted in the **Tree Assessment**. Location considers the site, placement and contribution of the tree in its surrounding landscape.

The appraised value the 159 trees assessed in this report is **\$391,300**. The appraised value of the 137 trees to be removed is **\$350,450**, and the appraised value of the 22 trees to be potentially preserved is **\$40,850**. The appraised value of each tree is shown in the **Tree Appraisal** Exhibit.

Preliminary Tree Preservation Guidelines

The goal of tree preservation is not merely tree survival during development but maintenance of tree health and beauty for many years. Trees retained on sites that are either subject to extensive injury during construction or are inadequately maintained become a liability rather than an asset. The response of individual trees will depend on the amount of excavation and grading, the care with which demolition is undertaken, and the construction methods. Coordinating any construction activity inside the **TREE PROTECTION ZONE** can minimize these impacts.

The following recommendations will help reduce impacts to trees from development and maintain and improve their health and vitality through the clearing, grading and construction phases.

Tree Protection Zone

1. A **TREE PROTECTION ZONE** shall be identified for each tree to be preserved. The **TREE PROTECTION ZONE** for each tree shall be the dripline of the tree.
2. Fence all trees to be retained to completely enclose the **TREE PROTECTION ZONE** prior to demolition, grubbing or grading. Fences shall be 6 ft. chain link with posts sunk into the ground or equivalent as approved by the City.
3. Fences must be installed prior to beginning demolition and must remain until construction is complete. The Project Arborist shall inspect Tree Protection Fencing prior to demolition or construction activities.
4. No grading, excavation, construction or storage or dumping of materials shall occur within the **TREE PROTECTION ZONE**.
5. No underground services including utilities, sub-drains, water or sewer shall be placed in the **TREE PROTECTION ZONE**.

Design recommendations

1. Any changes to the plans affecting the trees should be reviewed by the consulting arborist with regard to tree impacts. These include, but are not limited to, site plans, improvement plans, utility and drainage plans, grading plans, landscape and irrigation plans, and demolition plans.
2. Plan for tree preservation by designing adequate space around trees to be preserved. This is the **TREE PROTECTION ZONE**: No grading, excavation, construction or storage of materials should occur within that zone. Route underground services including utilities, sub-drains, water or sewer around the **TREE PROTECTION ZONE**.
3. Consider the vertical clearance requirements near trees during design. Avoid designs that would require pruning more than 20% of a tree's canopy.
4. All plans affecting trees shall be reviewed by the Consulting Arborist with regard to tree impacts. These include, but are not limited to, demolition plans, grading plans, drainage plans, utility plans, and landscape and irrigation plans.
5. Irrigation systems must be designed so that no trenching severs roots larger than 1" in diameter will occur within the **TREE PROTECTION ZONE**.
6. **Tree Preservation Guidelines** prepared by the Consulting Arborist, which include specifications for tree protection during demolition and construction, should be included on all plans.
7. Any herbicides placed under paving materials must be safe for use around trees and labeled for that use.
8. Do not lime the subsoil within 50' of any tree. Lime is toxic to tree roots.
9. As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings and pavements on expansive soils near trees should be designed to withstand differential displacement.
10. Ensure adequate but not excessive water is supplied to trees; in most cases occasional irrigation will be required. Avoid directing runoff toward trees.

Pre-demolition and pre-construction treatments and recommendations

1. The demolition and construction superintendents shall meet with the Consulting Arborist before beginning work to review all work procedures, access routes, storage areas, and tree protection measures.
2. Fence all trees to be retained to completely enclose the Tree Protection Zone prior to demolition, grubbing or grading. Fences shall be 6 ft. chain link. Fences are to remain until all grading and construction is completed. The Tree Protection Fencing is shown in Figure 1.
3. Apply and maintain 4-6" wood chip mulch within the **TREE PROTECTION ZONE**. Keep the mulch 2' from the base of tree trunks.
4. Branches extending into the work area that can remain following demolition shall be tied back and protected from damage.
5. Fences are to remain until all grading and construction is completed. Where demolition must occur close to trees, such as removing curb and pavement, install trunk protection devices such as winding silt sock wattling around trunks or stacking hay bales around tree trunks.
6. Prune trees to be preserved to clean the crown of dead branches 1" and larger in diameter, raise canopies as needed for construction activities.
 - a. All pruning shall be done by a State of California Licensed Tree Contractor (C61/D49). All pruning shall be done by Certified Arborist or Certified Tree Worker in accordance with the Best Management Practices for Pruning (International Society of Arboriculture, 2002) and adhere to the most recent editions of the American National Standard for Tree Care Operations (Z133.1) and Pruning (A300).
 - b. The Consulting Arborist will provide pruning specifications prior to site demolition.
 - c. Branches extending into the work area that can remain following demolition shall be tied back and protected from damage.
 - d. While in the tree the arborist shall perform an aerial inspection to identify any defects, weak branch and trunk attachments and decay not visible from the ground. Any additional work needed to mitigate defects shall be reported to the property owner.
7. Tree(s) to be removed that have branches extending into the canopy of tree(s) or located within the **TREE PROTECTION ZONE** of tree(s) to remain shall be removed by a Certified Arborist or Certified Tree Worker and not by the demolition contractor. The Certified Arborist or Certified Tree Worker shall remove the trees in a manner that causes no damage to the tree(s) and understory to remain. Stumps shall be ground below grade.
8. Trees to be removed shall be felled so as to fall away from **TREE PROTECTION ZONE** and avoid pulling and breaking of roots of trees to remain. If roots are entwined, the Consulting Arborist may require first severing the major woody root mass before extracting the trees, or grinding the stump below ground.
9. All down brush and trees shall be removed from the **TREE PROTECTION ZONE** either by hand, or with equipment sitting outside the **TREE PROTECTION ZONE**. Extraction shall occur by lifting the material out, not by skidding across the ground. Brush shall be chipped and spread beneath the trees within the **TREE PROTECTION ZONE**.
10. Structures and underground features to be removed within the **TREE PROTECTION ZONE** shall use equipment that will minimize damage to trees above and below ground, and operate from outside the **TREE PROTECTION ZONE**. Tie back branches and wrap trunks with protective materials to protect from injury as directed by the Project arborist. The Project arborist shall be on-site during all operations within the **TREE PROTECTION ZONE** to monitor demolition activity.

11. All tree work shall comply with the Migratory Bird Treaty Act as well as California Fish and Wildlife code 3503-3513 to not disturb nesting birds. To the extent feasible tree pruning and removal should be scheduled outside of the breeding season. Breeding bird surveys should be conducted prior to tree work. Qualified biologists should be involved in establishing work buffers for active nests.

Recommendations for tree protection during construction

1. Any approved grading, construction, demolition or other work within the **TREE PROTECTION ZONE** should be monitored by the Consulting Arborist.
2. All contractors shall conduct operations in a manner that will prevent damage to trees to be preserved.
3. Tree protection devices are to remain until all site work has been completed within the work area. Fences or other protection devices may not be relocated or removed without permission of the Consulting Arborist.
4. Construction trailers, traffic and storage areas must remain outside **TREE PROTECTION ZONE** at all times.
5. Any root pruning required for construction purposes shall receive the prior approval of and be supervised by the Project Arborist. Roots should be cut with a saw to provide a flat and smooth cut. Removal of roots larger than 2" in diameter should be avoided.
6. If roots 2" and greater in diameter are encountered during site work and must be cut to complete the construction, the Project Arborist must be consulted to evaluate effects on the health and stability of the tree and recommend treatment.
7. Any brush clearing required within the **TREE PROTECTION ZONE** shall be accomplished with hand-operated equipment.
8. All down brush and trees shall be removed from the **TREE PROTECTION ZONE** either by hand, or with equipment sitting outside the **TREE PROTECTION ZONE**. Extraction shall occur by lifting the material out, not by skidding across the ground.
9. Prior to grading or trenching, trees may require root pruning outside the **TREE PROTECTION ZONE**. Any root pruning required for construction purposes shall receive the prior approval of, and be supervised by, the Project Arborist.
10. Spoil from trench, footing, utility or other excavation shall not be placed within the **TREE PROTECTION ZONE**, neither temporarily nor permanently.
11. All grading within the dripline of trees shall be done using the smallest equipment possible. The equipment shall operate perpendicular to the tree and operate from outside the **TREE PROTECTION ZONE**. Any modifications must be approved and monitored by the Consulting Arborist.
12. All trees shall be irrigated on a schedule to be determined by the Consulting Arborist (every 3 to 6 weeks is typical). Each irrigation shall wet the soil within the **TREE PROTECTION ZONE** to a depth of 30".
13. If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.
14. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the **TREE PROTECTION ZONE**.
15. Any additional tree pruning needed for clearance during construction must be performed by a Certified Arborist and not by construction personnel.

16. Trees that accumulate a sufficient quantity of dust on their leaves, limbs and trunk as judged by the Consulting Arborist shall be spray-washed at the direction of the Project Arborist.

Maintenance of impacted trees

Our procedures included assessing trees for observable defects in structure. This is not to say that trees without significant defects will not fail. Failure of apparently defect-free trees does occur, especially during storm events. Wind forces, for example, can exceed the strength of defect-free wood causing branches and trunks to break. Wind forces coupled with rain can saturate soils, reducing their ability to hold roots, and blow over defect-free trees. Although we cannot predict all failures, identifying those trees with observable defects is a critical component of enhancing public safety.

Furthermore, trees change over time. Our inspections represent the condition of the tree at the time of inspection. As trees age, the likelihood of failure of branches or entire trees increases. Annual tree inspections are recommended to identify changes to tree health and structure. In addition, trees should be inspected after storms of unusual severity to evaluate damage and structural changes. Initiating these inspections is the responsibility of the client and/or tree owner.

Preserved trees will experience a physical environment different from that pre-development. As a result, tree health and structural stability should be monitored. Occasional pruning, fertilization, mulch, pest management, replanting and irrigation may be required. In addition, provisions for monitoring both tree health and structural stability following construction must be made a priority.

If you have any questions about my observations or recommendations, please contact me.

HortScience | Bartlett Consulting



Ryan Gilpin, M.S.
Certified Arborist #WE-10268A



Exhibits

Tree Assessment Map

Tree Assessment

Tree Disposition

Tree Appraisal



Tree Assessment Plan

Phase 1 Stoneridge Mall Pleasanton, CA

Prepared for:
Kimley Horn
Pleasanton, CA

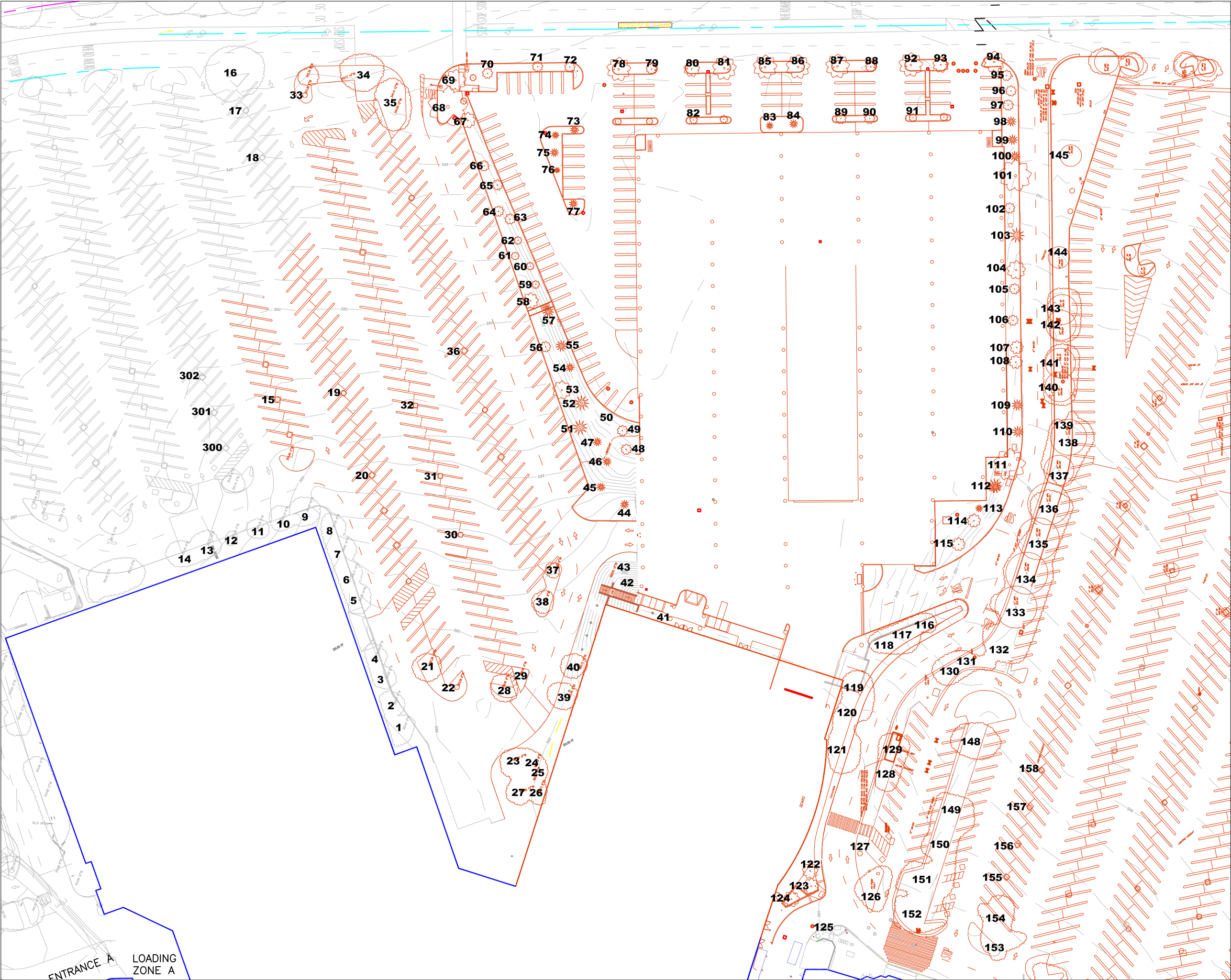
March 2019



No Scale

Notes:
Base map provided by:
Kimley Horn
Pleasanton, CA

Numbered tree locations are approximate.



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Tree Assessment

Stoneridge Mall - Phase I
Pleasanton, CA
March 2019



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
1	Southern magnolia	11	No	4	High	Multiple trunks arise from 6 feet; dense crown; pruned away from building; trunk against metal grate.
2	Southern magnolia	9	No	3	Low	Multiple trunks arise from 6 feet; dense crown; small crown; sunburn on lower trunk; girdled by grate.
3	Southern magnolia	8	No	2	Low	Multiple trunks arise from 7 feet; thin crown; low vigor; girdled by grate.
4	Southern magnolia	8	No	3	Moderate	Multiple trunks arise from 8 feet; small thin crown.
5	Southern magnolia	11	No	1	Low	Multiple trunks arise from 7 feet; thin crown; 5 foot long trunk wounds; girdled by grate.
6	Southern magnolia	10	No	2	Low	Multiple trunks arise from 6 feet; thin crown; girdled by grate.
7	Southern magnolia	10	No	3	Moderate	Multiple trunks arise from 6 feet; wide spreading crown.
8	Southern magnolia	10	No	3	Low	Codominant trunks arise from 5 feet; thin crown; pruning wound at 4 feet not compartmentalizing.
9	Southern magnolia	13	No	4	High	Multiple trunks arise from 7 feet; dense wide spreading crown.
10	Southern magnolia	8	No	4	Moderate	Multiple trunks arise from 6 feet; dense small crown.
11	Southern magnolia	8	No	4	High	Multiple trunks arise from 6 feet; dense small crown.
12	Southern magnolia	6	No	5	High	Codominant trunks arise from 6 feet; dense small crown.
13	Southern magnolia	11	No	4	High	Multiple trunks arise from 8 feet; dense small crown.
14	Southern magnolia	10	No	3	Moderate	Multiple trunks arise from 7 feet; thin crown; 15 inches of trunk covered in tape and wrapping.
15	Callery pear	8	No	3	Moderate	Multiple trunks arise from 7 feet; leaning south; cracking asphalt; in 3 foot island.
16	Blackwood acacia	18	Heritage	1	Low	Split codominant trunks declining.
17	Callery pear	6	No	4	Moderate	Multiple trunks arise from 7 feet; small crown in 3 foot island.
18	Callery pear	8	No	3	Moderate	Codominant trunks arise from 6 feet; small crown; in 3 foot island.

Tree Assessment

Stoneridge Mall - Phase I
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March 2019



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
19	Callery pear	10	No	3	Moderate	Multiple trunks arise from 7 feet; wide crown; leaning south; in 3 foot island.
20	Callery pear	8	No	4	Moderate	Multiple trunks arise from 7 feet; wide crown; in 3 foot island.
21	Evergreen pear	13	No	4	High	Codominant trunks arise from 8 feet; wide spreading, dense crown.
22	Callery pear	12	No	4	Moderate	Multiple trunks arise from 7 feet; wide spreading crown.
23	Evergreen pear	14	No	3	Low	Multiple trunks arise from 8 feet; crown one sided north; suppressed.
24	Evergreen pear	14	No	2	Low	Codominant trunks arise from 6 feet; with twisting form; crown one sided north; heading cuts.
25	Canary Island pine	17	Heritage	4	Moderate	Narrow form; growing densely near building.
26	Canary Island pine	10	Heritage	1	Low	Girdled by cable at 7 feet; declining.
27	Canary Island pine	22	Heritage	2	Low	Codominant trunks; girdled by cable at 6 feet.
28	Evergreen pear	11	No	3	Moderate	Codominant trunks arise from 6 feet; dense crown.
29	Callery pear	8	No	3	Low	Codominant trunks arise from 4 feet; dieback throughout crown.
30	Callery pear	6	No	1	Low	Half of tree failed.
31	Callery pear	5,4,4,2,2	No	3	Low	Multiple trunks arise from 1 foot; shrubby form.
32	Callery pear	8	No	3	Moderate	Multiple trunks arise from 6 feet; wide spreading crown; cracking asphalt; trunk wound.
33	Sweetgum	6	No	2	Low	Short form; growing root; dieback throughout crown.
34	Blackwood acacia	23	Heritage	4	Low	Codominant trunks arise from 8 feet; dense crown.
35	Blackwood acacia	16	No	2	Low	Split codominant trunks arise from 10 feet; declining; girdling root; dense crown.
36	Callery pear	6	No	5	Moderate	Good form and structure; dense crown.
37	Evergreen pear	8	No	3	Low	Codominant trunks arise from 8 feet; small crown; leaning east; 6 inch trunk wound.

Tree Assessment

Stoneridge Mall - Phase I
Pleasanton, CA
March 2019



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
38	Evergreen pear	12	No	4	Moderate	Multiple trunks arise from 8 feet; dense crown; leaning slightly east.
39	Evergreen pear	14	No	2	Low	Poor form and structure; leaning heavily north away from building.
40	Evergreen pear	14	No	1	Low	Poor form and structure; half of tree failed.
41	Wilson holly	6,3	No	3	Low	Codominant trunks arise from base; upright shrub.
42	Canary Island pine	14	Heritage	3	Low	Narrow form; close to building.
43	Canary Island pine	23	Heritage	4	High	Good form and structure; dense crown; growing on slope in small space.
44	Canary Island pine	18	Heritage	2	Low	Girdled by cable at 6 feet; leaning east.
45	Canary Island pine	10	No	3	Moderate	Good form and structure; small crown; trunk sweeps south.
46	Canary Island pine	13	No	4	Moderate	Crook in trunk at 5 feet; narrow form.
47	Canary Island pine	14	No	4	Moderate	Crook in trunk at 4 feet; narrow form.
48	Sweetgum	8	No	3	Moderate	Codominant trunks arise from 8 feet; hanging branch; leaning east.
49	Sweetgum	6	No	2	Low	Leaning east; buried root collar; low vigor.
50	Sweetgum	7	No	2	Low	Leaning east; low vigor; crown one sided south.
51	Canary Island pine	18	Heritage	4	High	Good form and structure; dense crown.
52	Canary Island pine	20	Heritage	4	High	Good form and structure; dense crown; buried root collar.
53	London plane	13	No	4	Moderate	Multiple trunks arise from 8 feet; heading cuts; wide spreading crown.
54	Canary Island pine	15	Heritage	4	High	Good form and structure; dense crown; growing on slope.
55	Canary Island pine	18	Heritage	3	Low	Codominant trunks arise from 20 feet; embedded cables.
56	London plane	9	No	4	Moderate	Multiple trunks arise from 8 feet; heading cuts; wide spreading crown.
57	Canary Island pine	14	No	5	High	Good form and structure; dense crown; buried root collar; crown near light.

Tree Assessment

Stoneridge Mall - Phase I
Pleasanton, CA
March 2019



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
58	London plane	9	No	3	Low	Multiple trunks arise from 8 feet crown one sided west; dieback.
59	Goldenrain tree	6	No	1	Low	Mostly dead.
60	London plane	9	No	3	Low	Multiple trunks arise from 8 feet; dieback; broken branches.
61	Goldenrain tree	6	No	3	Moderate	Codominant trunks arise from 7 feet; small crown one sided south.
62	London plane	9	No	3	Moderate	Multiple trunks arise from 6 feet; wide spreading crown; heading cuts; minor dieback.
63	Goldenrain tree	6	No	3	Moderate	Codominant trunks arise from 7 feet; small crown one sided south.
64	London plane	9	No	3	Moderate	Multiple trunks arise from 8 feet; wide spreading crown; minor dieback.
65	Canary Island pine	16	Heritage	4	Moderate	Strong central leader; narrow form; buried root collar.
66	Canary Island pine	10	No	3	Moderate	Strong central leader; buried root collar; narrow growing space.
67	London plane	12	No	3	Moderate	Multiple trunks arise from 8 feet; crown one sided west; minor dieback.
68	Blackwood acacia	23	Heritage	3	Low	Multiple trunks arise from 15 feet with poor attachment; dense crown.
69	Blackwood acacia	16	No	3	Low	Codominant trunks arise from 6 feet; crown one sided south; growing into light.
70	Sweetgum	7	No	3	Moderate	Codominant trunks arise from 15 feet; swollen base; low vigor.
71	London plane	8	No	3	Moderate	Multiple trunks arise from 7 feet; small dense crown.
72	London plane	8	No	4	Moderate	Codominant trunks arise from 9 feet; small dense crown.
73	Canary Island pine	17	Heritage	4	Moderate	Strong central leader; leaning slightly south; dense crown; small island.
74	Canary Island pine	13	No	3	Low	Sinuous trunk; girdled by cable at 6 feet; yellowing crown.

Tree Assessment

Stoneridge Mall - Phase I
Pleasanton, CA
March 2019



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
75	Canary Island pine	17	Heritage	4	High	Strong central leader; leaning slightly south; dense crown.
76	Canary Island pine	13	No	2	Low	Poor form and structure; yellowing; girdling root.
77	Canary Island pine	13	No	2	Low	Poor form and structure; yellowing.
78	London plane	11	No	4	Moderate	Multiple trunks arise from 7 feet; dense crown, one sided west.
79	London plane	8	No	4	Moderate	Codominant trunks arise from 5 feet; dense crown, one sided west.
80	London plane	10	No	4	Moderate	Codominant trunks arise from 10 feet; dense crown, one sided west.
81	London plane	9	No	4	Moderate	Codominant trunks arise from 8 feet; dense crown, one sided west.
82	Goldenrain tree	6	No	2	Low	Codominant trunks arise from 6 feet; dieback.
83	Canary Island pine	13	No	4	Moderate	Strong central leader; dense crown; circling cable; growing into structure.
84	Canary Island pine	16	No	4	Moderate	Strong central leader; dense crown; girdling cable; growing into structure.
85	London plane	8	No	4	Moderate	Multiple trunks arise from 10 feet; dense crown, one sided west.
86	London plane	8	No	3	Moderate	Multiple trunks arise from 10 feet; dense crown, one sided west.
87	London plane	9	No	4	Moderate	Multiple trunks arise from 15 feet; dense crown, one sided west.
88	London plane	6	No	3	Moderate	Multiple trunks arise from 12 feet; one sided west; low vigor.
89	Goldenrain tree	7	No	3	Moderate	Multiple trunks arise from 8 feet; wide spreading crown; dieback.
90	Goldenrain tree	6	No	3	Moderate	Multiple trunks arise from 7 feet; wide spreading crown; dieback.
91	Goldenrain tree	6	No	2	Low	Multiple trunks arise from 8 feet; dieback.

Tree Assessment

Stoneridge Mall - Phase I
Pleasanton, CA
March 2019



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
92	London plane	8	No	3	Moderate	Multiple trunks arise from 10 feet; one sided west; low vigor.
93	London plane	13	Heritage	4	High	Codominant trunks arise from 10 feet; wide spreading crown.
94	London plane	13	Heritage	4	Moderate	Good form and structure; surface roots busting curb.
95	Sweetgum	9	No	3	Moderate	Codominant trunks arise from 15 feet; swollen base; low vigor.
96	Sweetgum	9	No	3	Moderate	Multiple trunks arise from 12 feet; swollen base; low vigor.
97	Sweetgum	7	No	3	Moderate	Multiple trunks arise from 8 feet; swollen base; low vigor; sapsucker.
98	Canary Island pine	16	Heritage	2	Low	Buried root collar; narrow form; girdling cable at 6 feet; yellow foliage.
99	Canary Island pine	15	Heritage	4	Moderate	Good form and structure; yellow foliage; planted densely.
100	Canary Island pine	15	Heritage	3	Low	Codominant trunks arise from 20 feet; yellow foliage; planted densely.
101	Canary Island pine	19	Heritage	4	Moderate	Multiple trunks arise from 20 feet impacting parking structure dense crown.
102	Camphor	7	No	4	Low	Planted close to overhang.
103	Canary Island pine	20	Heritage	4	Moderate	Yellow, dense crown, impacting parking structure.
104	Goldenrain tree	11	No	3	Moderate	Multiple trunks arise from 7 feet; full canopy.
105	Goldenrain tree	7	No	2	Low	Multiple trunks arise from 7 feet; cables in union; dieback.
106	Goldenrain tree	6	No	3	Moderate	Multiple trunks arise from 7 feet; close to parking structure.
107	Goldenrain tree	8	No	2	Low	Multiple trunks arise from 7 feet; cables in union dieback.
108	Goldenrain tree	8	No	3	Moderate	Multiple trunks arise from 7 feet; dieback in canopy.
109	Canary Island pine	18	Heritage	3	Moderate	Thin canopy; impacting structure at 10 feet.
110	Canary Island pine	17	Heritage	2	Low	Narrow canopy; girdling root suspected; girdling cable.
111	Canary Island pine	20	Heritage	4	Moderate	Full canopy; multiple trunks arise from 20 feet; close to structure corner.
112	Canary Island pine	19	Heritage	3	Low	Sinuous trunk.

Tree Assessment

Stoneridge Mall - Phase I
Pleasanton, CA
March 2019



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
113	Canary Island pine	15	Heritage	3	Low	Sinuuous trunk narrow canopy.
114	Sweetgum	8	No	3	Moderate	Multiple trunks arise from 10 feet; swollen base; sap sucker.
115	Sweetgum	10	No	3	Moderate	Multiple trunks arise from 5 feet.
116	Canary Island pine	17	Heritage	4	High	Good form and structure.
117	Canary Island pine	24	Heritage	4	High	Swollen base; wide canopy.
118	Canary Island pine	24	Heritage	2	Low	Imbedded cables at 7 feet; narrow canopy; yellowing canopy.
119	Evergreen pear	13	No	2	Low	Over pruned; heading cuts.
120	Evergreen pear	12	No	2	Low	Over pruned; heading cuts; multiple trunks arise from 8 feet.
121	Evergreen pear	15	No	3	Low	Codominant leaders at 8 feet; uneven crown; broken branch at 7 feet.
122	Evergreen pear	12	No	3	Low	Codominant leaders at 8 feet; uneven crown.
123	Evergreen pear	10	No	3	Moderate	Multiple trunks arise from 7 feet.
124	Evergreen pear	12	No	3	Low	Root sprouting; multiple trunks arise from 7 feet; heading cuts.
125	Evergreen pear	13	No	2	Low	Codominant leaders at 7 feet; uneven canopy.
126	Evergreen pear	13	No	2	Low	Codominant leaders at 7 feet; stem seam; decay possible.
127	Evergreen pear	7	No	3	Moderate	Twisted trunk form.
128	Evergreen pear	10	No	3	Moderate	Uneven canopy to south; multiple trunks arise from 8 feet.
129	Evergreen pear	12	No	2	Low	Multiple trunks arise from 8 feet; leader lost at 9 feet; near sprinkler pipes.
130	Canary Island pine	21	Heritage	3	Moderate	Girdling root; good form and structure; dense canopy.
131	Canary Island pine	21	Heritage	3	Low	Imbedded cables suspected at 12 feet.
132	Canary Island pine	15	Heritage	4	High	Narrow canopy; slightly thin canopy.
133	London plane	16	Heritage	4	Moderate	Multiple trunks arise from 6 feet; wide crown.
134	London plane	15	No	4	Moderate	Multiple trunks arise from 6 feet; wide crown.
135	London plane	15	No	3	Moderate	Interior branches removed; wide canopy.

Tree Assessment

Stoneridge Mall - Phase I
Pleasanton, CA
March 2019



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
136	London plane	14	No	2	Low	5 inch decaying cavity at 6 feet; uneven crown.
137	London plane	14	No	4	Moderate	Leaning to east; wide canopy.
138	London plane	12	No	3	Moderate	Leaning to east; wide canopy; thin canopy some dieback.
139	London plane	15	Heritage	3	Low	Multiple trunks arise from 8 feet; root attachment at awkward angles; wide, full canopy.
140	Goldenrain tree	12	No	3	Moderate	Surface roots; root wounds; multiple trunks arise from 8 feet.
141	Goldenrain tree	11	No	2	Low	Multiple trunks arise from 7 feet; multiple branch failures.
142	Goldenrain tree	13	No	2	Low	Multiple trunks arise from 7 feet; multiple branch failures; epocormic shoots; leaning to east; root wounds.
143	Goldenrain tree	13	No	2	Low	Multiple trunks arise from 7 feet; multiple branch failures; epocormic shoots; root wounds surface roots.
144	Canary Island pine	16	Heritage	3	Low	Sinuuous trunk.
145	Sweetgum	11	No	3	Moderate	Over irrigated; circling root; multiple trunks arise from 6 feet; broken branch.
148	London plane	17	Heritage	4	High	Wide canopy; multiple trunks arise from 9 feet.
149	London plane	15	Heritage	4	Moderate	Wide canopy; multiple trunks arise from 10 feet; minor root wounds.
150	London plane	16	Heritage	4	Moderate	Wide canopy; multiple trunks arise from 10 feet; good vigor, callous developing over previous cuts.
151	London plane	16	Heritage	4	Moderate	Wide canopy; multiple trunks arise from 15 feet.
152	London plane	18	Heritage	4	High	Wide canopy; multiple trunks arise form 12 feet; uneven to west.
153	Blackwood acacia	20	Heritage	2	Low	Leaning to east; codominant leaders at 7 feet; full canopy.
154	White mulberry	8	No	3	Low	Buried root collar; trunk wound; decay at codominant leader attachment.
155	Callery pear	7	No	4	Moderate	Well formed dense crown.
156	Callery pear	7	No	3	Moderate	South lean; uneven canopy; multiple trunks arise from 6 feet.

Tree Assessment

Stoneridge Mall - Phase I
Pleasanton, CA
March 2019



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
157	Callery pear	6	No	3	Moderate	Lower branches pruned poorly; multiple trunks arise from 5 feet.
158	Callery pear	6	No	4	Moderate	Twisted trunk; multiple trunks arise from 7 feet; well formed dense crown.
300	Callery pear	11	No	3	Low	Leans east; wound from branch failure; poor form; codominant at 5'.
301	Callery pear	5	No	3	Moderate	Small crown; planted too high.
302	Callery pear	5	No	4	Moderate	Small crown; planted too high; good form.

Tree Appraisal



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Disposition	Comment
1	Southern magnolia	11	No	Potentially preserve	Preserving patio
2	Southern magnolia	9	No	Potentially preserve	Preserving patio
3	Southern magnolia	8	No	Remove	Poor condition
4	Southern magnolia	8	No	Potentially preserve	Preserving patio
5	Southern magnolia	11	No	Remove	Poor condition
6	Southern magnolia	10	No	Remove	Poor condition
7	Southern magnolia	10	No	Potentially preserve	Preserving patio
8	Southern magnolia	10	No	Potentially preserve	Preserving patio
9	Southern magnolia	13	No	Potentially preserve	Preserving patio
10	Southern magnolia	8	No	Potentially preserve	Preserving patio
11	Southern magnolia	8	No	Potentially preserve	Preserving patio
12	Southern magnolia	6	No	Potentially preserve	Preserving patio
13	Southern magnolia	11	No	Potentially preserve	Preserving patio
14	Southern magnolia	10	No	Potentially preserve	Preserving patio
15	Callery pear	8	No	Remove	Realigning parking lot
16	Blackwood acacia	18	Heritage	Remove	Poor condition
17	Callery pear	6	No	Potentially preserve	Preserving parking
18	Callery pear	8	No	Potentially preserve	Preserving parking
19	Callery pear	10	No	Remove	Within grading
20	Callery pear	8	No	Remove	Within grading
21	Evergreen pear	13	No	Remove	Within grading
22	Callery pear	12	No	Remove	Within grading
23	Evergreen pear	14	No	Remove	Within grading
24	Evergreen pear	14	No	Remove	Within grading
25	Canary Island pine	17	Heritage	Remove	Within grading
26	Canary Island pine	10	Heritage	Remove	Within grading
27	Canary Island pine	22	Heritage	Remove	Within grading
28	Evergreen pear	11	No	Remove	Within grading
29	Callery pear	8	No	Remove	Within grading
30	Callery pear	6	No	Remove	Within grading
31	Callery pear	5,4,4,2,2	No	Remove	Within grading
32	Callery pear	8	No	Remove	Within grading
33	Sweetgum	6	No	Remove	Within grading
34	Blackwood acacia	23	Heritage	Remove	Within grading
35	Blackwood acacia	16	No	Remove	Within grading
36	Callery pear	6	No	Remove	Within grading
37	Evergreen pear	8	No	Remove	Within grading
38	Evergreen pear	12	No	Remove	Within grading
39	Evergreen pear	14	No	Remove	Within grading
40	Evergreen pear	14	No	Remove	Within grading

Tree Appraisal

Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Disposition	Comment
41	Wilson holly	6,3	No	Remove	Within grading
42	Canary Island pine	14	Heritage	Remove	Within grading
43	Canary Island pine	23	Heritage	Remove	Within grading
44	Canary Island pine	18	Heritage	Remove	Within grading
45	Canary Island pine	10	No	Remove	Within grading
46	Canary Island pine	13	No	Remove	Within grading
47	Canary Island pine	14	No	Remove	Within grading
48	Sweetgum	8	No	Remove	Within grading
49	Sweetgum	6	No	Remove	Within grading
50	Sweetgum	7	No	Remove	Within grading
51	Canary Island pine	18	Heritage	Remove	Within grading
52	Canary Island pine	20	Heritage	Remove	Within grading
53	London plane	13	No	Remove	Within grading
54	Canary Island pine	15	Heritage	Remove	Within grading
55	Canary Island pine	18	Heritage	Remove	Within grading
56	London plane	9	No	Remove	Within grading
57	Canary Island pine	14	No	Remove	Within grading
58	London plane	9	No	Remove	Within grading
59	Goldenrain tree	6	No	Remove	Within grading
60	London plane	9	No	Remove	Within grading
61	Goldenrain tree	6	No	Remove	Within grading
62	London plane	9	No	Remove	Within grading
63	Goldenrain tree	6	No	Remove	Within grading
64	London plane	9	No	Remove	Within grading
65	Canary Island pine	16	Heritage	Remove	Within grading
66	Canary Island pine	10	No	Remove	Within grading
67	London plane	12	No	Remove	Within grading
68	Blackwood acacia	23	Heritage	Remove	Within grading
69	Blackwood acacia	16	No	Remove	Within grading
70	Sweetgum	7	No	Remove	Within grading
71	London plane	8	No	Remove	Within grading
72	London plane	8	No	Remove	Within grading
73	Canary Island pine	17	Heritage	Remove	Within grading
74	Canary Island pine	13	No	Remove	Within grading
75	Canary Island pine	17	Heritage	Remove	Within grading
76	Canary Island pine	13	No	Remove	Within grading
77	Canary Island pine	13	No	Remove	Within grading
78	London plane	11	No	Remove	Within grading
79	London plane	8	No	Remove	Within grading
80	London plane	10	No	Remove	Within grading

Tree Appraisal



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Disposition	Comment
81	London plane	9	No	Remove	Within grading
82	Goldenrain tree	6	No	Remove	Within grading
83	Canary Island pine	13	No	Remove	Within grading
84	Canary Island pine	16	No	Remove	Within grading
85	London plane	8	No	Remove	Within grading
86	London plane	8	No	Remove	Within grading
87	London plane	9	No	Remove	Within grading
88	London plane	6	No	Remove	Within grading
89	Goldenrain tree	7	No	Remove	Within grading
90	Goldenrain tree	6	No	Remove	Within grading
91	Goldenrain tree	6	No	Remove	Within grading
92	London plane	8	No	Remove	Within grading
93	London plane	13	Heritage	Remove	Within grading
94	London plane	13	Heritage	Remove	Within grading
95	Sweetgum	9	No	Remove	Within grading
96	Sweetgum	9	No	Remove	Within grading
97	Sweetgum	7	No	Remove	Within grading
98	Canary Island pine	16	Heritage	Remove	Within grading
99	Canary Island pine	15	Heritage	Remove	Within grading
100	Canary Island pine	15	Heritage	Remove	Within grading
101	Canary Island pine	19	Heritage	Remove	Within grading
102	Camphor	7	No	Remove	Within grading
103	Canary Island pine	20	Heritage	Remove	Within grading
104	Goldenrain tree	11	No	Remove	Within grading
105	Goldenrain tree	7	No	Remove	Within grading
106	Goldenrain tree	6	No	Remove	Within grading
107	Goldenrain tree	8	No	Remove	Within grading
108	Goldenrain tree	8	No	Remove	Within grading
109	Canary Island pine	18	Heritage	Remove	Within grading
110	Canary Island pine	17	Heritage	Remove	Within grading
111	Canary Island pine	20	Heritage	Remove	Within grading
112	Canary Island pine	19	Heritage	Remove	Within grading
113	Canary Island pine	15	Heritage	Remove	Within grading
114	Sweetgum	8	No	Remove	Within grading
115	Sweetgum	10	No	Remove	Within grading
116	Canary Island pine	17	Heritage	Remove	Within grading
117	Canary Island pine	24	Heritage	Remove	Within grading
118	Canary Island pine	24	Heritage	Remove	Within grading
119	Evergreen pear	13	No	Remove	Within grading
120	Evergreen pear	12	No	Remove	Within grading

Tree Appraisal



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Disposition	Comment
121	Evergreen pear	15	No	Remove	Within grading
122	Evergreen pear	12	No	Remove	Within grading
123	Evergreen pear	10	No	Remove	Within grading
124	Evergreen pear	12	No	Remove	Within grading
125	Evergreen pear	13	No	Remove	Within grading
126	Evergreen pear	13	No	Remove	Within grading
127	Evergreen pear	7	No	Remove	Within grading
128	Evergreen pear	10	No	Remove	Within grading
129	Evergreen pear	12	No	Remove	Within grading
130	Canary Island pine	21	Heritage	Remove	Within grading
131	Canary Island pine	21	Heritage	Remove	Within grading
132	Canary Island pine	15	Heritage	Remove	Within grading
133	London plane	16	Heritage	Remove	Within grading
134	London plane	15	No	Remove	Within grading
135	London plane	15	No	Remove	Within grading
136	London plane	14	No	Remove	Poor condition
137	London plane	14	No	Potentially preserve	Preserving planter
138	London plane	12	No	Potentially preserve	Preserving planter
139	London plane	15	Heritage	Potentially preserve	Preserving planter
140	Goldenrain tree	12	No	Potentially preserve	Preserving planter
141	Goldenrain tree	11	No	Remove	Poor condition
142	Goldenrain tree	13	No	Remove	Poor condition
143	Goldenrain tree	13	No	Remove	Poor condition
144	Canary Island pine	16	Heritage	Potentially preserve	Preserving planter
145	Sweetgum	11	No	Potentially preserve	Preserving planter
148	London plane	17	Heritage	Remove	Within grading
149	London plane	15	Heritage	Remove	Within grading
150	London plane	16	Heritage	Remove	Within grading
151	London plane	16	Heritage	Remove	Within grading
152	London plane	18	Heritage	Remove	Within grading
153	Blackwood acacia	20	Heritage	Remove	Within grading
154	White mulberry	8	No	Remove	Within grading
155	Callery pear	7	No	Remove	Within grading
156	Callery pear	7	No	Remove	Realigning parking lot
157	Callery pear	6	No	Remove	Realigning parking lot
158	Callery pear	6	No	Remove	Realigning parking lot
300	Callery pear	11	No	Potentially preserve	Preserving parking
301	Callery pear	5	No	Potentially preserve	Preserving parking
302	Callery pear	5	No	Potentially preserve	Preserving parking

Tree Appraisal



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Appraised Value
1	Southern magnolia	11	No	\$ 2,200
2	Southern magnolia	9	No	\$ 1,050
3	Southern magnolia	8	No	\$ 500
4	Southern magnolia	8	No	\$ 850
5	Southern magnolia	11	No	\$ 300
6	Southern magnolia	10	No	\$ 800
7	Southern magnolia	10	No	\$ 1,300
8	Southern magnolia	10	No	\$ 1,300
9	Southern magnolia	13	No	\$ 3,050
10	Southern magnolia	8	No	\$ 1,200
11	Southern magnolia	8	No	\$ 1,200
12	Southern magnolia	6	No	\$ 900
13	Southern magnolia	11	No	\$ 2,200
14	Southern magnolia	10	No	\$ 1,300
15	Callery pear	8	No	\$ 1,000
16	Blackwood acacia	18	Heritage	\$ 450
17	Callery pear	6	No	\$ 800
18	Callery pear	8	No	\$ 1,000
19	Callery pear	10	No	\$ 1,550
20	Callery pear	8	No	\$ 1,400
21	Evergreen pear	13	No	\$ 4,700
22	Callery pear	12	No	\$ 3,750
23	Evergreen pear	14	No	\$ 3,850
24	Evergreen pear	14	No	\$ 2,300
25	Canary Island pine	17	Heritage	\$ 5,150
26	Canary Island pine	10	Heritage	\$ 250
27	Canary Island pine	22	Heritage	\$ 3,650
28	Evergreen pear	11	No	\$ 2,400
29	Callery pear	8	No	\$ 1,200
30	Callery pear	6	No	\$ 100
31	Callery pear	5,4,4,2,2	No	\$ 950
32	Callery pear	8	No	\$ 1,000
33	Sweetgum	6	No	\$ 400
34	Blackwood acacia	23	Heritage	\$ 5,350
35	Blackwood acacia	16	No	\$ 1,100
36	Callery pear	6	No	\$ 1,050
37	Evergreen pear	8	No	\$ 1,300
38	Evergreen pear	12	No	\$ 4,000
39	Evergreen pear	14	No	\$ 2,300
40	Evergreen pear	14	No	\$ 750

Tree Appraisal



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Appraised Value
41	Wilson holly	6,3	No	\$ 450
42	Canary Island pine	14	Heritage	\$ 2,500
43	Canary Island pine	23	Heritage	\$ 9,350
44	Canary Island pine	18	Heritage	\$ 2,450
45	Canary Island pine	10	No	\$ 1,500
46	Canary Island pine	13	No	\$ 3,450
47	Canary Island pine	14	No	\$ 4,000
48	Sweetgum	8	No	\$ 1,400
49	Sweetgum	6	No	\$ 500
50	Sweetgum	7	No	\$ 750
51	Canary Island pine	18	Heritage	\$ 6,550
52	Canary Island pine	20	Heritage	\$ 8,100
53	London plane	13	No	\$ 3,450
54	Canary Island pine	15	Heritage	\$ 4,600
55	Canary Island pine	18	Heritage	\$ 4,700
56	London plane	9	No	\$ 1,700
57	Canary Island pine	14	No	\$ 5,150
58	London plane	9	No	\$ 1,250
59	Goldenrain tree	6	No	\$ 200
60	London plane	9	No	\$ 1,250
61	Goldenrain tree	6	No	\$ 950
62	London plane	9	No	\$ 1,250
63	Goldenrain tree	6	No	\$ 950
64	London plane	9	No	\$ 1,250
65	Canary Island pine	16	Heritage	\$ 5,200
66	Canary Island pine	10	No	\$ 1,500
67	London plane	12	No	\$ 1,600
68	Blackwood acacia	23	Heritage	\$ 3,800
69	Blackwood acacia	16	No	\$ 1,850
70	Sweetgum	7	No	\$ 950
71	London plane	8	No	\$ 750
72	London plane	8	No	\$ 1,050
73	Canary Island pine	17	Heritage	\$ 4,400
74	Canary Island pine	13	No	\$ 1,850
75	Canary Island pine	17	Heritage	\$ 4,400
76	Canary Island pine	13	No	\$ 1,100
77	Canary Island pine	13	No	\$ 1,100
78	London plane	11	No	\$ 1,900
79	London plane	8	No	\$ 1,050
80	London plane	10	No	\$ 1,550

Tree Appraisal



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Appraised Value
81	London plane	9	No	\$ 1,300
82	Goldenrain tree	6	No	\$ 400
83	Canary Island pine	13	No	\$ 2,600
84	Canary Island pine	16	No	\$ 3,900
85	London plane	8	No	\$ 1,050
86	London plane	8	No	\$ 750
87	London plane	9	No	\$ 1,300
88	London plane	6	No	\$ 450
89	Goldenrain tree	7	No	\$ 950
90	Goldenrain tree	6	No	\$ 700
91	Goldenrain tree	6	No	\$ 400
92	London plane	8	No	\$ 750
93	London plane	13	Heritage	\$ 2,600
94	London plane	13	Heritage	\$ 2,600
95	Sweetgum	9	No	\$ 1,500
96	Sweetgum	9	No	\$ 1,500
97	Sweetgum	7	No	\$ 950
98	Canary Island pine	16	Heritage	\$ 1,950
99	Canary Island pine	15	Heritage	\$ 4,000
100	Canary Island pine	15	Heritage	\$ 2,850
101	Canary Island pine	19	Heritage	\$ 6,400
102	Camphor	7	No	\$ 1,550
103	Canary Island pine	20	Heritage	\$ 7,100
104	Goldenrain tree	11	No	\$ 2,600
105	Goldenrain tree	7	No	\$ 650
106	Goldenrain tree	6	No	\$ 800
107	Goldenrain tree	8	No	\$ 850
108	Goldenrain tree	8	No	\$ 1,400
109	Canary Island pine	18	Heritage	\$ 4,100
110	Canary Island pine	17	Heritage	\$ 2,200
111	Canary Island pine	20	Heritage	\$ 7,100
112	Canary Island pine	19	Heritage	\$ 4,550
113	Canary Island pine	15	Heritage	\$ 2,850
114	Sweetgum	8	No	\$ 1,400
115	Sweetgum	10	No	\$ 2,200
116	Canary Island pine	17	Heritage	\$ 5,850
117	Canary Island pine	24	Heritage	\$ 11,600
118	Canary Island pine	24	Heritage	\$ 4,950
119	Evergreen pear	13	No	\$ 2,000
120	Evergreen pear	12	No	\$ 1,700

Tree Appraisal



Tree No.	Species	Trunk Diameter (in.)	Heritage Tree?	Appraised Value
121	Evergreen pear	15	No	\$ 4,450
122	Evergreen pear	12	No	\$ 2,850
123	Evergreen pear	10	No	\$ 2,000
124	Evergreen pear	12	No	\$ 2,850
125	Evergreen pear	13	No	\$ 2,000
126	Evergreen pear	13	No	\$ 2,000
127	Evergreen pear	7	No	\$ 1,000
128	Evergreen pear	10	No	\$ 2,000
129	Evergreen pear	12	No	\$ 1,700
130	Canary Island pine	21	Heritage	\$ 6,350
131	Canary Island pine	21	Heritage	\$ 6,350
132	Canary Island pine	15	Heritage	\$ 4,600
133	London plane	16	Heritage	\$ 5,200
134	London plane	15	No	\$ 4,600
135	London plane	15	No	\$ 3,300
136	London plane	14	No	\$ 1,700
137	London plane	14	No	\$ 4,000
138	London plane	12	No	\$ 2,100
139	London plane	15	Heritage	\$ 3,300
140	Goldenrain tree	12	No	\$ 3,550
141	Goldenrain tree	11	No	\$ 1,800
142	Goldenrain tree	13	No	\$ 2,500
143	Goldenrain tree	13	No	\$ 2,500
144	Canary Island pine	16	Heritage	\$ 3,700
145	Sweetgum	11	No	\$ 3,000
148	London plane	17	Heritage	\$ 5,850
149	London plane	15	Heritage	\$ 4,600
150	London plane	16	Heritage	\$ 5,200
151	London plane	16	Heritage	\$ 5,200
152	London plane	18	Heritage	\$ 6,550
153	Blackwood acacia	20	Heritage	\$ 1,750
154	White mulberry	8	No	\$ 600
155	Callery pear	7	No	\$ 1,100
156	Callery pear	7	No	\$ 800
157	Callery pear	6	No	\$ 600
158	Callery pear	6	No	\$ 800
300	Callery pear	11	No	\$ 1,850
301	Callery pear	5	No	\$ 400
302	Callery pear	5	No	\$ 600
			Total	\$ 391,300

Y ? N

Project Name: Stoneridge Mall
Date: 3/18/2019

5	3	0	Materials and Resources		14
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
			Credit	Building Life-Cycle Impact Reduction	6
1	1		Credit	Building Product Disclosure and Optimization - Environmental Product Declarations	2
1	1		Credit	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1	1		Credit	Building Product Disclosure and Optimization - Material Ingredients	2
2			Credit	Construction and Demolition Waste Management	2

7	2	1	Indoor Environmental Quality	10
Y			Prereq Minimum Indoor Air Quality Performance	Required
Y			Prereq Environmental Tobacco Smoke Control	Required
1		1	Credit Enhanced Indoor Air Quality Strategies	2
3			Credit Low-Emitting Materials	3
1			Credit Construction Indoor Air Quality Management Plan	1
1	2		Credit Daylight	3
1			Credit Quality Views	1

1	0	0	Innovation	6
			Credit Innovation	5
1			Credit LEED Accredited Professional	1

2	0	0	Regional Priority		4
1			Credit	Regional Priority: Access to Quality Transit	1
1			Credit	Regional Priority: Outdoor Water Use Reduction	1
			Credit	Regional Priority: Specific Credit	1
			Credit	Regional Priority: Specific Credit	1

41	10	45	TOTALS	Possible Points:	110
Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110					



MEMORANDUM

Subject: Traffic and Circulation Study for the 2019 Stoneridge Mall Commercial Replacement and Expansion Project

From: Mike Mowery, P.E.
Ben Huie, P.E.

Date: April 17, 2019

A. INTRODUCTION

This traffic study was commissioned to determine whether the 2019 Stoneridge Mall Commercial Replacement and Expansion Project ("Project") would generate more trips, or cause greater impacts, than have been identified in the City of Pleasanton's previous traffic studies, and to evaluate local intersections, queuing, and safety issues relevant to the Project.

B. THE 2019 STONERIDGE MALL COMMERCIAL REPLACEMENT AND EXPANSION PROJECT

The Simon Property Group is currently seeking to demolish the existing 177,930 SF Sears building and associated parking garage on the eastern side of the Stoneridge Shopping Center and to redevelop the site with approximately 258,000 SF of the following land uses:

- 40,100 SF of Movie Theater (estimated 1,000 seats)
- 125,000 SF of Lifestyle Fitness Center
- 59,700 SF of Retail
- 10,100 SF of Restaurant
- 23,100 SF of Grocery

Figure 1 shows the Project study area. **Figure 2** shows the preliminary site plan for the proposed Project with Option #1 in relation to the adjacent roadway network and the study intersections. The Project is also proposing to close off the existing driveway accesses along Stoneridge Mall Road between Embarcadero Court and the main drive aisle just south of the existing parking garage. The proposed layout will include new internal circulation leading to the remaining driveway accesses to Stoneridge Mall Road at Embarcadero Court and at the south main drive aisle as shown in the site plan provided in **Attachment A**. The

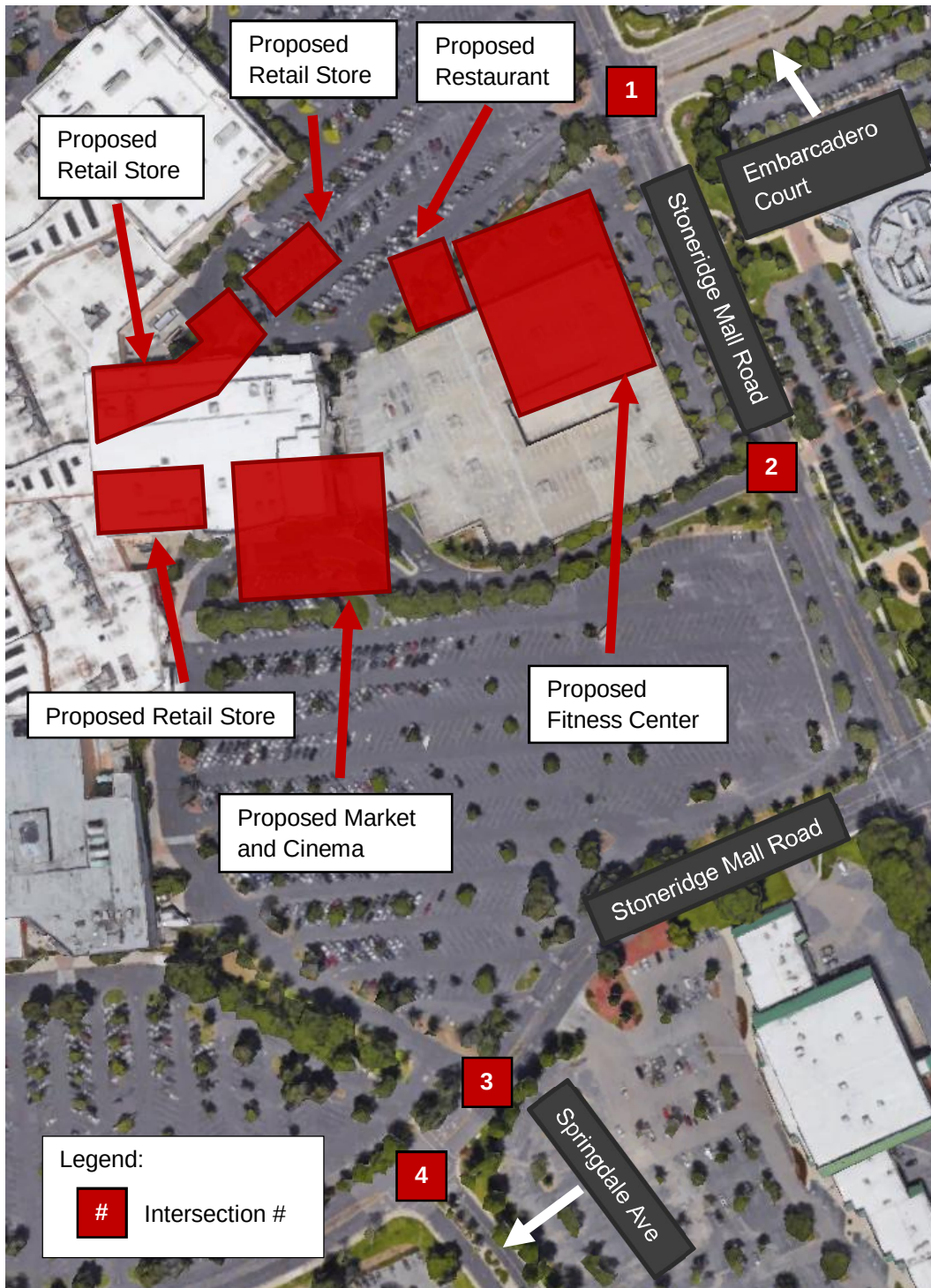
site plan shows the internal intersections in relation to the study intersections within the study area.

The Project proposes to accommodate frontage improvements along Stoneridge Mall Road, which will be constructed by the City. The Project proposes to restripe Stoneridge Mall Road to extend the northbound turn pocket at the intersection with Embarcadero Court to 135 feet.

Figure 1 – Study Area



Figure 2 – Proposed Project



C. PREVIOUS TRAFFIC STUDIES

The City approved an expansion of 558,000 square feet of retail uses at Stoneridge Mall when it approved the First Amendment to Stoneridge Mall Development Agreement in 1997. Since then, some of the approved expansion has been built, and 353,500 square feet currently remain to be built. The Project proposes a net expansion of approximately 80,070 square feet, which is approximately 22 percent of that remaining amount. As explained below, numerous traffic studies have been conducted by the City of Pleasanton that have addressed the impacts of the buildout of the entire 353,500 square feet at the mall.

1995 Negative Declaration for Stoneridge Mall. In connection with the First Amendment to the Development Agreement for Stoneridge Mall, the City prepared an Initial Study dated November 1, 1995. This Initial Study addressed an expansion of 558,000 square feet of Floor Area (consisting of 178,000 square feet for the then-recently-completed Sears store, plus an additional 380,000 square feet in future expansion). A localized, project-specific traffic study was performed that resulted in traffic improvements that were incorporated into the Development Agreement. (Those traffic improvements have either been built, or have been superseded by improvements that are now included in the City's traffic mitigation fee program.) In resolutions 96-141 (adopted December 3, 1996) and 97-145 (adopted December 9, 1997) the City Council approved a Negative Declaration for the project and found that the First Amendment would not have any significant adverse effects on the environment.

2009 General Plan EIR. On July 21, 2009, the City of Pleasanton adopted the Pleasanton General Plan Update 2005–2025, after certification of the Pleasanton General Plan Update 2005–2025 Environmental Impact Report (EIR) (State Clearinghouse Number 205122139). That EIR evaluated the impacts of “buildout of the proposed General Plan, not just the incremental difference between . . . buildout of the existing General Plan and the buildout of the proposed General Plan.” Accordingly, the 2009 EIR addressed the impacts of full buildout at Stoneridge Mall. Specifically, the 2009 EIR's traffic model included 1,137,500 existing square feet of retail uses, future small expansions of each of the major retailers at the mall (around 30,000 square feet each) and a 353,500 square foot expansion to the mall. The General Plan imposed mitigation measures consisting of traffic improvements that were needed to address buildout, and the City has since incorporated all applicable traffic improvements into its traffic impact fee program. Accordingly, payment of current traffic fees will establish compliance with the General Plan EIR mitigation measures.

2012 Housing Element and Climate Action Plan Supplemental EIR. In connection with its 2012 Housing Element Update and Climate Action Plan, the City supplemented the General Plan EIR with a Supplemental EIR that it certified in 2012. The 2012 Supplemental EIR

addressed the impacts of additional housing proposed by its 2012 Housing Element and the City's Climate Action Plan. This 2012 Supplemental EIR concluded that buildout of the 2005-2025 General Plan had been adequately studied in the 2009 EIR, with the exception of sites identified for additional housing, and the impacts of greenhouse gas emissions. The development at Stoneridge Mall that was included in the traffic model for the 2012 Supplemental EIR consisted of existing development, an expansion of 353,000 square feet of commercial uses, and the 400 multifamily housing units that were proposed for certain areas of the Mall by the 2012 Housing Element.

The 2012 Supplemental EIR determined that only two significant and unavoidable impacts would result from adding the proposed housing development to the future baseline traffic (which future baseline traffic included a 350,000 square-foot expansion at Stoneridge Mall). Those two impacts involved worsening already unacceptable traffic congestion on Sunol Boulevard (First Street) between Vineyard Avenue and Stanley Boulevard; and on Hopyard Road between Owens Drive and I-580.

2014 Workday Mitigated Negative Declaration. In 2014, the City prepared a Mitigated Negative Declaration for the Workday project, which is located immediately adjacent to and northeast of Stoneridge Mall. The Mitigated Negative Declaration Workday's proposed six-story, approximately 430,000 square foot office building with related parking structures and surface parking, located immediately adjacent to and northeast of Stoneridge Mall, and immediately southwest of the junction of interstates 580 and 680. The traffic study for Workday included all traffic already studied in the 2012 Housing Element EIR, plus additional traffic that would be generated by the Workday project. It addressed localized traffic and other impacts in the area of the Stoneridge Mall. The City determined that the Workday Project would cause certain traffic and other impacts in the area, which Workday was required to mitigate.

The analysis conducted for the 2014 Workday Mitigated Negative Declaration included a localized study in the area of the 2019 Project. The Workday study determined that future development plus the Workday project would cause Foothill Road at Canyon Way to operate at LOS E under all project scenarios during the PM peak hour. This is a "gateway intersection" that, pursuant to the General provisions noted above, is permitted to function at a lower level of service than LOS D. However, the City already had determined that improvements to this intersection were necessary and appropriate. The Workday project was required to build the needed improvements. These improvements are included in the City's Traffic Impact Fee project list, and the 2019 Project would fund its fair share by paying traffic impact fees.

The Workday study also noted that at the Stoneridge Mall Road at Stoneridge Drive intersection, a southbound left-turn queue would exceed the storage capacity of the left-turn lanes in the existing plus approved with no project scenario in the PM peak hour. This Workday-specific impact was mitigated by a condition of approval requiring that the Workday project applicant install this improvement.

The 2014 Workday study also determined that the Workday project would be required to construct a new combined driveway for the BART garage and the Workday project, which would allow for a design that would accommodate queues for both the BART station and Workday office uses. The Workday project also was required to install a signal at this driveway. These requirements imposed on the Workday project ensured safe and adequate operations, levels of service and queuing under scenarios that include future expansion of Stoneridge Mall as well as the Workday project.

2015 Addendum for Housing Element. The City prepared an Addendum for its 2015 Housing Element, which confirmed that there were no substantial changes to impacts identified previously.

2016 Workday Traffic Study. After the Workday project was approved in 2014, the square footage of the Workday project was reduced, and more precise employee population figures were developed. In 2016, Fehr & Peers prepared a traffic study to determine whether these developments would alter the conclusions of the 2014 Workday traffic study. The 2016 report also evaluated the site access intersections on Stoneridge Mall Road. The report concluded that the overall conclusions presented in the 2014 Workday Traffic Impact Analysis did not change.

The City's Current Traffic Demand Model. The City's current traffic demand model incorporates all of the traffic anticipated from the development described in the studies referenced above. The traffic improvements that are needed to maintain acceptable traffic levels of service have been incorporated into the City's traffic improvement program and into the regional improvement program managed by the Alameda Congestion Management Authority. Traffic impacts fees (including pass-through fees collected by the City and transferred to the CMA) have been imposed by the City to fund needed traffic improvements. The Project will be subject to these fees and therefore will offset its contribution toward the need for such traffic improvements.

D. COMPARISON OF THE PROJECT TO THE PREVIOUS TRAFFIC STUDIES

Project Trip Generation

To assist in determining whether the Project would produce more trips than were evaluated in the previous studies, the number of Project vehicle trips generated was estimated. Trip generation is typically estimated by using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition¹. This is the standard reference in the industry for determining trip generation for potential projects. For each land use within the Project, a specific land use code that best represents each use was determined. Base trip generation volumes were then estimated using the ITE land use codes and the square footages.

A one percent transit reduction was utilized to account for trips from the nearby BART. The one percent transit reduction is consistent with the transit reduction in the City's travel demand model.

Table 1 shows the estimated vehicle trips for the proposed Project.

Table 1 – Project Trip Generation

ITE Land Use Code	Land Use	Size	Units	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Existing (to be removed)									
820	Shopping Center	-177.93	1,000 Sq Ft	-167	-104	-63	-678	-325	-353
Transit Reduction (1%)				2	1	1	7	3	4
Total Existing Trips to be Removed				-165	-103	-62	-671	-322	-349
Proposed									
445a	Multiplex Movie Theater (Friday)	1,000	Seat(s)				100	60	40
492	Health/Fitness Club	125	1,000 Sq Ft	164	84	80	431	246	185
820	Shopping Center	59.7	1,000 Sq Ft	56	35	21	227	109	118
850	Supermarket	23.1	1,000 Sq Ft	88	53	35	213	109	104
930	Fast Casual Restaurant	4.1	1,000 Sq Ft	8	5	3	58	32	26
932	High-Turnover (Sit-Down) Restaurant	6	1,000 Sq Ft	60	33	27	59	37	22
Transit Reduction (1%)				-4	-2	-2	-11	-6	-5
Total Proposed Trips				372	208	164	1,077	587	490
Net New Trips				207	105	102	406	265	141

As shown in **Table 1**, the trip generation for the Project is anticipated to generate a net new 207 AM peak hour trips and 406 PM peak hour trips. These Project trips were then assigned to the study area based on trip distribution and trip assignment assumptions.

¹ *Trip Generation Manual, 10th Edition*, Institute of Transportation Engineers, Washington, D.C., 2017.

Trip Generation from Mall Buildout in Previous Studies

The City provided Synchro files for the previous studies, as well as a travel demand model output showing the assumed trip assignment for the traffic projected to result from the additional 353,500 SF of approved growth on the adjacent roadway network.

Comparison of Project Traffic to Previous Traffic Studies and Travel Demand Model

To ensure that the Project is consistent with the travel demand model assumptions in previous traffic studies, the location and number of trips generated were compared. The Project would access the southeast TAZ centroid connector shown in the City's travel demand model. The travel demand model output for the 353,500 SF of approved growth shows 482 inbound trips and 213 outbound trips for this centroid connector from the mall to the east side of Stoneridge Mall Road in the PM peak hour. The travel demand model assigns the remainder of the Project trips on the east side of the mall to use Springdale Avenue, assuming that Stoneridge Mall Road has reached its capacity.

The trip generation analysis shown in **Table 1** shows that the Project would generate 265 net new inbound trips and 141 net new outbound trips in the PM peak hour. These Project trip totals are less than the 482 inbound vehicle trips and 213 outbound vehicle trips projected for the previously studied full buildout of Stoneridge Mall in the PM peak hour.

Therefore, the Project will produce fewer trips than were previously studied. Further, because the Project will produce the same or fewer trips from approximately the same locations as were studied in the previous traffic studies, it can be presumed that the Project will not create or contribute to greater impacts at intersections further away from the Project than those already identified in the previous studies.

E. LOCAL INTERSECTIONS

This analysis also addresses four intersections immediately adjacent to the Project site that were not evaluated in the prior studies. The level of service (LOS) for each study intersection was analyzed in Synchro using the Highway Capacity Manual (HCM) 6th Edition outputs. The City's Synchro model was used as a base and the new Project driveways and internal network were added. **Table 2** shows the LOS for each of the following study intersections:

- 1) Stoneridge Mall Road/Embarcadero Court
- 2) Stoneridge Mall Road/Southeast Project Driveway
- 3) Stoneridge Mall Road/South Driveway near Springdale Avenue

4) Stoneridge Mall Road/Springdale Avenue

The following discusses the methodology, analysis, and results of the traffic assessment.

City of Pleasanton Requirements

The City of Pleasanton requires that most intersections within the City operate at LOS D or better. One exception is that designated “Gateway” intersections, or intersections within the City that provide access to the major freeways bordering the City (e.g. I-580 and I-680), can operate at or below LOS D. None of the study intersections in this evaluation are considered “Gateway” intersections and therefore each study intersection (excluding the private internal intersections) would need to operate at LOS D or better.

Project Trip Distribution and Assignment

The trip distribution for the Project was estimated based on the existing volume patterns along Stoneridge Mall Road, locations of complementary uses, and the Workday Transportation Assessment. The following is the anticipated trip distribution for the Project:

- Northwest of the Stoneridge Mall = 52%
- Southeast of the Stoneridge Mall = 48%

Project trips from the northwest were then assigned to Stoneridge Mall Road from the north and Project trips from the southeast were assigned to Stoneridge Mall Road and Springdale Avenue from the south. Since there are multiple driveway accesses to Stoneridge Mall, not all the Project trips were assigned to the three Project access points. Approximately 10 percent of Project trips were assigned to the Project Driveway #1, approximately 50 percent of Project trips were assigned to Project Driveway #2, and approximately 20 percent of Project trips were assigned to the South Driveway near Springdale Avenue (Intersection #3) based on the location of the proposed land uses in relation to the project driveways. To be conservative, the 20 percent of Project trips from the south were assigned to Springdale Avenue and the South Driveway rather than assigned to Stoneridge Mall Road and distributed to the ancillary driveways south of Intersection #2. In addition, approximately 20 percent of the Project trips were assigned to ancillary driveways north of Embarcadero Court that would park in the adjacent mall parking lot to the north of the Project site based on the trip distribution mentioned above.

LOS at Local Intersections

The LOS for each study intersection was analyzed in Synchro using the Highway Capacity Manual (HCM) 6th Edition outputs. The City's Synchro model was used as a base and the

new Project driveways and internal network were added. **Table 2** shows the average LOS for each of the study intersections. For all four study intersections, the average LOS are satisfactory. For Intersection #2, the average LOS is satisfactory, as is the LOS for the northbound and southbound approaches along the public street that is part of Intersection #2. For the eastbound approach, which is a private drive aisle in the Stoneridge Mall parking lot, the LOS is LOS E, with 44.8 seconds of delay. The City's LOS D standard only applies to signalized intersections and not stop-controlled intersections, and therefore this intersection operates acceptably. Based on the LOS results presented in **Table 2**, all intersections will operate at an acceptable LOS.

Table 2 – Local Intersection Level of Service

#	Intersection	LOS Criteria	Control	Existing + Workday + 353,500 SF Mall Expansion				Existing + Workday + Project					
				AM Peak		PM Peak		AM Peak			PM Peak		
				LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	Delay Var	LOS	Delay (sec)	Delay Var
1	Stoneridge Mall Rd/Embarcadero Ct	D	Signal	B	10.5	C	24.1	B	14.2	3.7	C	26.2	2.1
2	Stoneridge Mall Rd/SE Project Driveway	D	SSSC	A	0.0	A	0.3	A	0.9	0.9	A	3.3	3.0
	Southbound Approach			A	0.0	A	0.0	A	0.0	0.0	A	0.0	0.0
	Northbound Approach			A	0.0	A	0.5	A	0.4	0.4	A	2.6	2.1
	Eastbound Approach (Private Dwy)			A	0.0	C	15.7	B	14.5	14.5	E	44.8	29.1
3	Stoneridge Mall Rd/South Driveway (near Springdale)	D	SSSC			A	2.0				A	3.1	1.1
	Southbound Approach					B	12.9				B	14.0	1.1
4	Stoneridge Mall Rd/Springdale Ave	D	AWSC			B	11.0				B	11.5	0.5

Note: Intersections that are operating below acceptable levels are shown in **BOLD** and impacts are highlighted.

Queuing at the closely spaced intersections of Intersection #3 (Stoneridge Mall Road and the South Driveway) and Intersection #4 (Stoneridge Mall Road and Springdale Avenue) were also evaluated. Even though the 353,500 SF expansion has already been approved in the Development Agreement, an analysis was undertaken to confirm that the Project's net new trips would not cause excessive queuing. The analysis determined that queues are anticipated to be within the available storage for both intersections. For the eastbound left turn movement at Intersection #3, the storage length is 25 feet measured as the distance between the intersection and the beginning of the TWLTL. The eastbound left turn queue increases from 3 feet in the "without Project" conditions to 8 feet in the "with Project" conditions, which is still contained within the available TWLTL storage. The southbound approach has a storage length of 185 feet and is measured from the intersection to the westbound drive aisle to the north. The southbound queues increase from 15 feet in the "without Project" conditions to 23 feet in the "with Project" conditions, but would not block the internal drive aisle. Eastbound queues are not anticipated to extend into Intersection #4.

The westbound left turn lane at Intersection #4 has an available storage length of 40 feet. Westbound left turn queues increase from 25 feet in the "without Project" conditions to 35 feet in the "with Project" conditions, which is still contained within the available left turn lane storage. Therefore, westbound left turn queues are not anticipated to extend into

Intersection #3. In addition, vehicles exiting the mall can make a southbound right turn at Intersection #3 and then an immediate westbound left turn at Intersection #4.

SimTraffic Analysis

Because the Synchro model used for the LOS analysis above does not address the downstream congestion at the intersection of Stoneridge Mall Road and Stoneridge Drive, a SimTraffic analysis was completed for the PM peak hour for Intersections #1 and #2 only. The Stoneridge Mall Road/Stoneridge Drive intersection experiences southbound queues in the PM peak hour that extend approximately 2,150 feet from the intersection of Stoneridge Mall Road and Workday Way (or 350 feet past the West Dublin/Pleasanton BART Station traffic signal) in the without Project condition. Workday is mitigating this queue by extending the pocket and increasing the green time at the intersection of Stoneridge Mall Road/Stoneridge Drive.

For Intersection #1, Stoneridge Mall Road/Embarcadero Court, the northbound left turn queue is 130 feet in the PM peak hour during the Existing Plus Workday Plus 353,500 SF Mall Expansion scenario. This would exceed the existing left turn pocket, which is currently 45 feet. Under the Existing Plus Workday Plus Project scenario, the northbound left turn queue is projected to be 134 feet in the PM peak hour. While the additional 4 feet of queue length due to the Project is less than the length of a vehicle (i.e. 25 feet), both the 130-foot queue and the 134-foot queue would exceed the existing northbound left turn pocket. At this location, there is a two-way left-turn lane (TWLTL) that is connected to and extends southward from the left turn pocket. The Project proposes to restripe a portion of the TWLTL to extend the existing 45-foot northbound left turn pocket to a 135-foot northbound left turn pocket. Therefore, the vehicle queues will be contained in the left turn storage and will not block the adjacent northbound through lane.

For Intersection #2, Stoneridge Mall Road/Project Driveway #2, the queues are anticipated to be within the available storage. For the northbound left turn movement, the storage length of 200 feet is measured as the distance between this intersection and the beginning of the TWLTL. The northbound left turn queue is 70 feet, which is contained within the TWLTL and should not block the adjacent northbound through lane. For the eastbound approach, the storage length of 245 feet is measured to Internal Intersection A. The SimTraffic model shows that the eastbound queues extend into Internal Intersection A. Although the traffic results show these congested traffic conditions based on our trip distribution and assignment primarily oriented at Intersection #2, vehicles would likely use the existing driveway cuts accessing the parking lot to the south to avoid this congestion.

F. SAFETY ISSUES

The analysis set forth above demonstrates that the Project will not cause any new or unstudied traffic impacts on public roadways. This traffic study also evaluates internal site circulation to determine whether the proposed design would create any safety hazards.

Proposed Project Site Circulation

The eastern portion of the existing Stoneridge Mall has access to the Project site from multiple driveways along Stoneridge Mall Road. There is an existing parking structure that is adjacent to the existing Sears store that also has access via the signalized intersection of Stoneridge Mall Road/Embarcadero Court (Intersection #1) and the side-street stop-controlled intersection of Stoneridge Mall Road/Southeast Project Driveway (Intersection #2). There are also six (6) driveways between these two intersections that provide access to the parking structure and the Project site from Stoneridge Mall Road.

The Project proposes plans to remove the six (6) driveways between intersections #1 and #2, as well as demolish the parking structure. The primary access for this site will be Intersections #1 and #2, which will remain unchanged except for the restriping needed to extend the northbound left turn lane on Stoneridge Mall Road at Embarcadero Court. In addition, vehicles will still be able to access the parking lots north and south of the Project site via multiple driveways, similar to existing conditions.

The internal drive aisle circulation will be modified to accommodate removal of the parking structure and the six (6) driveways between intersections #1 and #2. For the drive aisle that accesses Intersection #1 at Embarcadero Court, the alignment will be slightly modified. This drive aisle will primarily provide access to Retail "C", Retail "A", and the parking lot north of the Project site.

For the drive aisle that accesses Intersection #2 at the Southeast Project Driveway, the alignment will be slightly modified approaching the existing all-way stop-control intersection and to the existing Macy's store. The all-way stop-control intersection will remain with the same stop-control on each approach, but the alignment of each approach leg is slightly shifted to result in 90-degree approaches. This drive aisle will provide access to the new parking lot for the new lifestyle fitness center, the new drop-off area for the new restaurant, the new market and cinema, the existing Macy's store, and the parking lot south of the Project site.

A new north-south drive aisle is proposed connecting the two aforementioned drive aisles. This new north-south drive aisle will provide access to the drop-off area for the new restaurant.

Each of these drive aisles will be classified as fire lanes and would be assessable for fire trucks. Each internal intersection was designed to accommodate a fire truck with an inside turning radius of 31 feet and outside turning radius of 51.8 feet.

Queuing Within Project Site

A queuing analysis was conducted for the drive aisles located on private property that will approach the two study intersections, as shown in **Attachment A**.

For Intersection #1, the Stoneridge Mall leg (eastbound approach at Intersection #1) is not anticipated to experience queues that would extend beyond other internal drive aisle intersections. The eastbound queue is estimated to be 173 feet, which is less than the approximately 225 feet to the next internal intersection.

For Intersection #2, eastbound traffic is anticipated to queue in the drive aisle that leads to the Southeast Project Driveway during the PM peak hour. Synchro models indicate that such drivers may experience delays of 44.8 seconds per vehicle waiting to exit onto Stoneridge Mall Road. The eastbound queue is likely to extend to Internal Intersection A.

For Internal Intersection A, eastbound traffic is anticipated to queue 400 feet during the PM peak hour. This would extend into Internal Intersection B, which is only 140 feet to the west. This is due to the downstream congestion on southbound Stoneridge Mall Road blocking vehicles from exiting from the Southeast Project Driveway (Intersection #2). In addition, the southbound queue is 208 feet due to this downstream congestion. These queues may extend beyond other drive aisle intersections.

For Internal Intersection B, the southbound queue is estimated to be 335 feet in the PM peak hour with the Project. This is due to the downstream congestion on the eastbound internal drive aisle as vehicles are exiting to Stoneridge Mall Road.

There is sufficient capacity within the parking lot to accommodate the queues, and safety would not be affected if the queue extended past an adjacent drive aisle intersection. The queues are projected for one direction only (outbound in the PM peak hour). Emergency vehicles entering the site will have access via other lanes when the internal drive aisles are experiencing queues. More importantly, many drivers will see the extended queues, and will be able to divert to an alternate driveway to exit.

G. PEDESTRIAN, BICYCLE, AND TRANSIT ASSESSMENT

Pedestrian Access and Circulation

Pedestrian access to the Project site is provided via sidewalks, which exist on the east side of Stoneridge Mall Road, both sides of Embarcadero Court, and the south side of Workday Way. These sidewalks provide access from the adjacent office land uses, residential uses, and the West Dublin/Pleasanton BART Station. There are crosswalks at the Stoneridge Mall Road/Embarcadero Court intersection on the east and south legs. There are also crosswalks on all four legs at the intersection of Stoneridge Mall Road/Workday Way.

The Project is proposing sidewalks on the west side of Stoneridge Mall Road between Embarcadero Court and Project Driveway #2. In addition, sidewalks are proposed internally along the south side of the drive aisle to Embarcadero Court, along both sides of the new north-south connector road, along the new fitness center edge, and throughout the market and cinema block. There is a new crosswalk across the north-south connector road near the new restaurant. Pedestrian coming from and going to Stoneridge Mall Road can use these pedestrian facilities to get to the new buildings and the rest of the Stoneridge Mall.

Bicycle Access and Circulation

The City of Pleasanton 2018 Bicycle and Pedestrian Master Plan shows an existing Shared Use Path (Class I) extending south from the West Dublin/Pleasanton BART station, along Stoneridge Mall Road and past the Project Site, to Stoneridge Drive. The east side of Stoneridge Drive in this area (across Stoneridge Mall Road from the Project Site) has a sidewalk with signs indicating that bicyclists may use the sidewalk.

Transit Access and Circulation

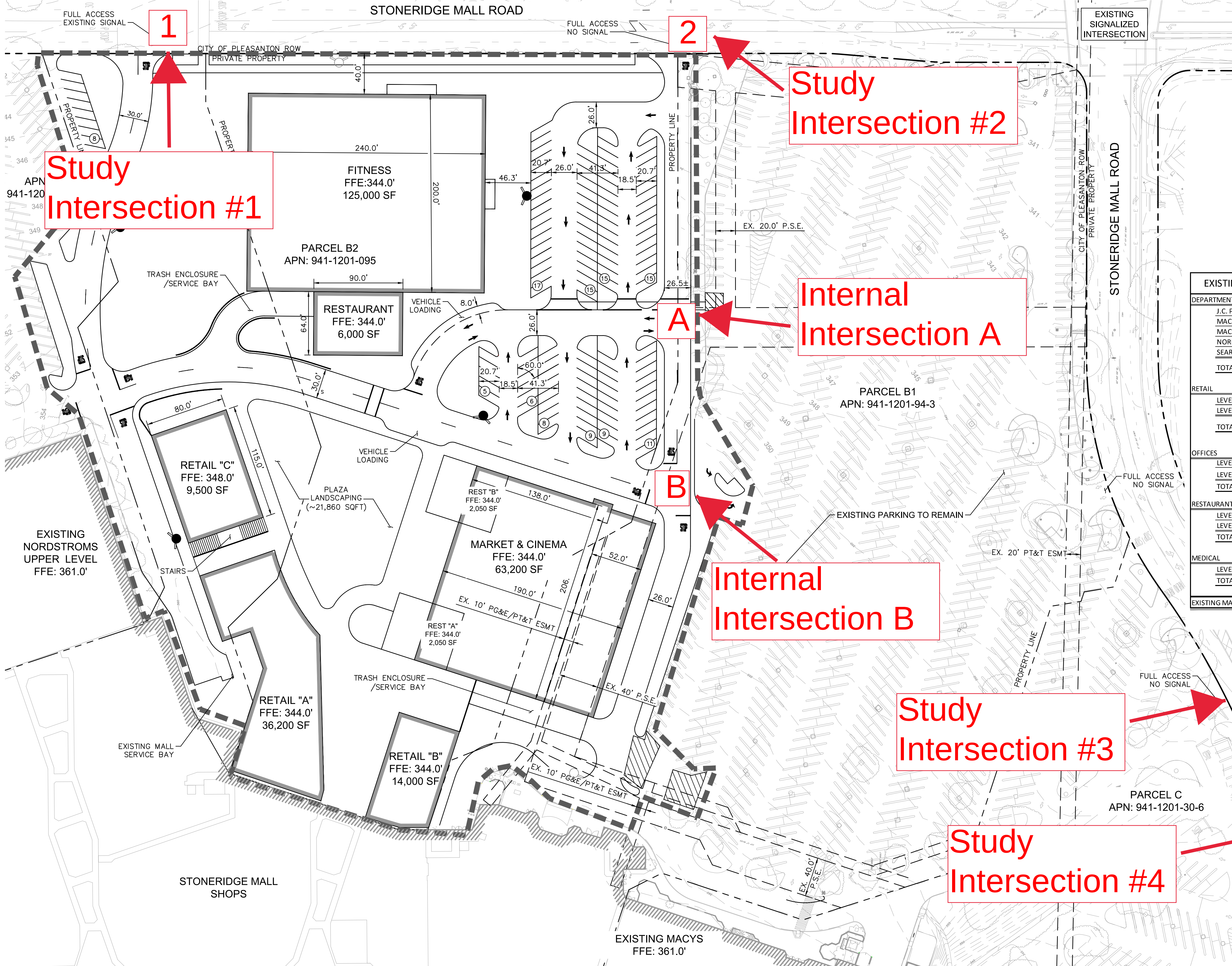
Stoneridge Mall is located adjacent to the West Dublin/Pleasanton BART Station. The proposed Project site is less than ½-mile walk from the BART Station. In addition, Livermore Amador Valley Transit Authority (LAVTA) provides transit service for the Project area using the Wheels bus service. There are multiple bus stops along Stoneridge Mall Road, and the nearest bus stop is located on the east side of Stoneridge Mall Road, on the opposite side of the Project site. Patrons of the Project can access this bus stop and the BART Station via the internal pedestrian facilities and the crosswalks at the intersection of Stoneridge Mall Road/Embarcadero Court. The Project is well positioned to have patrons access these existing transit facilities.

H. CONCLUSION

The Project is proposing to demolish the existing Sears store and parking structure and redevelop the site with net new 80,000 SF of commercial development, including a 40,100 SF (1000 seat) cinema, a 125,000 SF lifestyle fitness center, 59,700 SF of additional retail, a 23,100 SF market, a 4,100 SF of fast-food restaurant, and a 6,000 SF high-turnover sit-down restaurant. This Project will produce fewer trips than the additional 353,300 square foot of retail already included in the City's travel demand model and addressed in the City's previous traffic studies. The proposed Project is estimated to generate 207 AM peak hour trips and 406 PM peak hour trips, which is less than what the City's travel demand model has assigned for the future growth of the Stoneridge Mall in the southeast quadrant. Therefore, this Project is consistent with the prior traffic analysis results that have been completed for the approved Stoneridge Mall growth, and no new traffic impacts would be generated.

Attachments:

Attachment A – Site Plan



- GENERAL NOTES**
- 1. PROJECT ADDRESS: 1 STONERIDGE MALL ROAD PLEASANTON, CA 94588
 - 2. APPROXIMATE PROJECT AREA: 10.5± ACRES
 - 3. ZONING
EXISTING: CR(M) - REGIONAL COMMERCIAL - MALL
PROPOSED: CR(M) - REGIONAL COMMERCIAL - MALL
 - 4. FLOOD ZONE X PER FEMA MAP 06001C0308G
 - 5. ALL FINISHED FLOOR ELEVATIONS SHOWN ARE APPROXIMATE.
 - 6. ALL BUILDING SQUARE FOOTAGES SHOWN ARE APPROXIMATE.

LEGEND

	RIGHT OF WAY LINE
	PROPERTY LINE
	EASEMENT
	LIMITS OF WORK
	EXISTING CONTOURS AND ELEVATIONS

EXISTING PROJECT DATA - GFA

DEPARTMENT STORE ANCHORS	
J.C. PENNEY	142,396 SQFT
MACY'S MEN'S	165,440 SQFT
MACY'S WOMAN	189,841 SQFT
NORDSTROM	159,390 SQFT
SEARS	176,151 SQFT
TOTAL	833,218 SQFT
RETAIL	
LEVEL 1	229,281 SQFT
LEVEL 2	223,645 SQFT
TOTAL	452,926 SQFT
OFFICES	
LEVEL 1	136 SQFT
LEVEL 2	5,317 SQFT
TOTAL	5,453 SQFT
RESTAURANTS	
LEVEL 1	34,468 SQFT
LEVEL 2	11,377 SQFT
TOTAL	45,845 SQFT
MEDICAL	
LEVEL 1	4,423 SQFT
TOTAL	4,423 SQFT
EXISTING MALL TOTAL	1,341,865 SQFT

PROPOSED PROJECT DATA - GFA

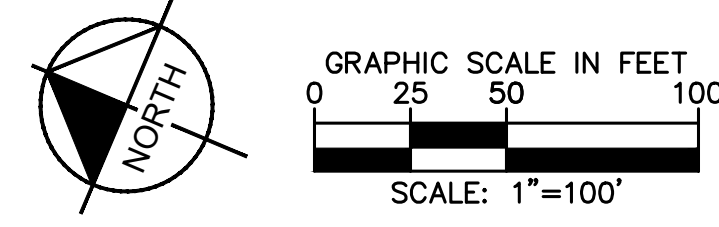
DEMO EXISTING ANCHORS/SHOPS	
SEARS	(176,151) SQFT
TOTAL	(176,151) SQFT
NEW DEVELOPMENT	
LEVEL 1 RETAIL "A"	17,919 SQFT
LEVEL 2 RETAIL "A"	17,919 SQFT
LEVEL 1 RETAIL "B"	6,930 SQFT
LEVEL 2 RETAIL "B"	6,930 SQFT
RETAIL "C"	9,405 SQFT
REST "A"	2,030 SQFT
REST "B"	2,030 SQFT
RESTAURANT	5,940 SQFT
MARKET	22,869 SQFT
CINEMA	39,699 SQFT
FITNESS	123,750 SQFT
TOTAL	255,420 SQFT
CHANGE IN MALL AREA	79,269 SQFT
PROPOSED MALL TOTAL	1,421,134 SQFT

PROJECT DATA NOTES:
* SQUARE FOOTAGES ABOVE ARE GFA CONSISTENT WITH PLEASANTON MUNICIPAL CODE.

STONERIDGE MALL PARKING SUPPLY

EXISTING	PROPOSED
6630	5526

4
STONERIDGE MALL PRELIMINARY SITE PLAN OPTION 1





2019 STONERIDGE MALL COMMERCIAL REPLACEMENT AND EXPANSION PROJECT PARKING EVALUATION

A parking evaluation was completed to assess parking supply and demand for the 2019 Stoneridge Mall Commercial Replacement and Expansion Project, which proposes redevelopment of the Sears and Sears Parking Deck areas of Stoneridge Mall. Included in this evaluation is a parking space inventory, a justification for the use of Municipal Code parking ratios rather than the ratios referenced in a Development Agreement applicable to Stoneridge Mall, a calculation of the required number of parking spaces based on the City of Pleasanton Municipal Code, specific parking needed for a lifestyle fitness use, and a comparison of proposed parking spaces to required parking spaces.

Existing Parking Supply

A recent parking inventory was completed for the overall Stoneridge Mall and determined that there are a total of 6,630 parking spaces. This inventory was completed prior to some parking lot changes adjacent to the new Workday building development. It should be noted that 114 parking spaces were lost as a part of the parking lot modifications related to the the Workday project and new intersection on Stoneridge Mall Road. Simon Properties has use of an additional 114 parking spaces in the Workday surface parking lots for Stoneridge Mall employees and patrons. Therefore, for the purposes of this parking analysis, 6,630 parking spaces will be used for the existing parking supply.

Proposed Parking Supply

There are 6,630 existing parking spaces, including the 114 parking spaces that Workday is making available to the mall. The proposed project will remove the existing parking deck adjacent to Sears, as well as some additional surface parking spaces near the existing Sears store, totaling 1,214 removed parking spaces. The project will replace 110 parking spaces of those removed, such that the net proposed parking spaces for Stoneridge Mall will be 5,526 parking spaces.

Support for Use of Pleasanton Municipal Code Parking Ratios

Simon and the City of Pleasanton are parties to a Development Agreement concerning Stoneridge Mall. The First Amendment to the Development Agreement, which was approved in 1997, includes provisions stating that parking shall be at a ratio of 4.5 or 3.5 spaces per thousand square feet of Floor Area "unless the City shall approve a lesser ratio." Simon is seeking approval of a reduced ratio equal to the parking ratios set forth in the Pleasanton Municipal Code. The use of this lower parking ratio is appropriate for several reasons.

First, using the City's Municipal Code parking ratios recognize that times and circumstances have changed. Industry standards for parking ratios at regional shopping centers have declined steadily over the years. Today, mall developers would not park new development at the 3.5 and 4.5 ratios that were considered standard in 1997 when the First Amendment to the Development Agreement was approved.

Second, the municipal code parking ratios should be considered conservative for this infill location. Stoneridge Mall, with its shared parking, linked trips and "park once and shop" approach should

require less parking than is required in other areas of the City outside the mall. In addition, the mall is located adjacent to a BART station, as well as Workday's major employment center, which means dining and entertainment uses at Stoneridge Mall will be within walking distance of BART patrons, as well as 8,000 to 10,000 employees, further reducing the demand for parking.

Third, using the City's Municipal Code parking ratios will be consistent with future development conditions. The Development Agreement will not continue indefinitely. Establishing parking ratios under the City's Municipal Code that will govern parking after expiration of the Development Agreement will avoid confusion in the future.

Finally, the Climate Action Plan adopted by the City Council in 2012 recognizes that "extensive shopping parking areas and minimum parking space requirements incentivize driving," and encourages parking reduction strategies. Use of the City's Municipal Code parking ratios, instead of the outdated higher ratios in the Development Agreement, will implement that strategy.

Future Land Uses

Table 1 shows the total square footage of each use within Stoneridge Mall, as well as the gross floor area (GFA). Pursuant to 2019 PMC § 18.08.195, GFA excludes mechanical shafts. In addition, so as to not differentiate between open-air shopping centers and enclosed common areas within Stoneridge Mall, loading areas, common walkways, and service areas were excluded. The building footprint was measured from CAD files for proposed new construction areas and for the mall areas over which Simon has control, and was based upon an approximation derived from leasing and other records for the department stores. The GFA was then calculated using a one percent reduction of the total building footprint.

Table 1 – Stoneridge Mall Uses with Option 1

Land Use	Total Building Footprint (Square feet)	GFA ¹ (Square feet)
Retail	1,180,905	1,169,096
Lifestyle Fitness Center	125,000	123,750
Grocery	23,100	22,869
Cinema	40,100	39,699, with an estimated 1,000 fixed seats
Restaurants	56,408	55,844
Mall Office Space	5,508	5,453
Medical and Dental Offices	4,468	4,423
Total	1,435,489	1,421,134

¹ Gross Floor Area includes a one percent reduction off the total area building foot print for all areas.

City Code Parking Requirements

The City of Pleasanton has parking requirements for developments listed in the City Municipal Code, Section 18.88.030 based on the land use. **Table 2** shows the relevant land uses in the City's Municipal Code. Section 18.88.030 dictates that some uses in the C-R(m) zoning district are to be determined by the City on a case by case basis. For those uses, citywide parking ratios were applied. While a lifestyle fitness land use is not expressly referenced in the City's Municipal Code, it could be classified as a retail use, as a facility offering personal services. Further analysis of the lifestyle fitness center parking generation was completed to substantiate that the City's Municipal Code retail use parking ratios are higher than the parking demand for such use.

Table 2 – City Code Parking Requirements

Land Use	Description	Parking Rate (Space Per Square Foot)
Retail	Retail stores except food stores and stores handling only bulky merchandise; personal service establishments including barbershops and beauty shops, cleaning and laundry agencies, and similar enterprises	One space for each 300 square feet of gross floor area, except for floor area used exclusively for storage or truck loading.
Lifestyle Fitness Center	Personal service establishment (closest use)	One space for each 300 square feet of gross floor area
Grocery	Food stores	One space for each 150 square feet of gross floor area.
Cinema	Theater	One space for each six seats, or one space for each 60 square feet of floor area usable for seating if seats are not fixed
Restaurants	Restaurants, bars, brew pubs, soda fountains, cafés and other establishments for the sale and consumption on the premises of food or beverages	One space for each three seats or each 200 square feet of gross floor area, whichever is greater.
Mall Office Space	Public and private business and administrative offices, and technical services offices (including, but not limited to, accountants, architects, attorneys, engineers, insurance, real estate and similar professions)	One space for each 300 square feet of gross floor area.
Medical and Dental Offices	Medical and dental offices (including, but not limited to, chiropractors, dentists, optometrists, physicians and similar professions)	One space for each 150 square feet of gross floor area, or six spaces for each doctor, whichever is greater.

Lifestyle Fitness Center Parking Demand

A parking study for a similar lifestyle fitness center was reviewed to confirm that the one parking space per 300 square feet of gross floor area parking ratio referenced in **Table 2** would accommodate the parking demand. A parking demand study was conducted for a lifestyle fitness center in July 2015¹. This lifestyle fitness center is 128,000 square feet and also located in California, adjacent to retail uses. There is an adjacent parking garage to the lifestyle fitness center with 565 parking stalls, plus 25 parking stalls just outside of the parking garage, that resulted in a total of 590 parking spaces for the lifestyle fitness center. The parking demand surveys were conducted for a Tuesday, Wednesday, and Saturday from 6:30 AM to 7:00 PM. The parking occupancy results showed a maximum of 401 occupied parking spaces (or 68 percent of the 590 available parking spaces) during the 6:00 PM period on a Tuesday. The maximum occupied parking spaces for the other days occurred at 10:30 AM with slightly fewer occupied parking spaces. Using the 401 occupied parking spaces and the 128,000 square feet of fitness center, a maximum parking utilization rate of 3.13 parking spaces per 1,000 square feet was calculated for this site (approximately one space per 320 square feet).

Based on this parking demand study, the parking requirement of one parking space per 300 square feet of gross floor area sufficiently exceeds the demand of a lifestyle fitness center. Therefore, the project is proposing to provide parking spaces according to this City's Municipal Code rate.

Cinema Parking Demand

Additional analysis was undertaken to confirm that the theater parking ratio referenced in **Table 2** would accommodate parking demand of the proposed Cinema. Kimley-Horn referred to the Institute of Transportation Engineers (ITE) *Parking Generation Manual, 5th Edition* for additional information regarding parking rates. **Table 3** summarizes the parking generation for a Movie Theater (ITE Land Use Code 444) and a Multiplex Movie Theater (ITE Land Use Code 445). It should be noted that there are limited data points for this data. For the movie theater use, the non-December rates are shown, and for the multiplex movie theater use there are only December rates given.

¹ Stantec Consulting Services Inc., *Parking Demand Study*, July 27, 2015

Table 3 – ITE Movie Theater Parking Rates

ITE Code	Land Use	Description	Time Period	Independent Variable	Average Rate	85 th Percentile	# of Studies
444	Movie Theater	A traditional movie theater consists of audience seating, typically less than 10 screens, a lobby, and a refreshment stand. The sites show movies on weekday afternoons and evenings, as well as on weekends. A traditional theater houses a larger number of seats per screen than does a multiplex theater.	Friday (non-December)	Seats	0.14	0.21	4
			Saturday (non-December)	Seats	0.19	0.25	3
445	Multiplex Movie Theater	A multiplex movie theater consists of audience seating, a minimum of 10 screens, a lobby, and a refreshment stand. The development generally has one or more of the following amenities: digital sound, tiered stadium seating, and moveable or expandable walls. Theaters included in this category are primarily stand-alone facilities with separate parking and dedicated driveways. All theaters in the category show only first-run movies or movies not previously seen through any other media. They may also have matinee showings.	Friday (December)	Seats	0.17	0.28	4
			Saturday (December)	Seats	0.18	0.22	2

The City's Municipal Code requires one parking space for each 6 fixed seats. With 1,000 estimated fixed seats, this translates to a requirement of 167 parking spaces, or 0.17 spaces per seat. This is well within the above ITE average rates of 0.14, 0.19, 0.17 and 0.18 described in **Table 3**.

Parking Required

Table 4 shows the parking required using the City Code requirements for Stoneridge Mall after construction of Option 1 of the 2019 Stoneridge Mall Commercial Replacement and Expansion Project. Using the information provided above, the required number of parking spaces results in 4,954 parking spaces. The project proposes to provide 5,526 parking spaces, a surplus of 572 parking spaces.

Table 4 – City Code Parking Requirements

Land Use	Area	Parking Rate	Parking Spaces Required
Retail	1,169,096 GFA	One space for each 300 square feet of gross floor area	3,897
Fitness Center	123,750 GFA	One space for each 300 square feet of gross floor area	412
Grocery	22,869 GFA	One space for each 150 square feet of gross floor area.	152
Cinema	1,000 Fixed Seats Estimated	One space for each 6 fixed seats	167
Restaurants	55,844 GFA	One space for each 200 square feet of gross floor area	279
Mall Office Space	5,453 GFA	One space for each 300 square feet of gross floor area.	18
Medical and Dental Offices	4,423 GFA	One space for each 150 square feet of gross floor area	29
Total Parking Spaces Required			4,954
Total Parking Spaces Provided			5,526
Excess Parking Spaces Provided			572