PRELIMINARY DRAFT

EAST PLEASANTON SPECIFIC PLAN
REVISION - 1




NOVEMBER 2014

CITY OF PLEASANTON

COMMUNITY DEVELOPMENT DEPARTMENT

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City of Pleasanton
Community Development Department

November 2014

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TABLE OF CONTENTS

TABLES

FIGURES

EXECUTIVE SUMMARY

The East Pleasanton Specific Plan (EPSP) provides a vision and guidance for the future development and conservation of the 1,110-acre area of eastern Pleasanton, California. The vision for the Specific Plan focuses primarily on land use, circulation, open space preservation, sustainability, and the protection of surrounding residential neighborhoods. The character of future development is intended to evolve from the existing open space setting (lakes, natural habitat, and outlying rural lands and hillsides). See Figure 1.1 - East Pleasanton Specific Plan Area.

The Plan calls for a mix of residential, retail, office, industrial, parks, and open space/conservation uses. It represents a major opportunity for implementing sustainability measures such as land planning that encourages transit use, walking and bicycle riding, while minimizing vehicle-miles traveled. This further helps in conserving natural resources, reducing energy use, and emitting less air pollutants. Land uses are situated to integrate with surrounding neighborhoods and to minimize adverse impacts on them.

Significant planning features include: (1) a neighborhood shopping/village green/open space park community focus; (2) two centralized residential neighborhoods; (3) two office campus areas; (4) an industrial-flex area; (5) a unique 3-acre lakefront destination use site; and (6) a potential school/park site. Primary conservation features include 704 acres of publicly-owned lakes and habitat areas, and a City community park. A summary of the planned land uses is presented in Tables 5.1 and 5.2. The EPSP Land Use Plan is illustrated in Figure 5.1.

Vehicular circulation to and through the Plan Area is to be provided by the extensions of El Charro Road, Busch Road and Boulder Street. These arterial and collector streets will further be served by a system of internal development local streets and alleys. Streets are to be designed and operated to enable safe, attractive, and comfortable access for all users. They are also planned to create a sense of place and improve social interaction.

New public water, recycled water, sanitary sewer, storm water drainage, and other public infrastructure are planned to be extended throughout the Plan Area. Cost sharing of all public infrastructure is generally to take place on a pro-rata share basis from benefiting private developers.

The EPSP was prepared under the leadership of the EPSP Task Force. This was a 19-member citizens group appointed by the Pleasanton City Council in 2012 to work with community members, Plan Area property owners, City commissions and committees, City staff and consultants, and other interested agencies and parties in developing the Plan.

1-INTRODUCTION

1.1 PLAN OVERVIEW

This document constitutes the Specific Plan for a 1,110-acre eastern area of Pleasanton, California, and serves as a detailed extension of the Pleasanton General Plan for this site. The purpose of the Plan is to guide and coordinate the basic land use pattern, development and design, roadways and other public infrastructure, environmental protection, financing, and implementation requirements for development of the Plan Area.

Figure 1.1 - East Pleasanton Specific Plan Area

1.2 SPECIFIC PLAN BACKGROUND

The 1,110-acre EPSP Area is located in Pleasanton, California (Figure 1.1). The site is also part of an area commonly known as the Livermore-Amador Valley Quarry Lands (Figure 1.2). The Quarry Lands contain the largest single concentration of sand and gravel deposits in the San Francisco Bay Area. This land has long been of special importance because of the value of its mineral deposits to the region's economy, the environmental impacts created by extracting and transporting sand and gravel, and the manner in which excavated land is reclaimed for future use.

The California Division of Mines and Geology has for many years designated the Quarry Lands as an "Aggregate Resource Area of Regional Significance." A primary effect of this designation is that it requires both Alameda County and the City of Pleasanton to identify and promote the conservation and development of this construction grade aggregate in their general plans. Most of the Quarry Lands have either been or are in the process of being mined, and mining operations in some areas are expected to continue through approximately 2058.

With the recent completion of mining in the EPSP portion of the Quarry Lands, this area has become the subject of planning interest by the property owners and the City of Pleasanton for future reuse and conservation. Since some of the EPSP Area is presently situated within the unincorporated jurisdiction of Alameda County, this area will eventually need to be annexed to the City prior to development.

The Pleasanton General Plan specifies that in order to accommodate development in this transitional area, the preparation of a specific plan should first be completed. The plan is to identify and locate a series of appropriate land uses; integrate a traffic circulation system to serve these uses, include the extensions of El Charro Road and Busch Road; provide for the extension of utilities throughout the Plan Area; and create a funding mechanism for the infrastructure required to support future development.

1.3 GUIDING PRINCIPLES

The guiding principles used for preparing the Specific Plan relate mainly to its future land use, circulation, character, open space preservation and sustainability. These are influenced directly by the site's unique physical setting, and thus respond directly to it.

CHARACTER

The planned future character of development has evolved from the existing open space setting (lakes, natural habitat, and outlying rural lands and hillsides). Development is to orient toward the lakes and take advantage of the lake and habitat environment. Scenic lake views are to be protected and the lake area is to help serve as a visual separator between Pleasanton and Livermore.

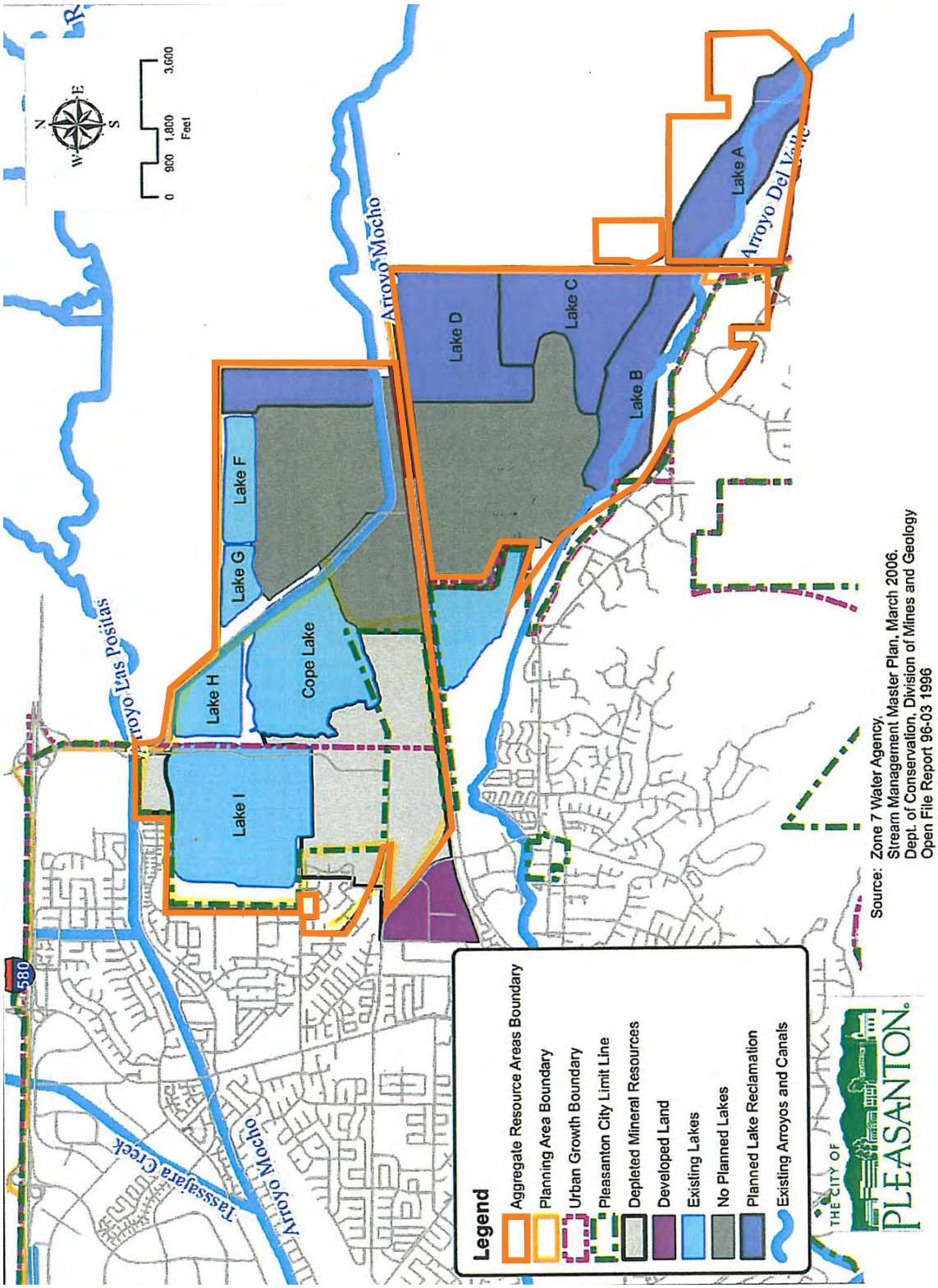


Figure 1.2 - Quarry Lands

LAND USE

Land uses are to benefit the entire community, integrate with surrounding neighborhoods, accommodate future infrastructure costs, and be flexible in order to allow for the changing needs of the community over time. Development is to be part of a balanced, city-wide approach in accordance with General Plan policy guidance.

CIRCULATION

The circulation system is intended to minimize or reduce traffic congestion and noise on the outlying City streets and neighborhoods. Sub-neighborhoods are to be interconnected with tree-lined streets, bike paths and pedestrian trails, with trail linkages to the out-lying lakes, parks, neighborhoods, schools and the regional trail system (including the Iron Horse Trail). The El Charro Road design is intended to create linkages between land uses and neighborhoods within the Plan Area.

OPEN SPACE

Open space is to serve two primary functions: (1) it is to be protected and utilized for its habitat and scenic values; and (2) it is to help meet the recreational needs of the community, including active and passive recreation and inter-connected trails within a safe environment.

SUSTAINABILITY

A major focus of development and conservation is to be on sustainability in terms of environmental resources, energy, and economic and fiscal balance.

1.4 PLANNING PROCESS

The EPSP Task Force was appointed by the City Council in July 2012 to oversee the preparation of the East Pleasanton Specific Plan. The original nineteen member Task Force consisted of two Planning Commissioners, and representatives from the Housing Commission, Parks and Recreation Commission, and Zone 7 Water Agency. It also included representatives of the two major Plan Area private property owners, surrounding neighborhoods, and at-large community members.

The Task Force was assisted by City staff and technical consultants. Monthly meetings were generally conducted to evolve the Plan. Community workshops were also conducted at milestone points in the process to encourage further public participation.

The overall planning process used by the Task Force to prepare the EPSP consisted of the following milestone steps:

- Gathering of background information
- Analysis of site opportunities and constraints
- Development of a vision and goals

- Preparation of land use/circulation plan alternatives
- Analysis of plan alternatives
- Concurrent preparation of the draft Specific Plan and EIR
- Formal public review of planning documents and City Council action

1.5 VISION STATEMENT

As noted above, part of the EPSP Task Force planning process was the preparation of a Vision Statement for the Specific Plan area. This vision was described as follows:

East Pleasanton should be a unique and distinct part of the City while blending in seamlessly with the characteristics of the surrounding areas. This area is differentiated by its lakes, wildlife habitat, and open land suitable for development. Future uses should entice residents of Pleasanton to want to visit and stay to enjoy its beauty and uniqueness. The vision for this area is as follows:

Character

- *Character should evolve from the existing open space setting (lakes, natural habitat, and outlying rural lands and hillsides).*
- *Scenic views should be protected and lake areas should serve as a visual separator between Pleasanton and Livermore. Development should orient toward and take advantage of the lake environment.*

Land Use

- *Land uses should benefit the entire community, integrate with surrounding neighborhoods, balance development with infrastructure costs, and be flexible in order to allow for the changing community needs.*
- *Plan area development should generally be a low intensity mix of uses (such as open space, park, recreation, trails, housing, public and/or private schools, limited local serving and specialty retail, office and light industrial), arranged around a central community focus area.*
- *Land use should take into account school needs, airport noise and flood hazard potential.*
- *The relocation of the PGS transfer station and/or the City's Operations Service Center should be considered, if cost effective.*

Open Space/Sustainability

- *Open space should serve two primary functions: it should be protected for its habitat and scenic values; and it should help to meet the recreational needs of the community, including active and passive recreation and interconnected trails within a safe environment.*
- *The use of open space should also be coordinated with the East Bay Regional Park District to optimize park functions.*
- *A major focus of development should be on sustainability in terms of environmental resources, energy, and economic and fiscal balance.*

Circulation

- *The circulation system should minimize or reduce traffic congestion and noise on the outlying City streets and neighborhoods.*
- *Sub-neighborhoods should be interconnected with tree-lined streets, bike paths and pedestrian trails, with trail linkages to the out-lying lakes, parks, neighborhoods, schools and the regional trail system.*
- *The El Charro Road design should allow for the uninterrupted planning of land uses and neighborhoods within the Plan Area.*

1.6 REGULATORY PROVISIONS

This Specific Plan will serve as the primary regulatory guide for future development and conservation of the EPSP Area. It is intended for use in the planning, review and approval of Plan related actions by the City of Pleasanton staff and other decision making bodies, and regulatory agencies. It is also intended to assist property owners, designers and builders in the preparation of Planned Unit Development plans consistent with the intentions of the City. Development projects will be evaluated by the City for consistency with Specific Plan policies, standards and guidelines. Plan policies and standards will take precedence over the more generalized standards applied throughout the remainder of the City.

STATUTORY AUTHORITY

The Pleasanton General Plan establishes the framework for the preparation and implementation of specific plans. Specific plans are intended to provide a bridge between the broad goals and policies of the General Plan and specific development proposals, and to incorporate detailed land use development standards.

In accordance with state law, the contents of specific plans must include text and diagrams that specify the following:

- The distribution, location, and extent of land uses, including open space within the plan area
- The distribution, location, extent, and intensity of major components of public and private transportation, water, wastewater, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the plan area and needed to support the land uses described in the plan
- Standards and criteria by which development will proceed, and standards for conservation, development, and utilization of natural resources where applicable
- A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the above items.

CEQA COMPLIANCE

Adoption of the EPSP constitutes a "project" under the California Environmental Quality Act (CEQA). An Environmental Impact Report (EIR) was therefore prepared in accordance with CEQA to analyze the potentially significant environmental impacts of the EPSP ("base plan") and EPSP alternatives, and to provide measures for mitigating potentially significant environmental impacts. The environmental analysis for the Plan is contained in a separate companion document entitled: "Environmental Impact Report – East Pleasanton Specific Plan and Related Planning and Development Actions" (EIR). The EIR is intended to avoid the need for supplemental environmental documentation when specific development projects are consistent with the EPSP.

The Specific Plan and EIR documents were prepared concurrently. This process provided the opportunity for the environmental consultants to recommend mitigations for otherwise potentially significantly impacts that were then incorporated directly into the Specific Plan. The result of this is a "mitigated plan," or a spe-

cific plan that contains many of the environmental mitigations within its text. This approach allowed for a more interactive exchange of information between the Task Force that over-saw the preparation of the Plan and the environmental consultants that evaluated the environmental consequences of the Plan.

ACTIONS AND ENTITLEMENTS

The EPSP EIR is intended to cover all EPSP area related actions and entitlements that are consistent with the EPSP, including but not limited to the following:

- Pleasanton General Plan amendments to ensure consistency with the Specific Plan
- Specific Plan approval
- Urban Growth Boundary line adjustment
- City/property owner Development Agreement/Financing Plan
- Pre-zoning
- Rezoning
- Annexation of the unincorporated portion of the Plan Area to the City of Pleasanton
- Planned Unit Development plans for the various project phases
- Tentative subdivision maps for the various project development phases
- Improvement plans for infrastructure and utilities
- Other related entitlements and local, state, and federal permits as may be needed to build out developments as envisioned by the Specific Plan.

2-PLANNING AREA CONTEXT

2.1 REGIONAL AND LOCAL SETTING

Pleasanton is part of the San Francisco Bay Area and is situated approximately 30 miles southeast of San Francisco (Figure 2.1). Pleasanton is a major job center in the Bay Area. Its local economy is strengthened by its location at the intersection of two interstate freeways, connection to the Bay Area Rapid Transit (BART) line, and adjacency to a general aviation airport. The City contains a population of approximately 70,000 and a work force of around 64,000 employees.

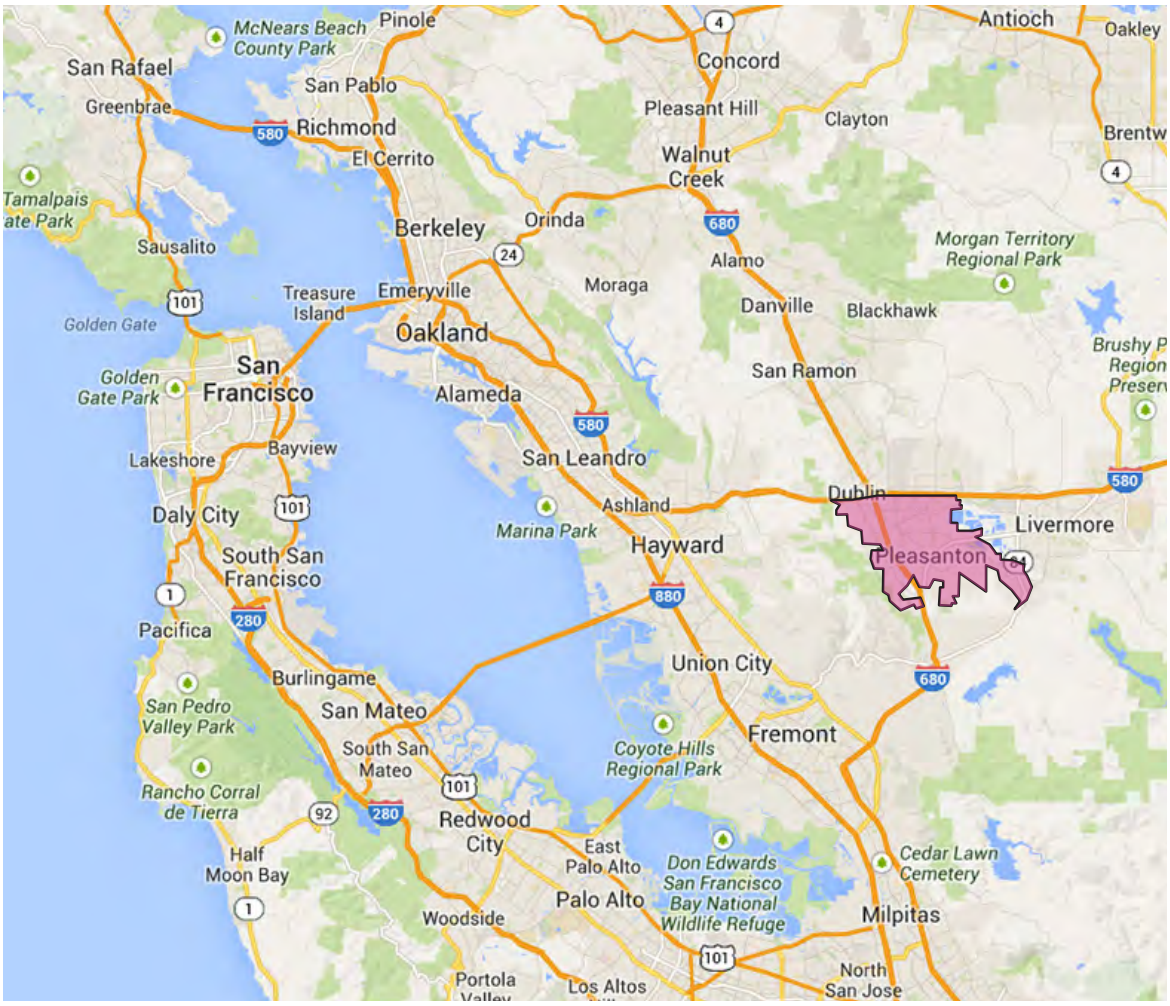


Figure 2.1 - Regional Location

The Plan Area is located adjacent to the eastern-most urbanized part of Pleasanton (Figures 2.2 and 2.3). It is situated partly within the Pleasanton city-limits and partially within the unincorporated jurisdiction of Alameda County.

Existing uses that surround the Plan Area include:

- **North** - Amaral Park, Mohr Elementary School, single-family housing, Arroyo Mocho, Stoneridge Drive Specific Plan Area, open space, agricultural land, and the Livermore Municipal Airport
- **East** – Quarry lands
- **South** – High voltage electrical transmission lines, Union Pacific Railroad tracks, Stanley Boulevard, and Shadow Cliffs Regional Recreation Area
- **West** – Valley Avenue, warehousing and other industrial uses, single-family and senior housing, and the Martin Avenue residential neighborhood.

Public street access to the Plan Area is currently provided by Busch Road.

2.2 GENERAL SITE CHARACTERISTICS

Nearly all of the Plan Area was previously mined. Therefore, the original topographic and habitat characteristics have been completely altered. In general, the Plan Area now consists of the three lakes with mostly steep banks, wetlands and other wildlife habitat around Cope Lake, substantial reclaimed flat land covered with brush and non-native grasses, and a limited amount of development. Some scattered mature trees remain generally in the southern portion of the Plan Area.

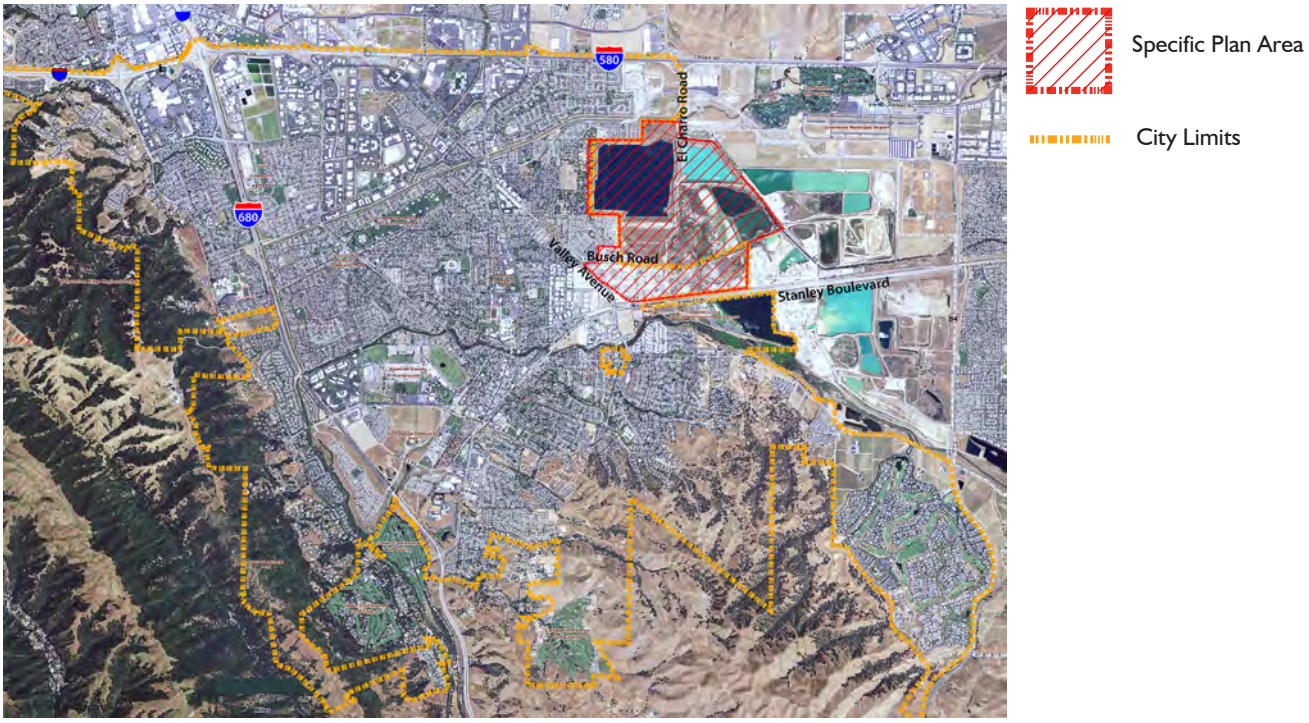


Figure 2.2 - Specific Plan Area Location

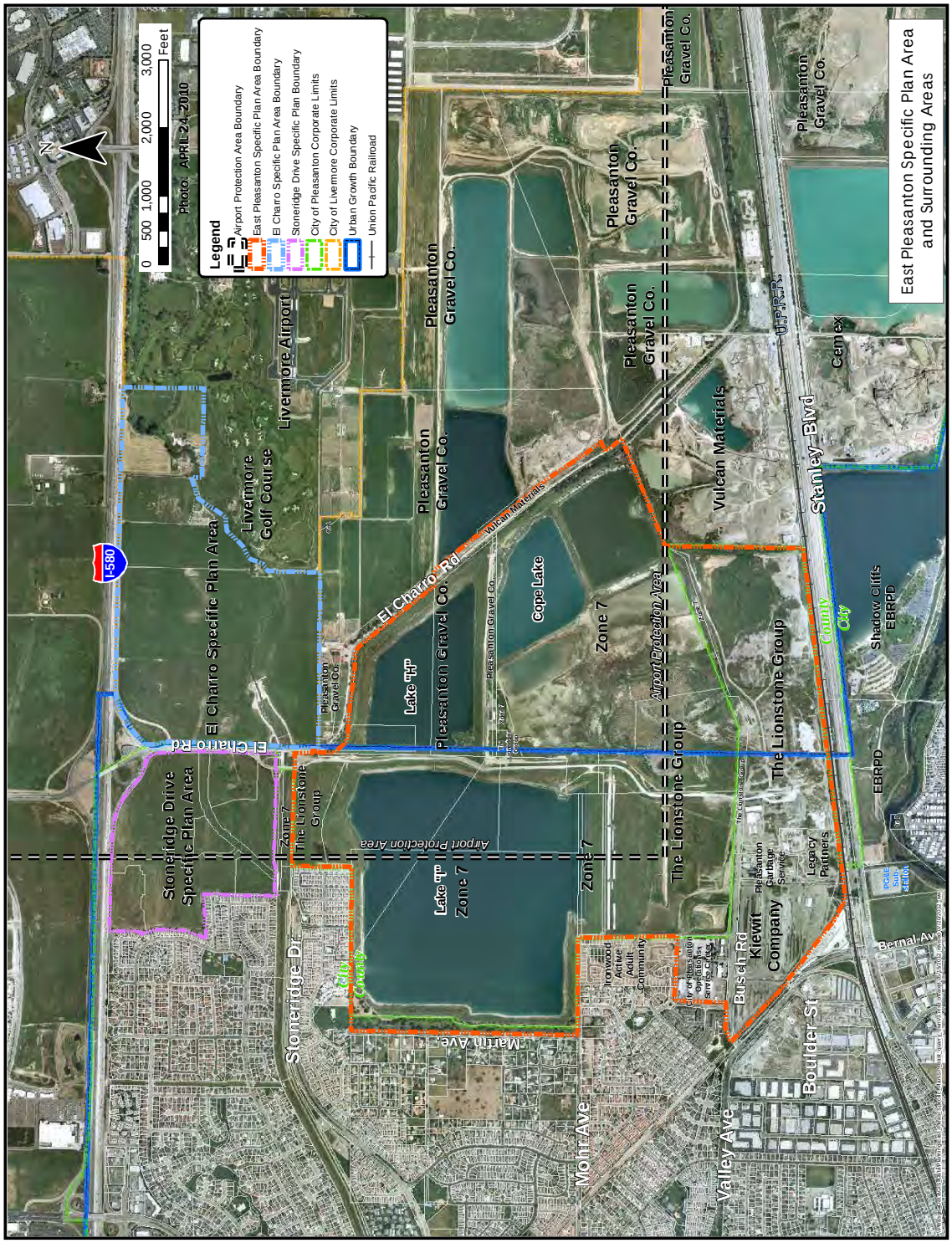


Figure 2.3 - Specific Plan Area

2.3 PARCELIZATION AND OWNERSHIP

The 1,110-acre EPSP Area is comprised of six separate landholdings (Figure 2.4). These include:

- Zone 7 Water Agency owns Lake I (276 acres) and Cope Lake (320 acres) and is scheduled to acquire ownership of Lake H (108 acres) from the Pleasanton Gravel Company following the completion of site reclamation work expected to occur by 2017, for a future combined total of 704 acres.
- Pleasanton Gravel Company presently owns the 108-acre Lake H.
- Legacy/Lionstone owns approximately 331 acres of mostly vacant reclaimed quarry land located throughout the Plan Area.
- Kiewit Infrastructure Company owns 50 acres of mostly vacant industrial land located along Busch Road and Valley Avenue.
- Pleasanton Garbage Service owns 7.5 acres used as a garbage collection and transfer station on the south side of Busch Road.
- The City of Pleasanton owns the 17-acre Operations Service Center located on the north side of Busch Road.

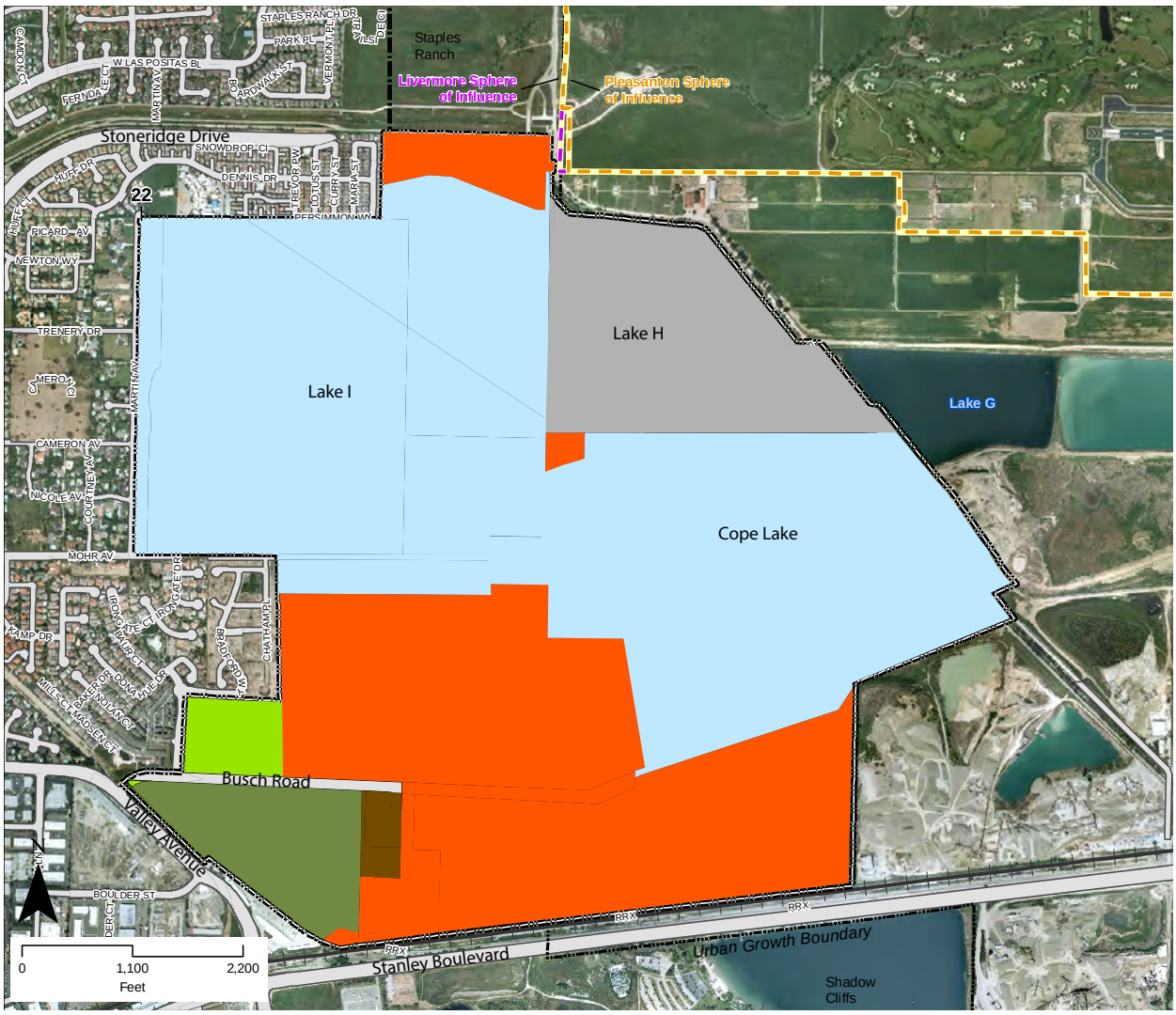
Background information regarding each of these property holdings is presented below.

ZONE 7 PROPERTY

The Alameda County Flood Control and Water Conservation District, Zone 7 Water Agency (Zone 7) presently owns Lake I and Cope Lake, and is expected to assume ownership of Lake H by 2017, for a total of approximately 704 acres. Lake I is a geometrically shaped basin with steeply sloping banks and limited surrounding vegetation. Cope Lake is much more natural in shape and terrain than Lake I and contains considerable natural habitat. All of the existing Zone 7 land in the EPSP Area is situated within the unincorporated jurisdiction of Alameda County.

Zone 7 is responsible for providing flood protection and water resources to eastern Alameda County. It serves as the provider of wholesale water to Pleasanton, including future development within the EPSP Area. It also regulates the withdrawal and recharge of water from the groundwater basin that underlies the Livermore-Amador Valley.

The Chain of Lakes (lakes A through I, not including Cope Lake - see Figure 1.2) is integral to Zone 7's water management functions due in part to its central location in the Livermore-Amador Valley. The Chain of Lakes is planned to provide flood water detention during extreme storm events, and aquifer-recharge to the surrounding main groundwater basin, which is part of the Valley's drinking water supply. Zone 7 will eventually own all of the Chain of Lakes after they are mined and reclaimed by the mining companies. Ultimate dedication of the lakes to Zone 7 is a requirement of the 1981 Specific Plan for the Livermore-Amador Valley Quarry Area Reclamation.



Ownership by Color

- Alameda County Flood Control & Water Conservation (ZONE 7)
- Legacy/Lionstone
- City of Pleasanton
- Pleasanton Garbage Service
- Pleasanton Gravel Co
- Kiewit Co

- East Pleasanton Specific Plan
- Pleasanton Sphere of Influence

Figure 2.4 - Property Ownership Map

Zone 7 completed a Preliminary Lake Use Evaluation Report for the Chain of Lakes area with a special emphasis on the three lakes located within the EPSP Area, Lakes H and I and Cope Lake. This report was adopted by the Zone 7 Board in February 2014. An electronic copy of this document is available on the Zone 7 website at:
http://www.zone7water.com/publications-reports/reports-planning-documents

PLEASANTON GRAVEL COMPANY PROPERTY

The Pleasanton Gravel Company (PGC) presently owns the 108-acre Lake H site. Lake H is a geometrically shaped basin with steeply sloping banks and limited surrounding vegetation. This water storage facility is nearly completed and reclamation of the surrounding land is nearly finished. It is therefore scheduled to be dedicated by PGC to Zone 7 by 2017 following completion of the remaining infrastructure.

LEGACY/LIONSTONE PROPERTY

The approximately 331-acre Legacy/Lionstone property was recently owned, mined and reclaimed by the Kaiser Sand and Gravel Company and by Hanson Aggregates. Reclamation work has generally been completed and final sign-off is now being considered by Alameda County. The Legacy/Lionstone landholdings consist of three separate areas: the northern, central and southern portions of the Plan Area. Each is substantially different, as described below.

Northern Property – The 24-acre northern property is located immediately north of Lake I. Future public vehicular access to this site is planned via the extension of El Charro Road. This flat, vacant site consists of reclaimed quarry land and a section of private truck roadway.

Central Property – This approximately 3-acre parcel is situated near the center of the EPSP Area adjacent to all three lakes. A Zone 7 water supply well was constructed in 2009 on the adjacent land to the east. El Charro Road is planned to provide future public vehicular access to this site. The site is vacant and covered with mostly non-native grasses.

Southern Property - The southern property consists of approximately 304 acres, with approximately 237 acres of this within the Pleasanton city limits, and 220 acres zoned for industrial. The property consists of mostly flat, vacant, reclaimed quarry land. Vehicular access is presently provided by Busch Road and a private roadway extending northerly where it connects to El Charro Road. Additional future access is planned via a public roadway extension of El Charro Road.

KIEWIT PROPERTY

The 50-acre Kiewit property is located on the south side of Busch Road, immediately east of Valley Avenue, within the city-limits. It is roughly triangular-shaped and consists mostly of flat/industrial land. The site currently contains three storage/office buildings but is otherwise mostly vacant. The entire site is currently zoned by the City of Pleasanton for industrial use.

PLEASANTON GARBAGE SERVICE PROPERTY

The 7.5-acre Pleasanton Garbage Service (PGS) garbage collection and transfer station site is located on the south side of Busch Road, within the city-limits. In addition to waste collected in Pleasanton, the transfer station accepts refuse collected by PGS from nearby unincorporated portions of Alameda County, the general public, and residents and businesses from neighboring jurisdictions.

The City currently has a franchise agreement with PGS to the year 2019. This agreement gives PGS exclusive rights to collect and transport solid waste from all residential, commercial and industrial waste generators in Pleasanton. PGS contracts with Browning Ferris Industries for disposal at the Vasco Road Landfill in Livermore.

A materials recovery facility also exists at this site. It uses a conveyor belt to facilitate manual removal of recyclable materials from refuse. PGS further operates a buy-back center through an affiliated company at the Transfer Station, and collects cardboard, glass, and paper from commercial and industrial waste generators. The City and PGS have also jointly implemented a green-waste collection program since 1996.

PLEASANTON OPERATIONS SERVICE CENTER PROPERTY

The 17-acre Pleasanton Operations Service Center (OSC) site contains a variety of support facilities for numerous City functions. Primary facilities include: administrative office space for on-site operations, indoor and outdoor storage area for City equipment and supplies, a vehicle service and storage area, fuel pumps and tanks for underground fuel storage, chemical storage, a fire safety training tower, and a police target range. The City does not have any plans for relocation or significant changes to the OSC for the foreseeable future. A reduction of adverse environmental impacts created by existing and potential future uses at the OSC is a high City priority.

2.4 OPPORTUNITIES AND CONSTRAINTS

The analysis of opportunities and constraints was crucial to determining the developmental and conservation potential of the Plan Area. In this sense, opportunities and constraints involve mainly physical and other environmental conditions but they may also include other influences as well.

OPPORTUNITIES

Review of the EPSP Area indicated that it possesses a variety of opportunities for future development and conservation. These include the opportunities listed below, as well as those shown on Figure 2.5.

Sustainability - Consistent with recently adopted City programs, the EPSP presents a major opportunity for implementing sustainability measures such as land planning that increases transit use, walking and bicycle riding, while minimizing vehicle-miles traveled; as well as conserving natural resources, reducing energy use, and emitting fewer air pollutants.

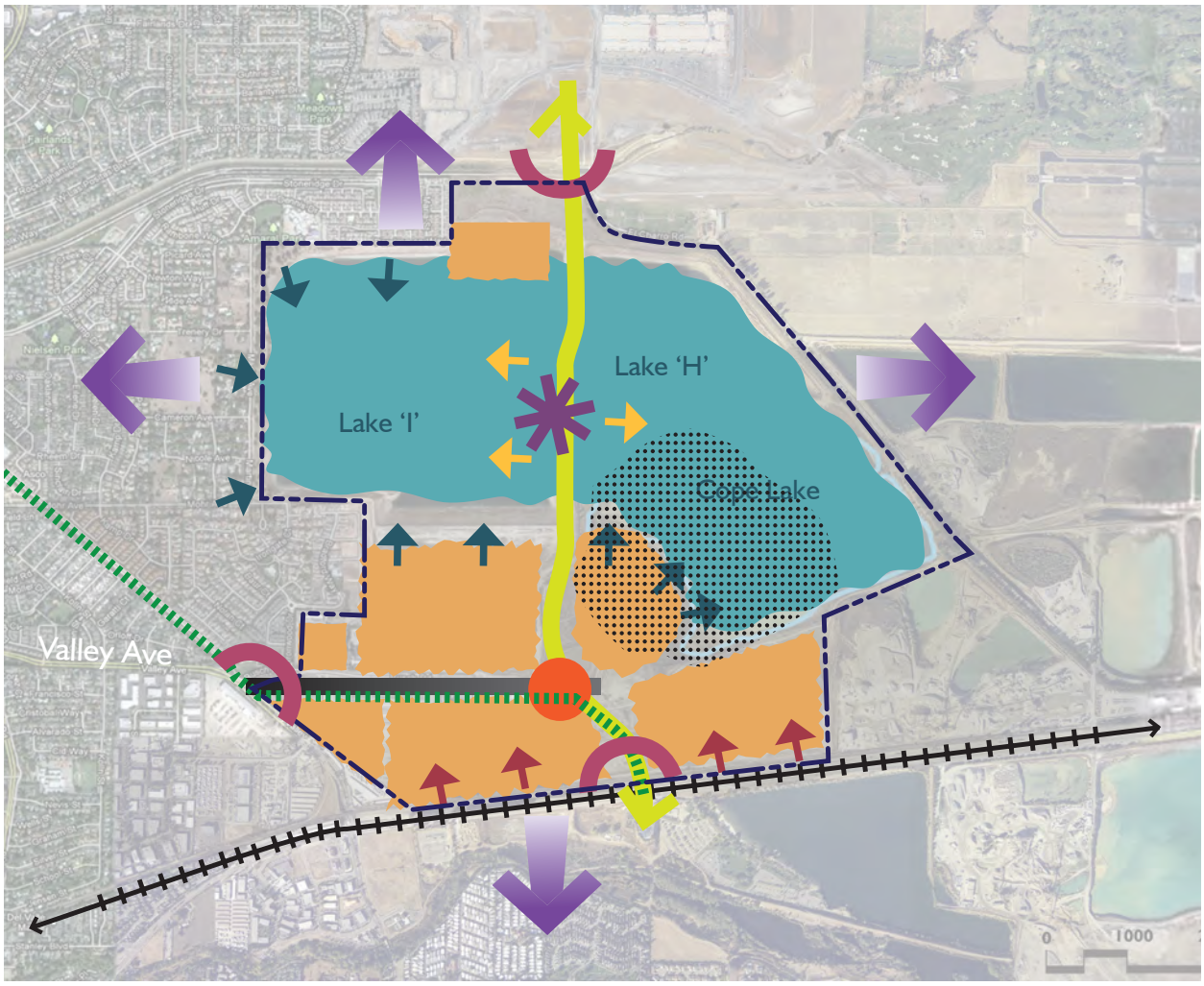


Figure 2.5 - Opportunities Diagram

Character - The three EPSP Area lakes and outlying hills create a strong visual character for establishing a unique and high quality community.

Community Park – The habitat areas located southwest of Cope Lake provide a unique natural setting for a future open space community park site.

Trails – The planned extension of public trails into and through the EPSP Area provides opportunities for the community to enjoy hiking and viewing scenic areas. The extension of the Iron Horse Trail through the Plan Area would eliminate the undesirable transition at Valley Avenue and Stanley Boulevard, and allow for an improved connection at El Charro Road and Stanley Boulevard.

Habitat Protection – The opportunity for conservation, enhancement and proper management of wildlife habitat within the lake areas allows for improved survival conditions of special status species and other species, and minimizing the threat of animal strike safety risks at the Livermore Airport.

Potential Garbage Transfer Station Relocation - The Pleasanton Garbage Service has indicated that for the long-term horizon, it will work with the City and adjacent property owners regarding the potential relocation of the Garbage Collection and Transfer Station.

CONSTRAINTS

In addition to the above opportunities for the development and conservation of the EPSP Area, there are also a variety of constraints, described below and shown in Figure 2.6.

Off-Site Land Use Compatibility – Residential neighborhoods situated to the west and northwest of the EPSP Area (including the Ironwood Active Adult Community) need to be carefully considered to ensure compatibility with future nearby Plan Area development.

Off-Site Traffic Capacity – Outlying street intersections may require improvements such as additional turn lanes, traffic signals, etc., in order for Plan Area development to not negatively impact these facilities.

Physical Barriers – The location of the Union Pacific Railroad tracks along the southern border of the Plan Area, as well as the Chain of Lakes, pose challenges for providing connections to the existing transportation systems in Pleasanton and the outlying area.

Truck Traffic – Some industrial businesses within and adjacent to the Plan Area will be reliant on large trucks to transport their goods. Maintaining adequate vehicular access to these businesses while minimizing conflicts with increased vehicles, bicycle and pedestrian activity creates some planning limitations.

El Charro Road Pre-Development and Cooperation Agreement – The northern connection of the planned El Charro Road extension to the existing El Charro Road is subject to the provisions of a quarry use and roadway alignment agreement between various entities.

Railroad Operations – The Union Pacific Railroad tracks located along the southern border of the EPSP Area present potentially significant constraints to future nearby development in terms of noise and vibration. The location of the tracks also creates the need to construct an underpass in order for El Charro Road to connect to Stanley Boulevard.

Funding for Traffic Improvements – Funding the extension of El Charro Road and its connection to Stanley Boulevard, as well as other needed traffic and infrastructure improvements imposes significant cost burdens on future Plan Area development.

Livermore Airport - Safety and noise issues created by aircraft using the Livermore Airport place land use and land use intensity constraints on certain developable land within the EPSP Area.

Quarry Operation Impacts – Vulcan Materials owns and operates a quarry plant located to the immediate southeast of the EPSP Area. Plant operations impact nearby lands within the Plan Area in terms of safety, noise, truck traffic, vibration, dust, odor and aesthetics.

Impacts on Quarry Operations – Future development within the Plan Area could negatively impact operations at the Vulcan Quarry Plant in terms of trespassing, vandalism, safety, and noise and air quality complaints.

Lake Bank Grades – The banks surrounding Lakes H and I and parts of Cope Lake are steep and will require safety fencing and other entry barriers in order to properly ensure safety.

Pleasanton Garbage Transfer Station – The transfer station creates constraints to surrounding future development in terms of safety, truck traffic, noise, odor, and aesthetics.

Water Supply – The City's potable water supply is limited due to uncertainties associated with State Water Project operations in the Delta, and will need to be supplemented by the use of recycled water for non-single-family residential landscape irrigation within the Plan Area.

Storm Water Runoff – Storm water runoff from future Plan Area development will need to maintain pre-development runoff levels. This will require the use of detention and/or other facilities to mitigate downstream impacts in certain locations where pipes are connected to the existing City storm drain system.

Flood Zone – Developable area within a portion of the northernmost parcel is situated in the 100-year flood zone and is therefore restricted in accordance with Federal Emergency Management Agency (FEMA) regulations. This may further require specific construction techniques to raise structures above the flood zone without adversely affecting the floodplain for downstream development.

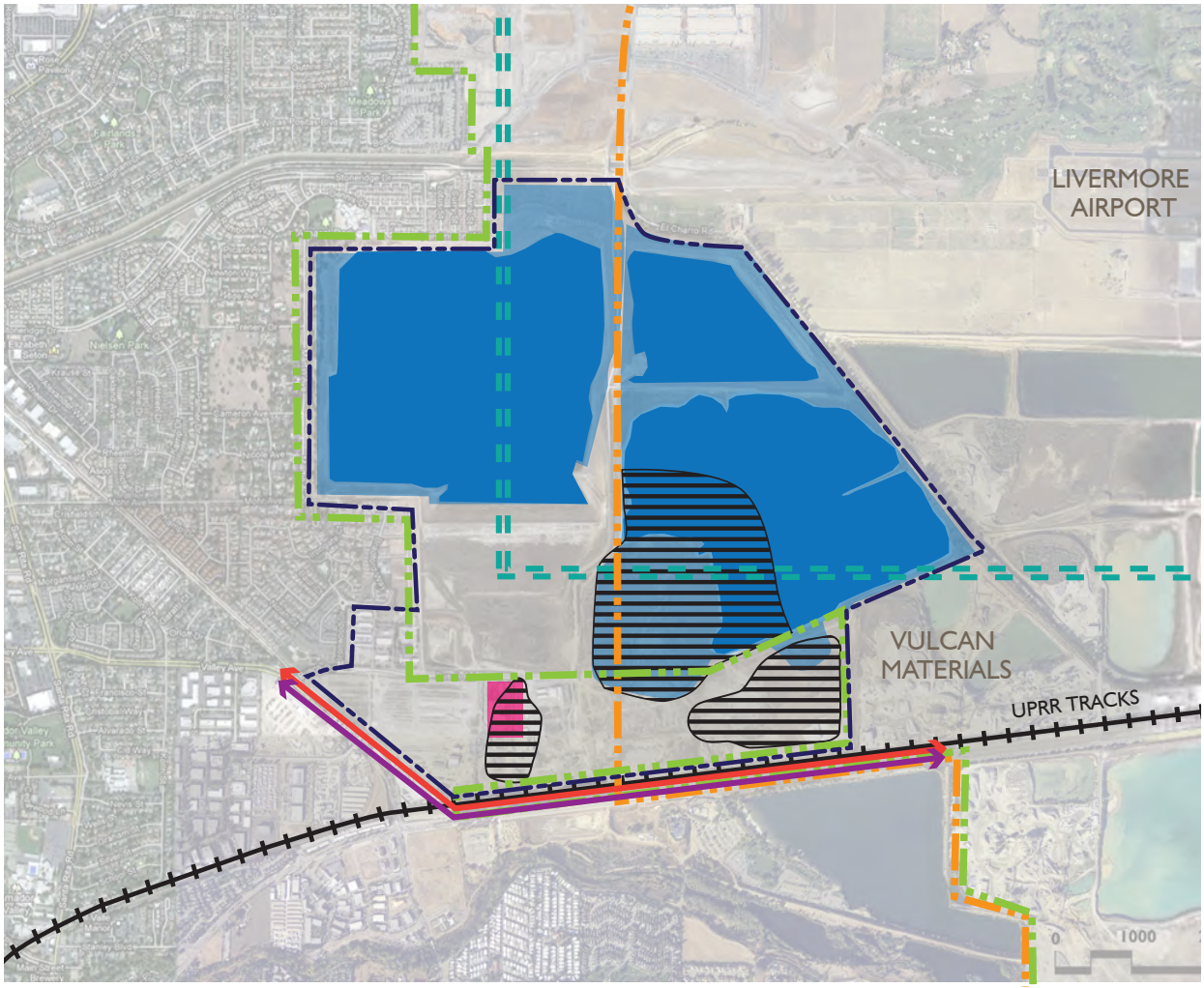


Figure 2.6 - Constraints Diagram

Special Status Species Protection – To ensure the protection of potential special status species, land use types, intensity and location are constrained in certain portions of the Plan Area.

Habitat Protection – Valuable wildlife habitat such as wetlands generally preclude the potential for urban development in the vicinity of Cope Lake.

Zone 7 Limitations – To ensure public safety and reliable water management, Zone 7 will limit public access to its properties, including land and lakes. Please refer to Zone 7's Preliminary Lake Use Evaluation for the Chain of Lakes report for more information.

Geotechnical Matters - Additional geotechnical engineering techniques will need to be implemented for certain portions of the Plan Area in order to ensure that existing geotechnical conditions do not become a constraint to future development.

Urban Growth Boundary – The City's Urban Growth Boundary line passes through the Plan Area in a straight-line north/south extension of the existing El Charro Road. An amendment to relocate the line farther eastward to include at least the planned development portions of the Plan Area will be necessary.

3-GENERAL PLAN GUIDANCE

The Pleasanton General Plan is the official document used to guide the community's long-range development of land and conservation of resources. Following are major planning components of the General Plan that have been used to guide the preparation of the EPSP and will be used to guide the preparation of Plan Area development plans.

3.1 INNOVATIVE PLANNING STRATEGIES

The General Plan seeks to incorporate innovative mixed-use development strategies to further the goal of a more sustainable and energy efficient city. This involves planning to increase walking and bicycle riding, while minimizing vehicle-miles traveled and energy usage. In addition, the City is committed to constructing new public facilities using green building practices that reduce energy usage, as well as requiring that new residential and commercial land developers do the same.

The concept of smart growth is implemented through General Plan policies that integrate transportation and land use decisions. A main component of smart growth is the city-wide decentralization of services so that people can access local services such as retail, service industry, schools, recreation, etc., through alternative modes of travel (i.e., walking, bicycling, and riding busses). As a result, a land use pattern is established that is more fine-grained where public facilities, retail, and other commercial services are generally local, relatively small, and distributed throughout neighborhoods. In addition to vehicles, streets are designed to accommodate non-automobile traffic and are safer and slower than streets designed mainly to move automobile traffic or to transport people to larger, centralized services and businesses.

3.2 QUALITY OF LIFE

The General Plan seeks to maintain and enhance the community's high quality of life. The City desires quality neighborhoods with amenities for future residents and the existing community to enjoy. Developments should be situated in an attractively designed landscaped environment with ample open space, play areas, trail connections, pedestrian amenities, etc., for residents. Developments should also be transit-oriented, where possible, with direct and inviting access to all available modes of transportation, including bus lines, trails, and bike connections. Public plazas, water features, greens, trees and other landscaping should be included for the benefit of the public, and to assist in creating a sense of place that will identify new neighborhoods.

"Complete streets" principles should be used to accommodate the circulation of all users of roadways, including motorists, pedestrians, bicyclists, children, seniors, individuals with disabilities, and users of public transportation. These should be planned to contribute to a system of fully-connected and interesting routes between neighborhoods. Their design should encourage pedestrian and bicycle use by being appropriately scaled and defined by buildings, trees and lighting.

Design features for development of all uses should complement the adjacent properties and draw on its surroundings to ensure compatibility. Special emphasis should be placed on set-backs, building height, massing and scale, landscape treatments, architectural design, and color palates to ensure compatibility. Developments should minimize the impacts of noise from the adjacent thoroughfares, railroad tracks, and quarry operations through the creative placement of buildings, landscaping and open space.

3.3 GENERAL PLAN/SPECIFIC PLAN CONSISTENCY

The General Plan identifies a series of land uses that may be considered for the EPSP Area. With the exception of the "Water Management/ Habitat and Recreation" area (existing lakes), the General Plan Map does not detail the actual location of the potential future land uses, but instead leaves this for the EPSP planning process to determine. An amendment to the General Plan will therefore be necessary to bring it into conformity with the EPSP land uses and patterns.

4-PHYSICAL PLANNING CONCEPT

4.1 CONCEPT OVERVIEW

The Task Force began the EPSP planning process by reviewing a series of site related background reports, including a study of the site opportunities and constraints. The opportunities and constraints were evaluated with particular regard to their potential implications on the physical layout and character of future development. Based upon information contained in these reports and input provided by Task Force members and other members of the community, it then developed a vision and objectives statement.

Next the Task Force studied the structural design elements for the site. Figure 4.1 illustrates the major elements that were determined to be the structural basis for planning, including the extent of potentially developable land, possible circulation patterns and connections, open space and lake areas, and potential drainage patterns through the site.

Figure 4.1 - Structural Elements

The Task Force then looked at the land use relationships and character that were implied by the above study. The desired "community" components for the EPSP were overlaid on the structural elements plan (Figure 4.2) to begin defining alternative land use layouts for the Plan Area. Some of the important conclusions reached included the following:

- El Charro Road should extend through the Plan Area to Stanley Boulevard, and its visual character should help identify the EPSP Area as a unique part of Pleasanton.
- Busch Road should be extended to connect to El Charro Road and create a gracious visual identity.
- Boulder Street should extend into the Plan Area to relieve traffic on Busch Road and to provide for more convenient circulation within the Plan Area.
- All Plan Area roadways should be designed as "complete streets," be local serving, and discourage "cut-through" traffic.
- The primary internal north-south circulation system should accommodate all modes of transportation, with generous landscaping and tree canopy, and anchored by focal elements such as architecture and/or views to open space.
- The natural drainage flow through the Plan Area should help create open space corridors that incorporate future creeks and trails.
- Other planning elements should also be integrated into the Plan to provide visual and organizational structure, including:
    - An easily identifiable community social/visual center, such as neighborhood shopping, village green, park and/or other elements.
    - Distinct sub-areas (or "districts") within the community that include residential and non-residential neighborhoods.
    - Special design treatment at major entries to the Plan Area.
    - Memorable visual elements, including architecture, landscaping and views.

Finally, in considering the site opportunities and constraints, accounting for the physical structural elements, and working with the community components, the Task Force developed a series of Plan alternatives for consideration. Some of these alternatives are illustrated, described and evaluated in the EIR that accompanies this Specific Plan.

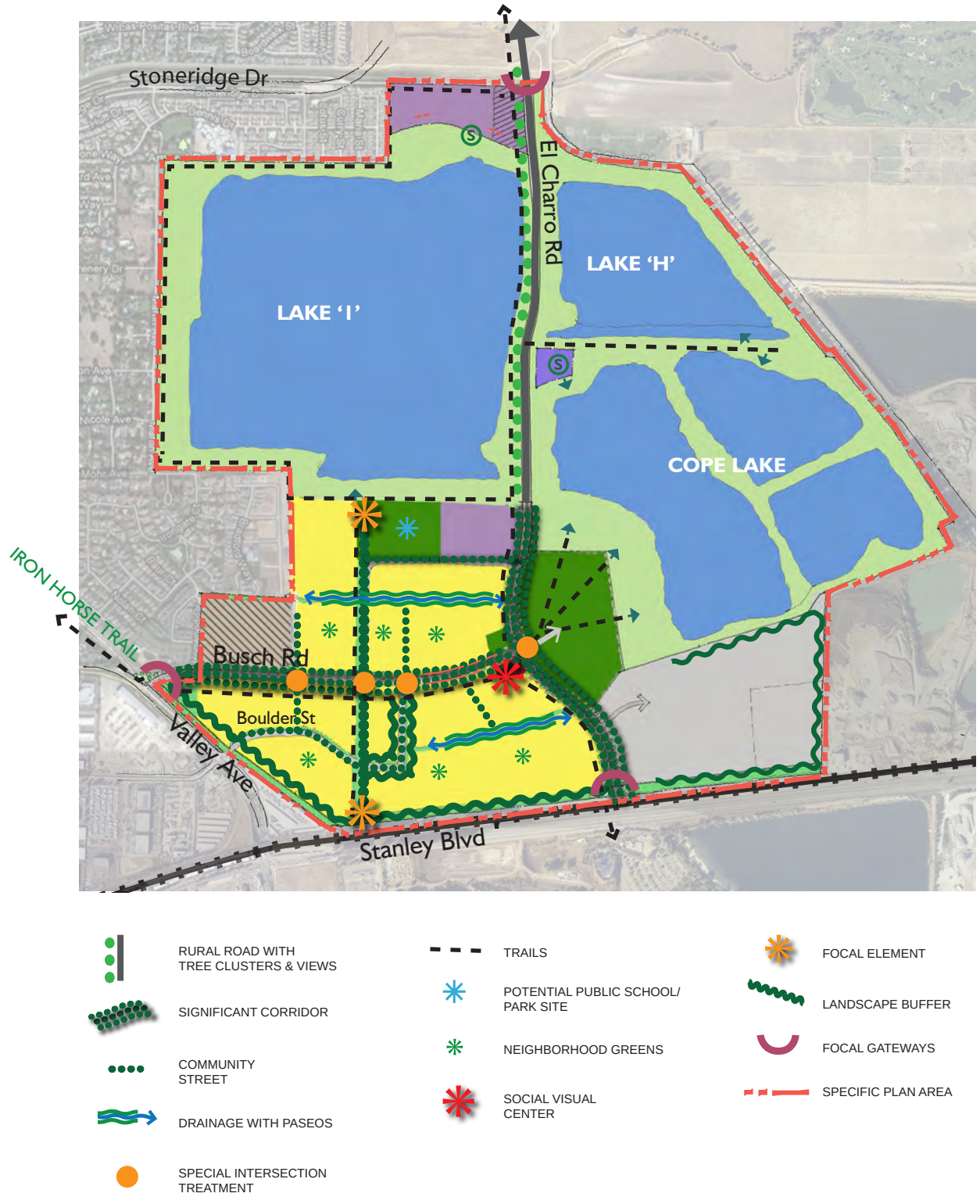


Figure 4.2 - Community Components

4.2 PROJECT DESCRIPTION

The East Pleasanton Specific Plan (EPSP) process has generated a series of alternative concept plans. Some of these alternatives are illustrated, described and evaluated in the EPSP Environmental Impact Report. The alternative described in the following Preliminary Draft Specific Plan document may be approved by the City Council, subject to potential changes the Council may wish to include. Alternatively, any of the other alternatives may be selected for adoption by the Council, subject to integrating the concept and accompanying changes into this document. A final option is for the Council to pick and choose between the best qualities of multiple-alternatives and adjust the Draft Specific Plan document accordingly.

The EPSP land use and circulation layouts are illustrated on Figure 5.1. Neighborhood shopping and a village green are located at the future intersection of El Charro Road and Busch Road. They, along with a community park situated on the opposite side of El Charro Road, create the central community focus area of Plan.

The "Base Plan" provides a total of 1,300 single-family housing units of varying densities. Two higher single-family residential density areas are centrally located to differentiate neighborhoods.

Two areas of "campus office" are planned. The first is in the northernmost area above Lake I, and the second is immediately south of Lake I. The northernmost area also includes a retail overlay component.

A destination use is planned for the three-acre site located at the convergence of the three lakes. Potential uses might include conference facilities, retreat, spa, restaurants, visitor specialty retail, winery, leisure recreation, or interpretive facilities.

Industrial uses are planned in the southeast portion of the Plan Area to potentially include business park uses, research and development/flex and distribution uses. This area also serves as a possible future relocation site for the Garbage Collection and Transfer Station. Pleasanton's Operations Service Center is planned to remain at its present location.

Public parkland includes an open space community park east of El Charro Road. In addition, it is hoped that some of the Zone 7 land east of the community park can be used for further passive recreation in the future (i.e., trails and vistas). An active recreation park is planned along the south side of Lake I, and a village green is planned at the Busch Road/El Charro Road intersection. An elementary school/neighborhood park is also shown as an overlay at the Lake I park site, thus potentially replacing this active recreation facility if the school is eventually developed.

El Charro Road extends to Stanley Boulevard, connecting at the Shadow Cliffs Regional Park parking lot entry. Busch Road extends easterly through the Plan Area, connecting to the future El Charro Road. An extension of Boulder Street is also planned to relieve traffic on Busch Road.

5-LAND USE, DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

The purpose of the following chapter is to present the land use development concept for the EPSP Area. It draws primarily upon the existing community needs, neighborhood compatibility, physical site conditions, and economic market conditions to guide the future development and conservation of the Plan Area. The Land Use Plan is presented in terms of a graphic illustration (Figure 5.1), land use objectives, land use summary, requirements and mitigations, and development standards and design guidelines. *

5.1 LAND USE OBJECTIVES

The land use objectives for the Specific Plan were derived primarily through the Task Force visioning process, along with ideas that evolved throughout the planning process. These include:

- Provide a mix of land uses that benefit the greater Pleasanton community and integrate with existing surrounding neighborhoods.
- Implement sustainable land use planning techniques that increase transit use, walking and bicycle riding; while reducing energy usage and the emission of air pollutants.
- Develop land uses with architectural and landscape character that reflect the unique East Pleasanton physical setting (lakes, natural habitat, outlying rural land and scenic hillsides).
- Create a vibrant community focus area consisting of coordinated neighborhood shopping, village green and community open space park at the area surrounding the intersection of El Charro Road and Busch Road.
- Plan for high quality campus office development that takes advantage of the lakefront setting.
- Plan for the development of business park, research and development/flex, and distribution type uses, and a potential relocation site for the Garbage Collection and Transfer Station. These industrial uses should provide a substantial land use buffer between the existing quarry operations to the east and the planned EPSP residential development to the west.
- Provide an opportunity for the development of a joint-use public elementary school/neighborhood park.
- Provide a coordinated system of public parks and open space, private recreation and open space, and a safe system of inter-connected bikeways and pedestrian trails throughout the Plan Area.
- Facilitate the estimated high cost of Plan Area infrastructure with an appropriate mix of land use development.

* Refer to first paragraph, p. 27

- Single Family Residential - 5.0 DU/AC & under
- Single Family Residential - 5.1 - 8.0 DU/AC
- Single Family Residential - 8.1 - 11.0 DU/AC
- Zone 7 Open Space
- Private Open Space
- City Parks
- Campus Office
- Retail Overlay
- Retail
- Industrial
- Public & Institutional
- Destination Use
- TS — Garbage Collection and Transfer Station
- Potential Public School and Park Site
- Trail
- Staging Area

Figure 5.1 - Land Use Plan *

* Refer to first paragraph, p. 27

Note: Trails and staging area locations are conceptual only. Those illustrated on Zone 7 property will be subject to Zone 7 review and approval.

5.2 LAND USE DESIGNATIONS

The EPSP land uses consist of a series of residential densities and non-residential uses. Single-family residential densities range from generally 2 to 11 dwellings/acre. Non-residential uses include retail, campus office, industrial, destination use, public and institutional, Zone 7 and private open space, public parks, a potential elementary school, and non-conforming uses. The Land Use Plan (Figure 5.1)* illustrates the specific land use areas and planned circulation network. "Permitted" and "conditionally permitted" uses for each land use designation are to be determined at the time of PUD development plan approval.

RESIDENTIAL

Each of the three planned single-family residential densities are summarized below.

Residential (5.0 DU/AC and under)

Permits approximately 6,500 square foot to one-acre size lots, and accommodates one- and two-story detached single-family homes. Vehicular access is provided by public streets. This is the lowest residential density and is planned adjacent to existing outlying residential neighborhoods to minimize impacts on residents. An example of this density range in Pleasanton is the Birdland neighborhood.

Birdland neighborhood

Residential (5.1 - 8.0 DU/AC)

Permits approximately 3,500 to 6,500 square foot lots, and accommodates two- and three-story detached single-family homes. Vehicular access is provided by private drives and fronting or rear access alleys. Common visitor parking and open space/recreation amenities such as play areas, tot lots, swimming pools, trails, etc., are required. An example of this density range in Pleasanton is the Danbury Park neighborhood.

Danbury Park neighborhood

Residential (8.1 - 11.0 DU/AC)

Permits approximately 2,000 to 3,500 square foot lots, and accommodates two-and three-story detached and attached single-family homes. Vehicular access is provided by private drives and fronting or rear access alleys. Paseos that provide front access entries are typical. Visitor parking and open space/recreation amenities are required. An example of this density range in Pleasanton is the Pleasanton Village neighborhood.

Pleasanton Village neighborhood

RETAIL

Permits neighborhood and visitor oriented retail uses to serve the local residents, employees, park visitors, and the traveling public. Uses

* Refer to first paragraph, p. 27

might include a market, restaurants and other food services, specialty shops, and other neighborhood serving retail and personal services (e.g. hair and nail salons, insurance broker, etc.).

Retail Overlay

Permits either office or lakefront retail related uses located in the northernmost portion of the Plan Area. This includes a wide-range of retail sales and personal services that serve the adjacent campus office development, as well as the traveling public. Architectural design and site planning should be reflective of and oriented to take advantage of the lakefront setting.

CAMPUS OFFICE

Permits administrative, professional, medical and/or business office uses organized in a campus-like setting. This may include a large single-tenant office user or smaller offices arranged in a campus-like complex of buildings. Architectural design and site planning should be reflective of and oriented to take advantage of the lakefront setting.

INDUSTRIAL

Permits business park, research and development/flex, distribution uses and other uses allowed in the City's Light Industrial Zoning District, as well as the potential future relocation site for the Garbage Collection and Transfer Station.

DESTINATION USE

Permits uses that are uniquely suited to the surrounding lakefront setting. Potential uses might include conference facilities, retreat, spa, restaurants, visitor specialty retail, winery, leisure recreation, and interpretive facilities. Planning for the future development of the Destination Use site will necessitate careful consideration of the adjacent Zone 7 water supply well, water management facilities, and materials storage area in terms of: noise, truck loading, chemical substances, dust and the existing pipeline easement between Lake H and Cope Lake.

PUBLIC AND INSTITUTIONAL

Permits the Pleasanton Operations Service Center and its associated City maintenance and services facilities.

ZONE 7 OPEN SPACE

Includes all existing and future land designated for ownership by the Zone 7 Water Agency in and around Lakes H and I and Cope Lake. Permitted uses include all of Zone 7's public service related uses, and public trails (please refer to Zone 7's Preliminary Lake Use Evaluation Report for more information).

All Zone 7 trails and staging area locations are subject to Zone 7 review and approval. In addition, an agreement with Zone 7 will need to be in place prior to allowing public access onto Zone 7 property.

PRIVATE OPEN SPACE

Includes land that is privately-owned and maintained for common recreation, open space, storm water

detention basins, east/west open space corridors, the "north/south open space spine," on-site landscape buffers, etc.

PUBLIC PARKS

Includes City-owned recreation land intended for use by the Plan Area residents and visitors, and the general population. Figure 5.2 presents the three proposed parks in relation to the Plan Area trails and public and private open space systems.

Cope Lake Community Park

Open space land outlying the Cope Lake water area (which fluctuates seasonally) is to be used mainly for habitat conservation and recreation use such as trails, boardwalks, vistas, picnic areas, interpretive uses, and limited active recreation uses to be determined by the City at the time of park master plan approval; as well as parking and storm water drainage facilities.

Lake "I" Community Park

To be used primarily for active recreation uses, if not developed as an elementary school/neighborhood park. Potential uses include a three- to four-acre dog park, tennis courts, swimming pool, children's play area, casual playfields, picnic areas and parking. Park development is to be consistent with the City's Parks and Recreation Master Plan.

Village Green

Intended to be a community focal area for use by Plan Area residents and employees, as well as by the greater Pleasanton community. With its location next to retail shopping, and the entries to the community park and lake region, this should serve as the "heart of East Pleasanton." Future uses might include picnic areas, gardens, cultural and outdoor entertainment facilities, and children's play areas. Site planning coordination for this area is particularly important to ensure that critical pedestrian, bicycle and landscape linkages are made, and to creatively organize the relationships between buildings, parking, etc.

SCHOOL

The Pleasanton Unified School District (PUSD) has expressed the need for a new elementary school within the EPSP Area. A potential school site has been identified as an "overlay" use at the planned location of the 13-acre active recreation park just south of Lake I. In the event the District chooses to proceed with the school, a 7.5-acre joint use elementary school/5.5-acre City neighborhood park would be developed. This joint use facility would replace the underlying 13-acre active recreation park concept, and an active park would no longer be part of the EPSP.

NON-CONFORMING USES

All existing legal industrial buildings and uses of land within the Plan Area that do not conform with the land use designations of the EPSP are deemed to be legal non-conforming uses and may continue in operation in accordance with the City's non-conforming use regulations.

Figure 5.2 - Parks and Open Space

5.3 LAND USE SUMMARY

Summaries of the number of dwelling units per density category are presented in Table 5.1. Summaries of all land use acreages and projected non-residential building square footages are presented in Table 5.2.

LAND USE SUMMARY TABLES

S-F Residential Density	Units	Gross Acreage
5.0 du/acre and under	558	132
5.1 – 8.0 du/acre	456	57
8.1 - 11 du/acre	286	26
Total Housing	**1,300 units**	**215**

Table 5.1 - Dwelling Units Per Density Category

Land Use Type	Residential Units	Building Square Footage	Gross Acreage
Residential	1,300	—	215
Retail	—	91,000[1]	7[1]
Campus Office	—	442,000	24
Industrial Flex	—	1,057,000[2]	84
Destination Use	—	46,000	3
Public and Institutional	—	86,000[3]	18
Public Park	—	—	53[4]
Zone 7 Open Space	—	—	706
Total	**1,300**	**1,636,000[5]**	**1,110**

Notes: All acreages are rounded to the nearest whole number.

1 The retail square footage is inclusive of 61,000 square feet of building space on 5 gross acres located in the Retail Overlay on the Campus Office land use north of Lake I. The 61,000 square feet of building space on 5 gross acres would be dedicated to either retail or campus office, but not both. To provide for a conservative analysis, the EIR assumes the square footage and acreage would be dedicated to retail because it would have a greater land use intensity.

2 Square footage for the Industrial land use is inclusive of the 53,500 square feet of existing building space at the Garbage Collection and Transfer Station which could eventually be relocated within the Specific Plan Area.

3 The Public and Institutional land use type consists of the existing City of Pleasanton Operations Service Center site and the approximately 86,000 square feet of existing building space. The Operations Service Center would remain in its current location.

4 Private Open Space is included in the residential acreages.

5 The total square footage is not inclusive of the 86,000 square feet of existing building space at the City of Pleasanton Operations Service Center Site because it would remain in its current location and would not be altered as a result of Specific Plan buildout.

Table 5.2 - Land Use Acreages and Projected Building Square Footage *

* Refer to first paragraph, p. 27

5.4 LAND USE REQUIREMENTS AND MITIGATIONS

PLEASANTON OPERATIONS SERVICE CENTER

The 17-acre Pleasanton Operations Service Center (OSC) site provides support facilities for numerous City functions. The eastern portion of the OSC contains outdoor storage, a fire safety training tower and related training facilities, and a police target range. These facilities present potential noise and aesthetic compatibility issues for the proposed Plan Area residential development to the east.

In order to mitigate these impacts, future residential development along the eastern boundary of the OSC is to be screened by the construction of a local street that extends along the full length of the OSC's eastern property line. In addition, a minimum 20-foot wide bermed and densely landscaped buffer is to be constructed between the OSC and the street edge.

GARBAGE COLLECTION AND TRANSFER STATION

The Pleasanton Garbage Service has indicated that for the long-term horizon, it will work with the City and adjacent property owners regarding the potential relocation of the Garbage Collection and Transfer Station. Until such time as this may occur, the safety, truck traffic, noise, odor, dust, and aesthetic impacts created by this facility will continue. In order to mitigate these impacts in the meantime, future adjacent residential development along the southern and eastern boundaries of the site is to be screened by the construction of streets that extend along the southern and eastern boundaries. In addition, a minimum 20-foot wide bermed and densely landscaped buffer is to be constructed between the new street edges and the site. The western boundary of the site will be screened by the north/south open space spine, and the northern boundary by Busch Road.

QUARRY OPERATIONS

Vulcan Materials owns and operates a quarry plant located to the immediate southeast of the EPSP Area. Plant operations could impact nearby lands within the Plan Area in terms of safety and risk to trespassers. Development within the Industrial EPSP Area adjacent to the Vulcan Materials site shall include fencing and landscaping along the Plan Area's eastern boundary to provide visual screening and to deter trespassing on the Vulcan site.

ZONE 7 LAKES

Future development within the Plan Area could increase the risk of accidents at the lakes. To deter trespassing and ensure safety, development adjacent to Lakes H, I and Cope Lake shall include attractive fencing and signage to deter trespassing and ensure safety. Fencing type and signage language shall be coordinated with and approved by the Pleasanton Police Department and Zone 7.

LIVERMORE MUNICIPAL AIRPORT

Safety and noise issues created by aircraft using the Livermore Municipal Airport have historically resulted in land use compatibility concerns. Noise complaints are routinely received by both the Cities of Pleasanton and Livermore. In order to mitigate Airport impacts on the EPSP Area, and potential impacts of Plan Area development on the Airport, EPSP developers will in certain cases be required to submit project plans to the Alameda County Airport Land Use Commission. Plans will be reviewed to ensure consistency with the Livermore Municipal Airport Land Use Compatibility Plan. Plan application submission requirements will be determined in accordance with the airport zones in which development sites are located.

ARCHITECTURAL AND LANDSCAPE CHARACTER

Architectural and landscape design character in the EPSP Area is not to be defined by a particular design style such as the "vineyard village" concept in the Vineyard Avenue Corridor Specific Plan, or the "rural character" concept in the Happy Valley Specific Plan. The design character is further not intended to simply be an array of unrelated styles that do not recognize the special qualities of the East Pleasanton lake and habitat area. Instead, the future architectural and landscape design of each development within the EPSP Area shall reflect the unique character of the Plan Area. Project proponents of all Planned Unit Development (PUD) plans (except industrial projects) shall submit a detailed overview describing how the proposed architectural and landscape design character reflect the unique physical setting of the Plan Area in terms of its lakes and habitat.

COMMUNITY FOCUS AREA

The community focus of the EPSP Area consists of the retail shopping area and parks that surround the intersection of El Charro Road and Busch Road. Site planning coordination for this area is particularly important to ensure that critical pedestrian, bicycle and landscape linkages are made, and to creatively organize the relationships between buildings, parking, etc. A concept plan for the coordination of these facilities and uses shall be submitted to the City for review and approval prior to approval of any PUD plans for development in this area.

TREE REMOVAL

The removal of mature trees within the Plan Area shall be consistent with the limitations and regulations of the Pleasanton Heritage Tree Ordinance.

LIGHT AND GLARE

The potential impacts of light and glare shall be minimized through the angling of exterior light sources downward and placement of landscaping to shield surrounding areas from light and glare. Security lighting shall be provided as needed, subject to approval by the Pleasanton Police Department.

5.5 LAND USE STANDARDS AND DESIGN GUIDELINES

All development proposals within the Specific Plan Area are subject to the City's PUD plan review and approval process. Additionally, all residential projects are subject to the City's Growth Management Program. These are important planning processes that allow for detailed implementation of the Specific Plan. The PUD process provides for the review of site-specific matters including land use, streets, site layout, architecture, landscaping, fencing, etc. Relevant provisions of the Specific Plan along with other appropriate City site-specific planning measures are to be incorporated into each PUD development plan.

Land use standards and design guidelines for future development are provided below. The site development standards (e.g. building setbacks and heights) are to be applied through the City's PUD development plan approval process. Exceptions to the standards may be granted by the City Council or Planning Commission for unusual site conditions and creative project design, as long as exceptions are consistent with the intent of the Specific Plan. Design guidelines are intended to assist developers in the preparation of plans for new construction in a manner that is consistent with the unique character of the East Pleasanton Specific Plan Area. These will also be used by the City Council and Planning Commission in the review of project plans for consistency with the Specific Plan. Guidelines are intended to be flexible in that they need not be applied in cases where the City finds that the implementation of a superior design solution can be achieved.

HOUSING DENSITY FLEXIBILITY

A full range of single-family housing densities (1 to 11 units per acre) is planned to help create visual diversity throughout the EPSP Area. This requires flexibility in situating the different densities throughout the residential neighborhoods. The transfer of housing densities permitted within each individual landholding may be permitted through the PUD process, subject to meeting of all of the following:

- The total number of dwelling units allowed per landowner may not exceed the sum of the number of units allowed in each landowner's underlying housing density zones, as illustrated in Figure 5.1 *.
- Housing density may not exceed 4 units per acre in residential areas located near existing outlying Pleasanton residential neighborhoods.
- The transfer of density will result in greater visual diversity than otherwise evident in Figure 5.1 *.

* Refer to first paragraph, p. 27

5.6 DEVELOPMENT STANDARDS

EAST PLEASANTON SPECIFIC PLAN DEVELOPMENT STANDARDS TABLE

LAND USE	SETBACKS			USABLE OPEN SPACE PER DWELLING UNIT	PARKING	MAXIMUM BUILDING HEIGHT
	Front / Street Side[1]	One Side/ Both Sides	Rear			
Single Family (5.0 & under DU/AC) 6,500 SF +	- 23 ft garage door setback -15 ft for turn-in garage - porches, balconies and bay windows on front and street side yard may encroach 5' into setback	- 5 ft / 14 ft - 15 ft street side	- 15f t to 1st story, 18 ft to 2nd story - 5' to garage (if detached garage)	400 sf	Minimum 2 car garage (non-tandem), plus 1 on- or off-street space per unit	35 ft (2 story)
Single Family (5.1 – 8.0 DU/AC) 3,500 SF to 6,500 SF	- 10 ft [5, 6] - 23 ft garage door setback - porches, balconies and bay windows may encroach 3' into setback	4 ft / 8 ft [2]	13 ft [3]	300 sf [4]	Minimum 2 car garage (non-tandem), plus 0.5 on- or off-street space per unit	40 ft (2-3 story)
Single Family (8.1 – 11.0 DU/AC) 2,000 SF to 3,500 SF	- 10 ft to 1st & 2nd story, 15 ft to 3rd story [5, 6] - 23 ft garage door setback - porches, balconies and bay windows may encroach 3 ft into setback	3 ft / 8 ft [2]	5 ft [3]	200 sf [4]	Minimum 2 car garage (non-tandem), plus 0.5 on- or off-street space per unit	40 ft (2-3 story)
RETAIL	10 ft at El Charro / Busch Roads 30 ft from El Charro at northern overlay parcel	15 ft / 30 ft	15 ft	N/A	1:300 sf	30 ft
OFFICE CAMPUS	30 ft	15 ft / 30 ft	18 ft	N/A	1:300 sf	45 ft (3 story) (51 ft including parapet / roof screens)
DESTINATION USE	25 ft at El Charro Road 20 ft at street side	10 ft	18 ft	N/A	To be determined	30 ft
INDUSTRIAL	25 ft	20 ft / 40 ft	15 ft, except 50 ft adjacent to park and open space	N/A	1:500 sf	40 ft

[1] On public streets and private roads, front and street side yard setbacks are measured from back of sidewalk or back of curb if no sidewalk.
[2] Exception may be made for zero lot line plans which maximize useable open space of side yard.
[3] For houses backing onto alleys, the rear yard setback is 4 feet.
[4] Open space may be provided as private open space or group open space. No dimension of a rectangle inscribed within private open space shall be less than 6 ft.
[5] A minimum separation of 15 feet between building walls served by paseos should be provided.
[6] For cluster housing, the front, side and rear yard setbacks may be interchangeable in the manner in which the building is situated.
NOTE: For bicycle parking requirements, refer to City Standards.

Table 5.3 - Development Standards

5.7 RESIDENTIAL DESIGN GUIDELINES

INTRODUCTION

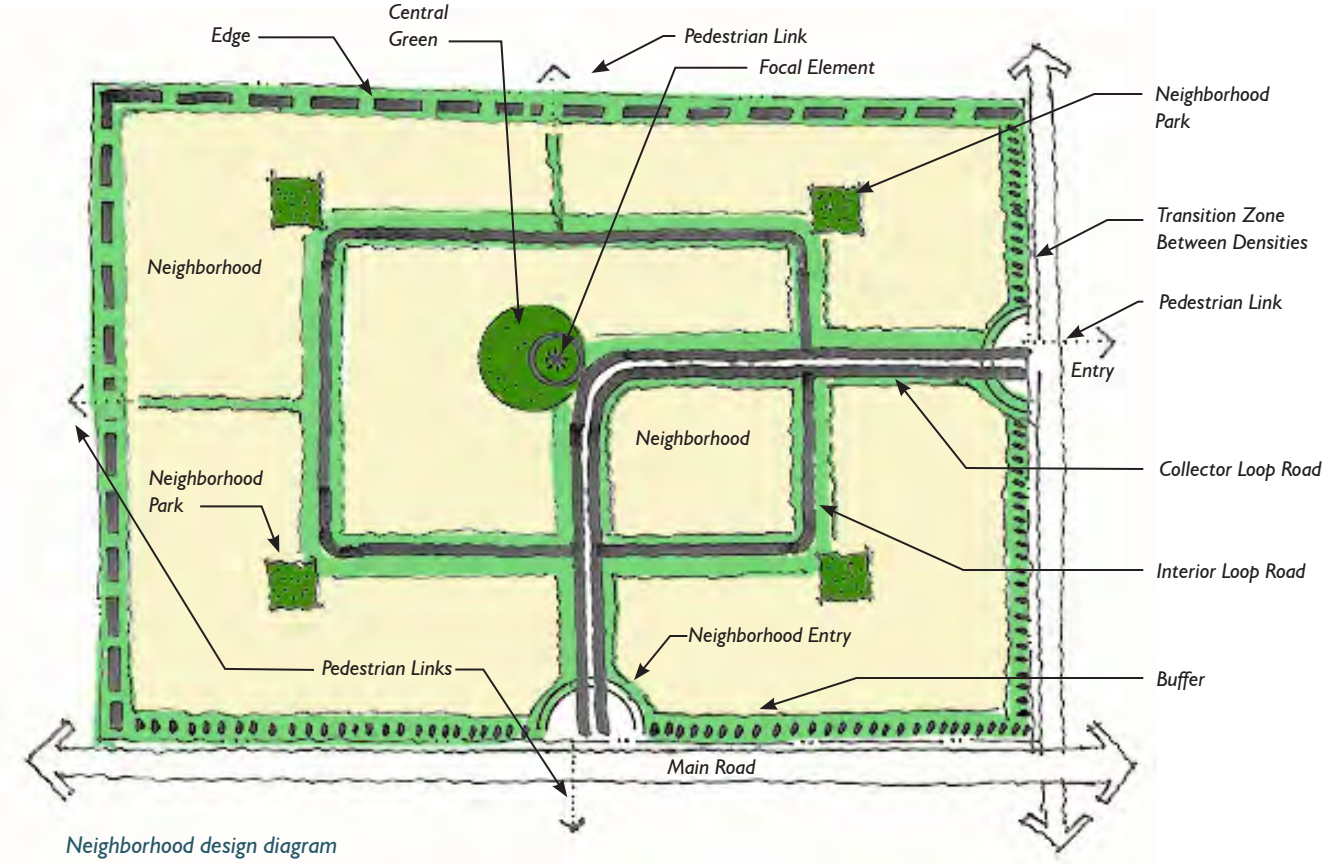
The design vision for the East Pleasanton Specific Plan Area is that of a high quality, liveable, walkable community that reflects the traditional character of Pleasanton and celebrates the special character and proximity of the lakes and habitat area. The following guidelines are intended to support this vision, while allowing for innovation and creativity in the design of architecture and landscapes.

GENERAL DESIGN PRINCIPLES

1. Neighborhoods should be planned to be physically interconnected with adjacent neighborhoods, retail and public uses, and not as internally focused enclaves surrounded by soundwalls.
2. Residential development should demonstrate high quality architectural and landscape design principals and best practices to optimize the visual and social quality of the community.
3. The overall aesthetic of the community should reflect a visual richness, with thoughtfully composed variety in setbacks, forms, colors, textures and materials, while fostering a sense of "place" by demonstrating harmony in design elements.
4. In particular, careful attention should be paid to architectural bulk and volume and architectural and landscape details, including roofs and roof overhangs, facade articulation, porches, windows, railings and color palettes.
5. High quality and durable materials should be used in architectural and landscape design.

NEIGHBORHOOD DESIGN

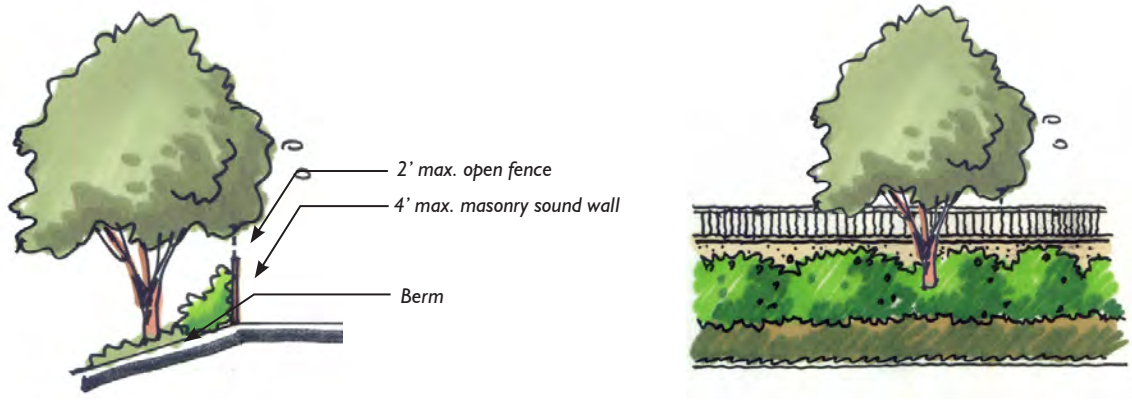
1. Entries to individual neighborhoods should be enhanced with signage, monumentation and landscaping to create a sense of arrival and place.
2. A clear hierarchy of streets should be created with arterials, collectors and local streets.
3. Focal points, central social spaces and visual and functional linkages should be incorporated in all neighborhoods.
4. Pedestrian and bicycle circulation should connect to parks, community buildings, planned future and existing adjacent neighborhoods and retail developments.
5. Loop circulation of internal streets is generally preferred to cul-de-sacs. Where cul-de-sacs are used, pedestrian/bicycle connections should be provided to create connectivity between neighborhoods.
6. Transitions between densities and uses should be carefully addressed and, where appropriate, enhanced with landscaping or other aesthetically appropriate buffers.
7. Sound walls should be limited and used only where required when noise concerns outweigh visual impacts. Berms, architecture or other creative alternatives should be used wherever possible.



Neighborhood design diagram

BUSCH ROAD INTERFACE

1. Where single-family housing rear or side yards face Busch Road, berms should be used to minimize the appearance of acoustic walls to a maximum of 4 feet of visible wall. Open fence height extensions to a maximum of 2 feet may be permitted.

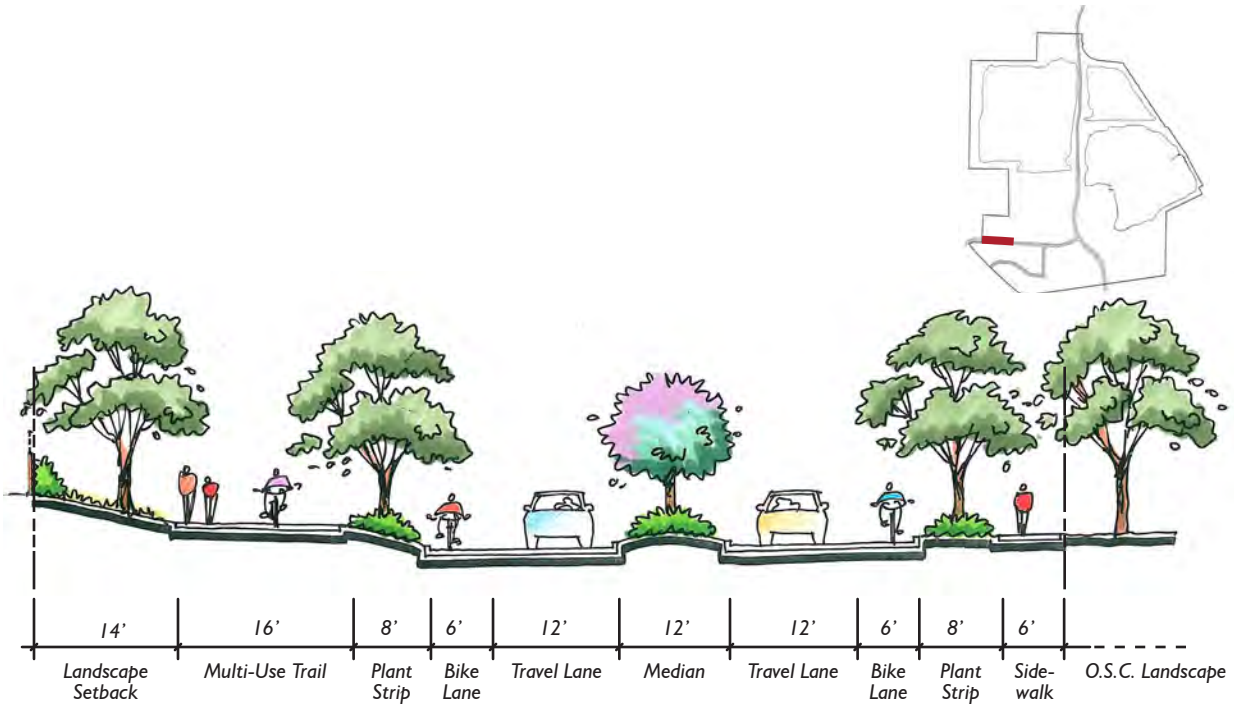


Berm, acoustic wall and open fence

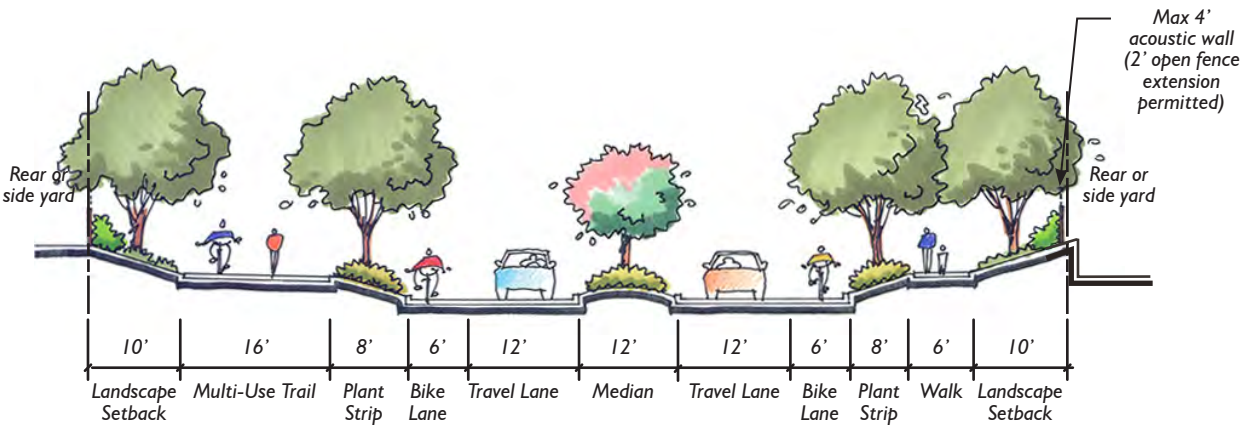
2. Enhanced planting and wall articulation should be used to create visual variety and avoid monotony of the streetscape.
3. Breaks in acoustic walls for pedestrian connections to multi-purpose trails and sidewalks should be made periodically and particularly at the ends of streets and cul-de-sacs. Connections should be a minimum of 15 feet wide including planting on both sides.
4. The Operations Service Center landscape along Busch Road should be enhanced for consistency with the new streetscape character.
5. The landscape setback on the south side of the segment of Busch Road from Valley Avenue to the east edge of Operations Service Center should be a minimum of 14 feet, bermed and planted with trees to screen rear and side yards (See Section: "Busch Road at Operations Service Center").
6. The landscape setback on the segment of Busch Road from the east edge of the Operations Service Center to El Charro Road should be at least 10 feet on both sides. Residential rear and side yard setbacks should be bermed and planted with trees and shrubs to soften the appearance of walls (See Section: "Busch Road - Operations Service Center to El Charro Road").

Minimize visible walls

Provide pedestrian connections to Busch Road



Busch Road at Operations Service Center



Busch Road - Operations Service Center to El Charro Road

EL CHARRO ROAD INTERFACE

1. Where residential rear or side yards face El Charro Road, berms should be used to minimize the appearance of acoustic walls to a maximum of 4 feet of visible wall. Open fence extensions to a maximum of 2 feet may be permitted.
2. Residential units facing El Charro Road are not permitted.

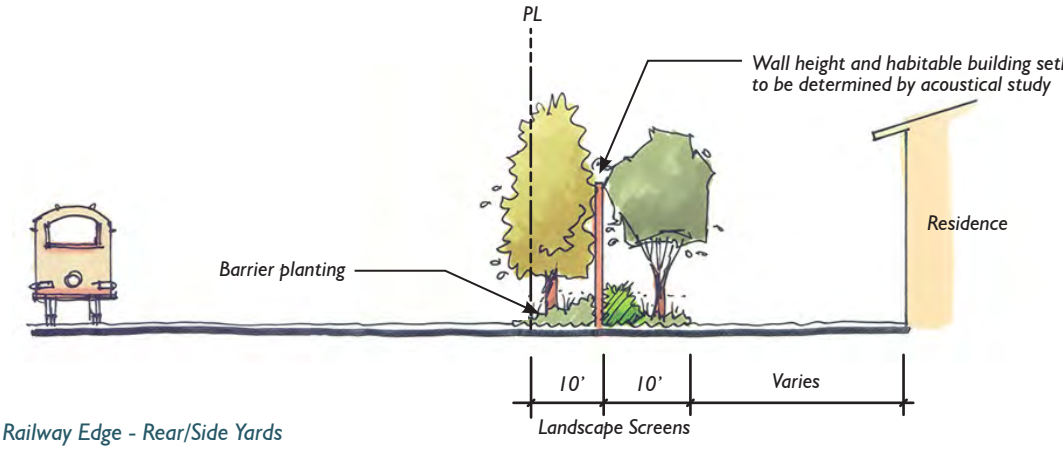
COMMUNITY EDGE AT VALLEY AVENUE

1. Acoustic walls shall be provided as needed for sound attenuation along the community edge from the self-storage buildings at the property line to the south side of Boulder Street, and again from the north side of Boulder Street to the detention basin area. An acoustical study shall be conducted at the time of PUD development plan application submission to the City for this purpose.
2. Breaks in acoustic walls for pedestrian connections to arterials should be made periodically and particularly at ends of streets and cul-de-sacs. Connections should be a minimum of 15 feet wide and include planting on both sides.
3. The Valley Avenue frontage should be enhanced with new planting consistent with project entries and streetscapes.
4. Provide a private landscape screen adjacent to the Self Storage property at Valley Avenue to obscure and soften the appearance of the walls of the storage buildings and to screen the site from the residential neighborhood.

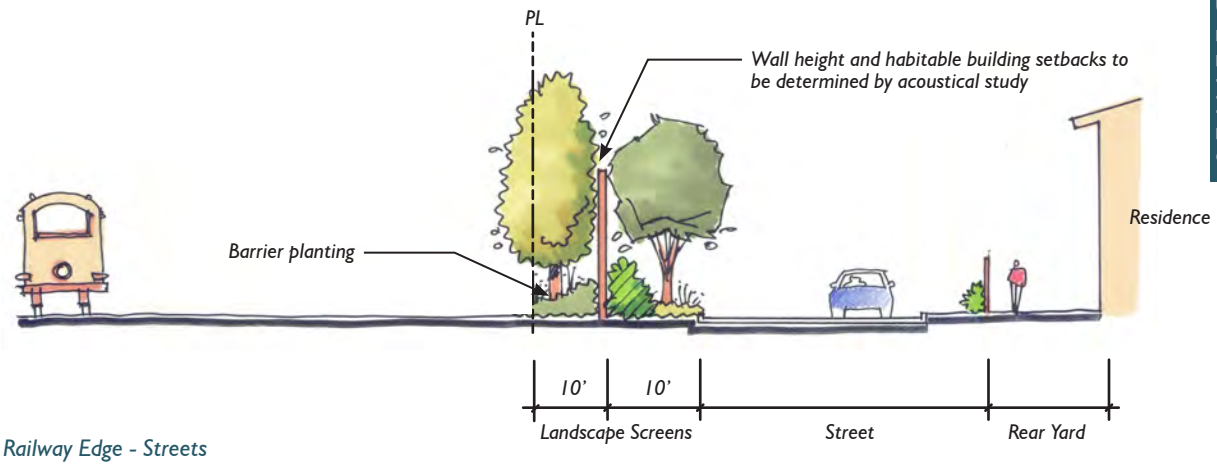
Enhance Valley Avenue frontage landscape

COMMUNITY EDGE AT RAILWAY

1. An acoustical wall shall be provided according to an acoustical analysis to be conducted at the time of PUD development plan application submission to the City.
2. A 10-foot minimum densely planted landscape setback with tall evergreen trees shall be provided to screen acoustical walls.
3. Doors should be provided at intervals along the wall for maintenance purposes. The Pleasanton Police Department shall be provided with keys to these doors for security.
4. In the case of rear or side yards facing the wall, a 10-foot minimum landscape strip shall be provided to screen the acoustical wall on the residence side.
5. In the case of streets adjacent to the railroad right of way, a 10-foot minimum landscape strip shall be provided to screen the wall on the street side.
6. Habitable building setbacks from the railroad right of way are to be determined by an acoustical analysis.



Railway Edge - Rear/Side Yards



Railway Edge - Streets

Usable front porch strongly encouraged

RESIDENTIAL - ALL

1. Front elevations should be designed to emphasize entries, porches and other living areas and de-emphasize garages.
2. Front facing, usable porches with a minimum 6-foot front depth are encouraged. Porches solely for decorative effect are discouraged and may not encroach in front yards.
3. All building elevations should be aesthetically designed. Homes on corner lots should be designed to provide enhanced architecture on both street facing facades.
4. Facade articulation and variation in garage and porch setbacks should be used to create visual variation and avoid a repetitive and monolithic streetscape.
5. Site plans and building architectural elevations should be varied within each development. A minimum of 3 plans and 3 elevations (9 different variations) should be provided for 1-50 lots. A minimum of 4 plans and 4 elevations (16 different variations) should be provided for greater than 50 lots.
6. No two of the same plans or architectural elevations may be used adjacent to each other.
7. Each block containing 6 or more units should provide at least 3 different elevations.
8. Roof materials should be varied in terms of type and color.
9. Window trim should be of durable, high quality materials, and window treatments should convey depth and interest.
10. Exterior building materials should be varied and of high quality.
11. Roof pitches should vary within a neighborhood.

Architecture emphasizing front entry rather than garage

Alternative garage locations strongly encouraged

RESIDENTIAL - 5 UNITS PER ACRE AND UNDER

1. A mix of garage types should be provided, such as attached side facing, semi-attached street side (located at rear setback) and detached side yard (located in rear yard).
2. A minimum of 10 percent of homes should be single-story.
3. An additional 20 percent of homes should allow single-story living, i.e. include the following on the first floor: master bedroom, bathroom, living room, kitchen and dining room.
4. Homes with a single-story character, e.g. nested second-story, are encouraged.

Single story and single story character encouraged

RESIDENTIAL - 5.1 UNITS PER ACRE AND OVER

1. Building heights should vary along the streetscape. More than two adjacent housing units having the same building height are discouraged.
2. Side setbacks should be varied.
3. Homes fronting on common green spaces are encouraged.
4. Consideration of solar orientation and access is strongly encouraged.
5. Mixes of two-story and three-story units are encouraged.
6. End-row housing units are to have enhanced architectural design on end side walls.

Homes fronting on common green space

Alleys

1. Alleys are strongly encouraged to eliminate garage-dominant front yards and to create more comfortable, pedestrian-oriented streetscapes. Alleys allow homes to directly face streets, parks, paseos and other open spaces. Landscaping is permitted within this area, subject to City approval.
2. Alleys should be a minimum of 30 feet wide as measured from garage door to garage door.
3. Dead-end alleys should be a maximum of 150 feet long.
4. Lighting should be provided on each lot.
5. Alleys should include a minimum 4 by 4-foot wide landscape strip and 1 tree per lot.
6. Minor variations in garage setbacks, garage and building facade colors and materials should be provided to minimize a monotonous appearance of alleys. Garage doors should be recessed at least 1 foot from building façade.
7. Parking is not allowed in alleys, unless designated parking spaces are provided.

Landscape, lighting and architectural detailing recommended.

Wider paseos with solar access encouraged

8. Refer to the section on Alleys and Figure 6.14 on page 91 of the following chapter.

Paseos/Pedestrian Connections

1. A minimum separation of 15 feet between building front walls served by paseos should be provided.
2. Include planting, enhanced paving and other details such as trellises to highlight access points and to create a comfortable pedestrian environment.

Landscape Design

1. Landscaping is required in all areas not enclosed by a private fence.
2. Planting around the building foundation is required on all elevations facing public streets.
3. Landscaping is required at the base of all fencing and walls facing public streets.
4. Where soundwalls are necessary, berming should be used wherever feasible to ensure walls have a visual appearance of no greater than 4 feet.
5. Landscape plans should incorporate seasonal variety and color to the extent possible. Tall deciduous trees should be utilized where summer shade is needed and winter solar access desired.
6. Grass lawn areas outside of common open spaces should be kept to a minimum.
7. Sustainable landscape design principles, including high efficiency irrigation, native and climate-adapted plant palettes, use of recycled materials and integrated pest management, are strongly encouraged. Refer to Bay-Friendly Landscape Guidelines or www.bayfriendlycoaltion.org for further resources.
8. Plant materials and landscape design must be suitable for use of recycled water.
9. The use of turf should be minimized to help conserve water.

5.8 NON-RESIDENTIAL LAND USE DESIGN GUIDELINES

5.8.1 RETAIL

A small retail area is planned as a part of the social center of the EPSP Area, at the intersection of El Charro Road and Busch Road. Additional retail is permitted at the retail overlay zone in the Campus Office area north of Lake I. Accessibility, street presence and outdoor space for public gathering are important features for these retail districts.

SITE PLANNING

General

1. Orient building fronts and entries towards public spaces. Retail buildings should address the streets with visual interest, and entries into or between buildings from the sidewalks or multi-use trails.
2. Group buildings to encourage pedestrian travel within the site and between adjacent parcels. Cluster buildings to create "outdoor rooms" with seating, shade and protection from wind, sun and traffic. Create outdoor use spaces (e.g. plaza, cafe seating, fountain area, etc.) that are visible from the streets.
3. Storm water treatment should be incorporated into the design of the site parking and landscaping.
4. Screen trash enclosures, storage, service areas and mechanical equipment with walls or fences of high quality materials that are compatible with the architecture of the buildings.
5. Provide adequate lighting for pedestrian safety. Lighting should be designed to direct illumination downward and screened on top to minimize glare impacts on surrounding residents.

Create "outdoor rooms"

Parking and Circulation

1. Vehicular entries should be highly visible and legible. Entries should be clearly marked with signage and/or landmark elements or landscaping. Sight lines must be maintained for traffic safety.
2. Access driveways should provide adequate stacking length to accommodate peak use times.
3. Parking should be located behind buildings. Divide large parking areas into smaller areas through building siting and/or landscaping.

Provide visual and pedestrian access from the sidewalk

Differentiate pedestrian circulation with special paving

Planting at base of building walls visible from public right of way

4. Vehicular and pedestrian circulation should be clearly defined. Pedestrian circulation should be distinguished through the use of contrasting paving color, texture or materials. Where the pedestrian path crosses a vehicular drive, provide a clearly delineated crosswalk, and where possible, raise the pedestrian paving surface for more visual differentiation.
5. Provide convenient bicycle parking areas with bicycle racks near building entries.

Landscaping

1. Provide a minimum 5-foot wide planting strip along building walls visible from the public right-of-way. This area may be reduced or eliminated where there are pedestrian plazas, storefront uses, or arcades.
2. Tree planting in parking areas should create an "orchard" effect, shading and softening the appearance of the parking lot and reducing heat gain. At least 40 percent of the paved parking area should be shaded at the trees' maturity.
3. Provide landscape buffers at property lines, incorporating bio-swales where possible. If parking abuts a public right-of-way, provide a minimum 10-foot wide landscape strip with trees, shrubs and live ground cover to separate parking from the sidewalks.
4. The use of turf should be minimized to conserve water.

Central Retail at Busch Road/ El Charro Road Intersection

1. Pedestrian entries into the site should be prominent and inviting from the sidewalks. Orient buildings to enliven the sidewalks.
2. Create a special focal element at the corner of Busch Road and El Charro Road to allow views into an outdoor use space, or to highlight the entry with an architectural treatment.
3. Locate service, loading and trash areas to allow for effective screening, and as far from any adjacent residential uses and streets as feasible.

Northern Retail Overlay Zone

1. Locate buildings and public spaces to maximize views to Lake I.
2. Provide outdoor use spaces oriented to Lake I.
3. Explore the use of shared parking with the adjacent campus office.

ARCHITECTURE

1. Visual interest, pedestrian scale, and high quality materials should distinguish the EPSP's retail buildings. Standard franchise architecture is not permitted.
2. Articulate all visible building sides with an integral and interesting appearance.
3. Each building should have a discernible base, a clear pattern of openings and surface features, a well defined entry and an interesting roof line. Highlight building entries with architectural detail, landscaping, and pedestrian amenities.
4. Create visual interest through the use of horizontal and vertical articulation, such as plane changes, varying roof heights, recessed entries and windows, score lines, awnings, and varied materials, textures and colors.
5. Design facades with a creative mix of elements such as arcades, columns, awnings, signage, displays, overhangs and fenestration. Articulated elements should appear integral to the building, rather than "pasted on."
6. Continuous surface treatments of a single material should be minimized. Monolithic blank walls are not permitted.
7. Preferred materials include brick, wood or simulated wood siding and stone.
8. Building colors should be compatible, subdued and not garish. The darkest color should be used at the building base to establish a perceived 'anchor' for the building.

Quality materials include brick, wood and stone

Example Retail Site Plan

5.8.2 CAMPUS OFFICE

Campus Office districts are located at the northernmost parcel of the Plan Area, and immediately south of Lake I, along to El Charro Road. Both areas have the opportunity to take advantage of views of Lake I and access to recreational amenities such as the community park site and Lake I trail. The design intent is to develop architecturally unified and aesthetically pleasing buildings in a park-like environment. Campus office districts are to incorporate well designed common areas and amenities, central green spaces and substantial landscaping.

SITE PLANNING

General

1. Generous landscape setbacks, outdoor common areas, highlighted entries and well linked circulation should all contribute to a campus-like feel.
2. Provide a clear site entry or gateway, with a setback sufficient to accommodate gateway elements such as sign walls, water features, large sculpture and colorful planting.
3. Buildings should be separated with generous landscape setbacks, and organized around a central green space.
4. Orient buildings and green spaces to maximize views to Lake I and Arroyo.
5. Storm water treatment should be incorporated into the design of the site parking and landscaping.
6. Screen trash enclosures, storage, service areas and mechanical equipment with walls or fences of high quality materials that are compatible with the architecture of the buildings.
7. Provide adequate lighting for pedestrian safety. Lighting should be designed to direct illumination downward and screened on top to minimize glare impacts on surrounding residents.

Generous landscape setbacks

Parking and Circulation

1. Curb cuts should be minimized to improve pedestrian and traffic safety. Provide clear pedestrian and vehicular circulation throughout the site. Separate pedestrian from vehicle circulation where possible.
2. Link pedestrian circulation with recreational amenities including the trail around Lake I, the multi-use trail along El Charro Road and the public park sites. Provide wind and sun protected outdoor

Landscape separates buildings from parking

use spaces for employees and visitors, such as plazas with seating, recreational amenities or lawn areas.

3. Parking for large numbers of cars should be divided into smaller areas through building siting and/or landscaping. Parking areas should be oriented to the buildings they serve.
4. Bicycle parking should be provided in a prominent location.

Landscaping

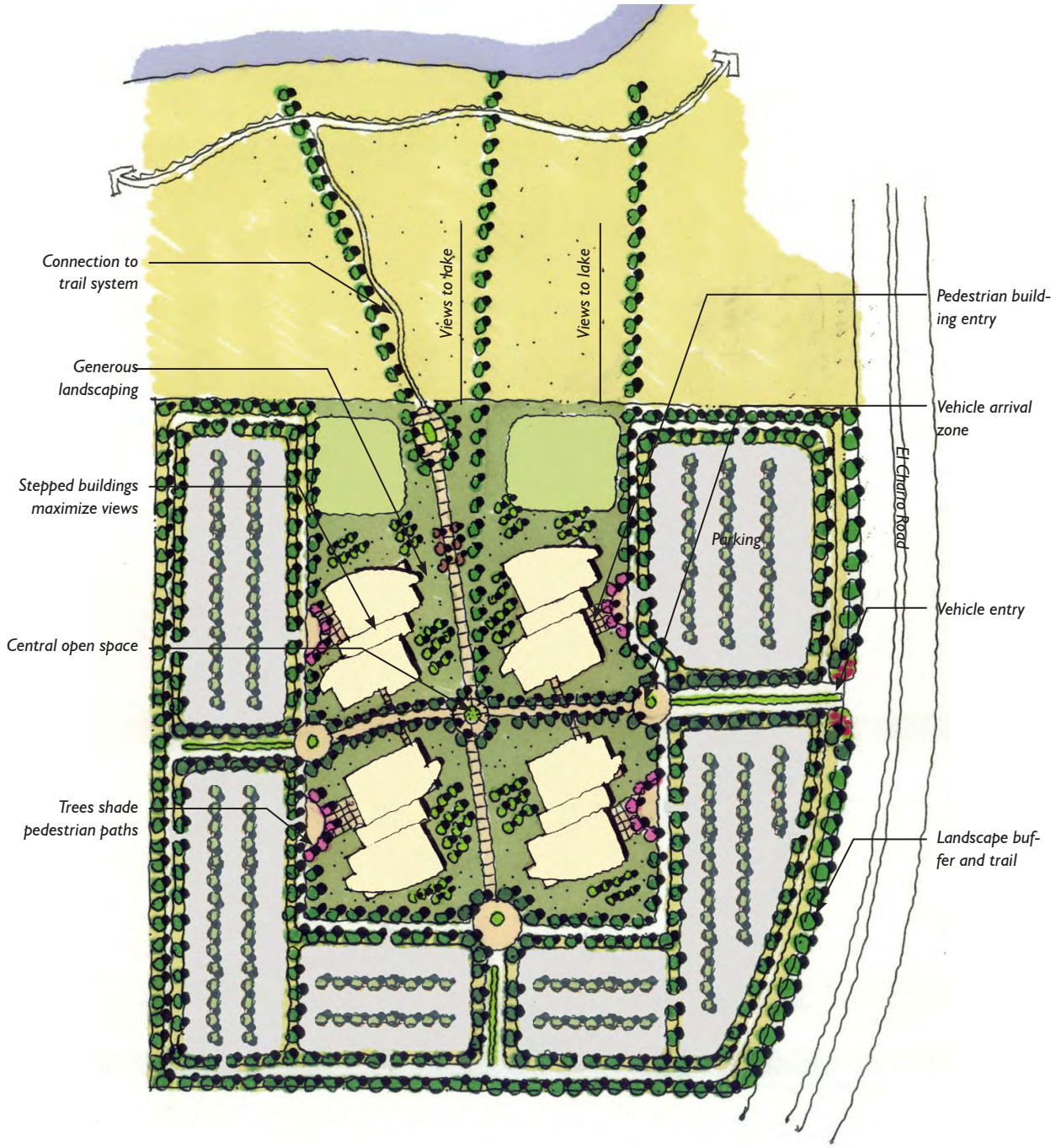
1. As the most visible and public edge of the campus office uses, a minimum 30-foot wide landscape setback along El Charro Road should be maintained and should convey an exceptionally high quality design.
2. Front facades of buildings should maintain a minimum of 10 feet of landscape zone, including sidewalks and planting. Average landscape zone depth at fronts of buildings should be 20 feet.
3. Side facades of buildings should maintain an average of 10 feet of landscape zone.
4. Large-scale trees should be used to create canopied drives and pathways, as well as to scale larger buildings.
5. A 10-foot landscaped buffer should be provided between the campus office and adjacent residential uses.
6. Landscape materials adjacent to Arroyo Mocho should provide a transition to the riparian habitat within the Arroyo.

Well shaded pedestrian paths

Articulated facades create human scale

ARCHITECTURE

1. Buildings in the Campus Office district should be designed with consistent architectural themes. Individual projects need not be of identical style, but should relate architecturally to the other buildings to comprise a unified appearance.
2. Building entries should be gracious in scale, with recesses or projections, and highlighted by roof line variations and detailing.



Example Campus Office Site Plan

5.8.3 INDUSTRIAL

The Industrial District of the East Pleasanton Specific Plan Area will generally consist of research and development, warehouse and manufacturing, and large buildings for distribution functions. It will be a discrete zone, screened and buffered from adjacent uses. Attention should be paid to ensuring that adequate landscaping softens the edges, that office spaces and public areas present attractive facades to the street, and that views into the industrial district from the adjacent community park, El Charro Road and Stanley Boulevard, and the residential development across El Charro Road to the west are effectively and attractively screened.

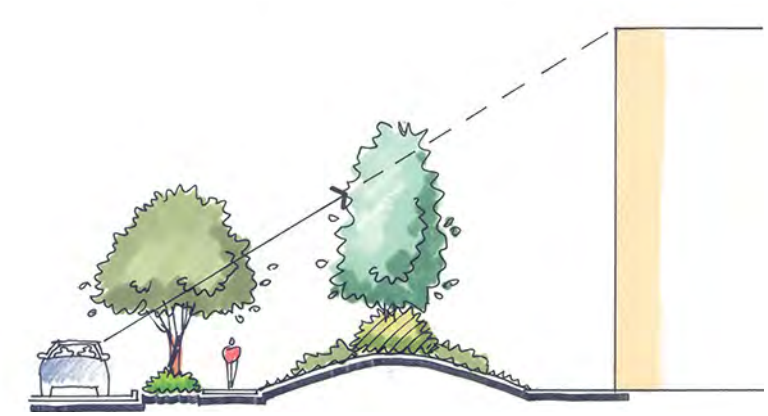
Locate front office functions closest to street

Use berms and landscape to screen industrial buildings from streets

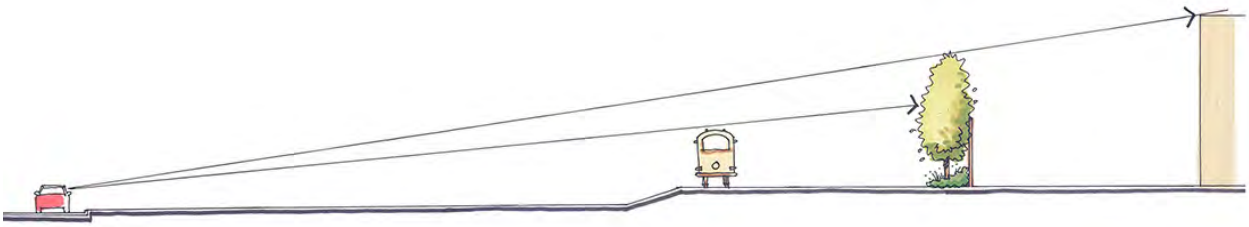
SITE PLANNING

General

1. Industrial development should be substantially screened from the public rights of way on El Charro Road and Stanley Boulevard. Screening should be accomplished by means of grade change, berms, and landscaping.
2. Industrial uses should be screened from the adjacent community park and Cope Lake open space by berming and significant landscaping. Appropriate buffering will protect these environmentally sensitive areas immediately to the north. Service, loading and trash areas should be located as far as possible from the northern boundary of the Industrial District.
3. To the extent possible, uses with larger scale or higher potential for noise, glare, odors or other impacts should be located at the eastern portions of the District, with smaller, less impactful uses located closer to El Charro Road, and the community park and open space to the north.
4. Buildings located along the industrial collector should be oriented with office and administrative functions at the most visible locations fronting the street, to add human scale, and to create visual interest and a sense of entry.
5. Site entries should be clearly marked with signage and significant landscaping. Entry signage should be limited to monument or wall signage consistent with the architectural character of the building.
6. Pedestrian amenities for employees should be included, such as seating areas or recreational opportunities.
7. Locate service, loading, storage and trash areas to allow for effective screening with walls and landscaping.



Screen industrial buildings from El Charro Road.



Screen industrial buildings from Stanley Boulevard.

Screen loading areas

Parking and Circulation

1. Buildings should be set back to provide employee and customer parking at the front of the site.
2. Parking should be screened with landscaping. Large-scale canopy trees should provide shade and reduce heat gain at parking areas.
3. Loading functions should take place at the rear and/or side of buildings. Loading docks, truck trailer parking, and service doors should be screened from public streets. Landscape, screen walls, fencing or berming may be used to screen these areas.
4. Provide clear circulation, separating large trucks from automobile circulation where possible, to avoid conflicts.
5. Trucks should be able to fully maneuver on the property without using a public street or blocking travel lanes. Circulation must be designed to accommodate truck turning radii. Provide sufficient stacking room for truck circulation.
6. Parking and outdoor storage areas must be paved.

Landscaping softens building edge

Landscaping

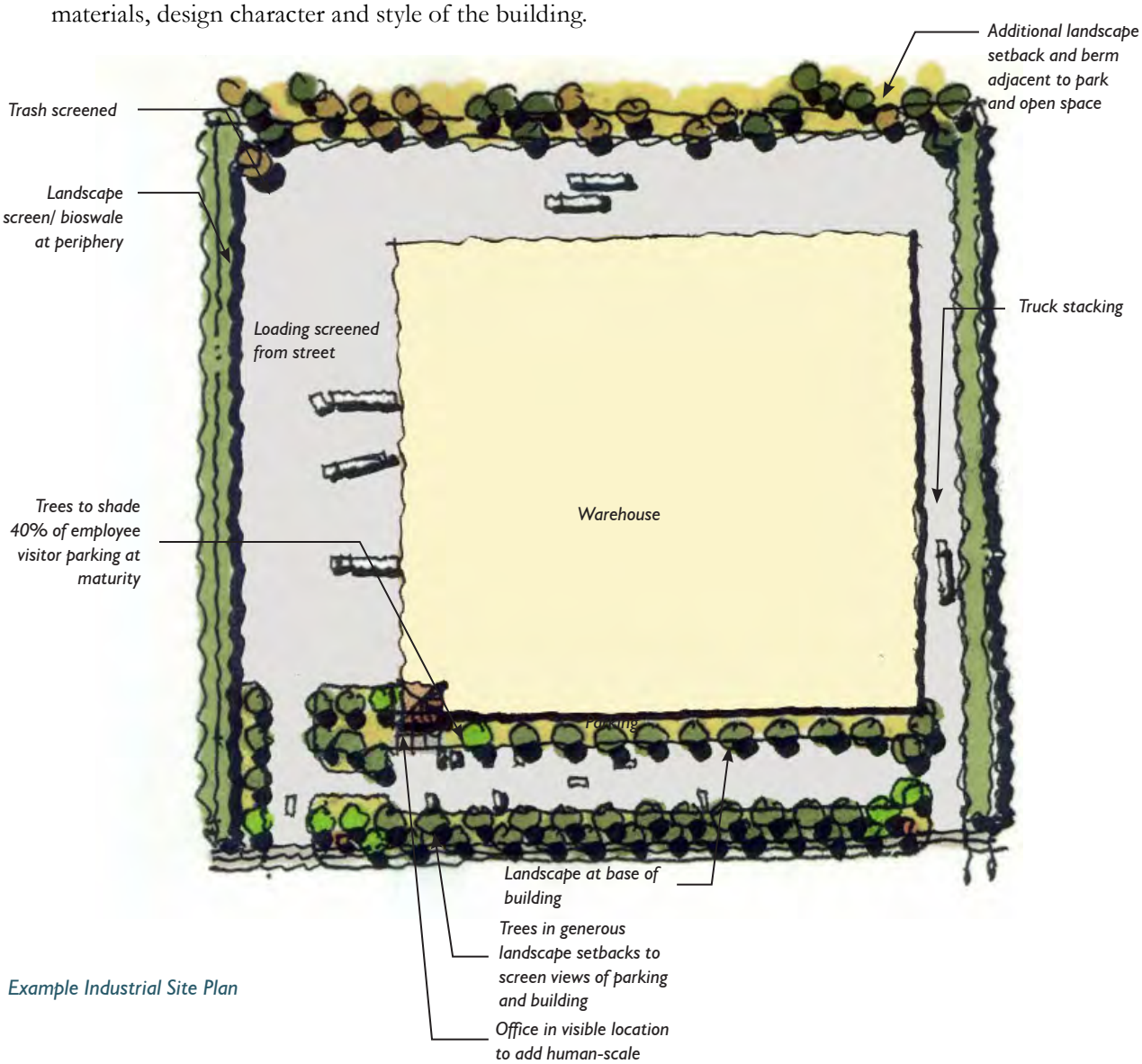
1. The setback along the industrial collector road should be landscaped with large-scale screen trees, shrubs and live groundcover.
2. Bioswales should be incorporated into landscape setbacks for storm water management.
3. Provide a minimum 15-foot wide landscape strip with shrubs and live ground cover along building walls visible from the public right-of-way. Walkways may be included in this area.
4. Provide a minimum 10-foot wide landscape strip with trees, shrubs and live ground cover adjacent to the public rights-of-ways to separate sidewalks from parking.
5. Provide a minimum 5-foot wide landscape strip with trees, shrubs and live ground cover along interior property lines except where there is shared circulation between adjacent properties.
6. The use of turf should be minimized to help conserve water.

ARCHITECTURE

1. Industrial buildings should be designed with visual variety to avoid long, straight building facades. Score lines, varying roof heights and/or color variations may provide such visual interest without interfering with the functionality of the buildings.
2. Large buildings should have facades that include variations in massing, materials, form and texture where visible to the public.

Recessed window treatment and other articulation will help to improve an otherwise planar surface, add to the buildings' visual appeal, and take advantage of passive solar control.

3. Office, administrative and customer related services should be oriented toward the street, and located at the point most visible from the public street. Architectural enhancements should highlight these areas, giving them a human-scale and creating attractive entries.
4. Vehicle access doors should be recessed and integrated into building elevations. They should be painted the same color as the building and given the same architectural treatment, where feasible.
5. Walls and fences should be designed to be compatible with the materials, design character and style of the building.



Example Industrial Site Plan

5.8.4 PARKS AND OPEN SPACE

The character of the EPSP Area derives from its relation to its lakes and habitat, and future open spaces and parks. The two large parks are planned adjacent to the lakes, and take advantage of that connection with views and trails. Trails along the east/west open space corridors can take advantage of the potential future flow of water as a community amenity. The detention basin at the Valley Avenue / Busch Road entry emphasizes the community's relationship to water.

The parks, interconnected by pedestrian and multi-use trails, provide social gathering places, focal points for neighborhoods, and community identity. The open space spine through the center of the community is a recreational amenity and focal element. Residential districts will provide a significant amount of sub-neighborhood open space, in the form of recreation areas and pedestrian connections. The various park and open space components are discussed in the following sections.

Community park transitions to lake habitat

Interpretive elements and passive uses at community park

Active recreation in community park

PUBLIC PARKS

Cope Lake Community Park

Much of the community park is to be used as open space. Any structures, active recreation, and vehicular access and parking should occur in the southwestern portion of the site.

The northern and eastern portions of the park contain sensitive habitat and should be restricted to uses such as walking, jogging, passive relaxation and enjoyment of the views to Cope Lake, habitat and wildlife.

Lake "I" Community Park

This 13-acre park site is located immediately to the south of Lake I. If not used as a school/neighborhood park site, it should be designed for a mix of active and passive uses that could include tennis courts, basketball courts, sports fields, off-leash dog area, skate park, playgrounds, picnic tables, restrooms, pedestrian pathways and off-street parking. The more passive uses, such as picnic areas and informal recreation should be located along the northern portion of the site in order to take advantage of the views of Lake I and connection to the trail around the Lake. The more active uses should be located farther to the south on the site.

Off-street pedestrian and bicycle access to the park from much of the EPSP Area will be possible via the north-west open space spine as well as the open space corridors that connect to the spine.

Village Green

The 2-acre village green at the corner of El Charro Road and Busch Road is part of the social and focal center of the EPSP Area. As the town social center, it should be designed to accommodate events such as concerts, farmers' markets and art shows. Decorative gardens, public art, or a water feature are elements that can make the village green a community-wide destination.

Village Green can accommodate many kinds of events

PRIVATE OPEN SPACE

All districts of the EPSP Area are to include significant private open space and recreation amenities. In residential areas, this may take the form of neighborhood or pocket parks, wide paseos and pedestrian connections with usable space, and the open space spine and open space corridors. In retail areas, it includes outdoor rooms such as plazas, courtyards and widened sidewalks with seating and protection from wind and sun. Cafe tables, art elements, and planting should enhance these areas. In campus office areas, courtyards, plazas and outdoor turf should provide places for employees and visitors to relax. Campus office areas should have a park-like feel, with extensive landscaping and pedestrian paths. In the Industrial District, employees should be provided with protected outdoor areas with seating and tables, greenery, and connections to the pedestrian network.

Private Neighborhood and Pocket Parks

Private neighborhood and pocket parks become the focal element and identifying feature of each neighborhood. In higher density areas where private yards are limited in size, these parks should be designed and programmed with uses for all age groups. Space should be provided for social gatherings and individual relaxation, and with recreational and other amenities such as benches and tables, bar-be-cues, play areas, tot lots, pathways, open turf areas for informal recreational use, and pedestrian lighting.

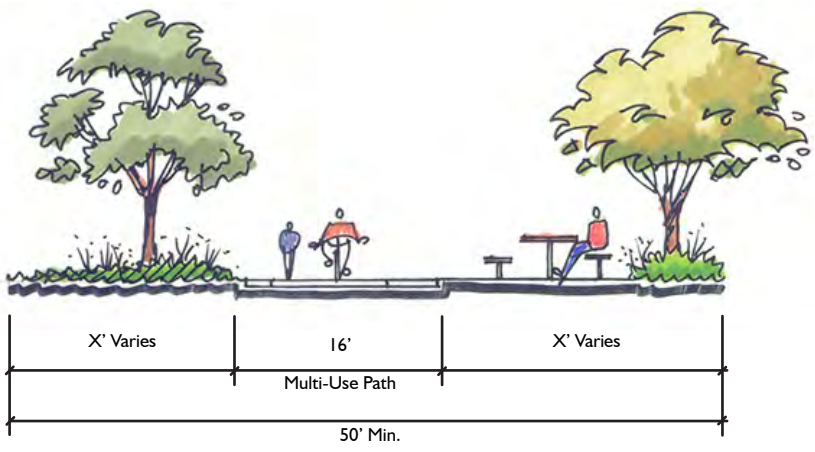
Private parks are focal points of neighborhoods

Open Space Spine

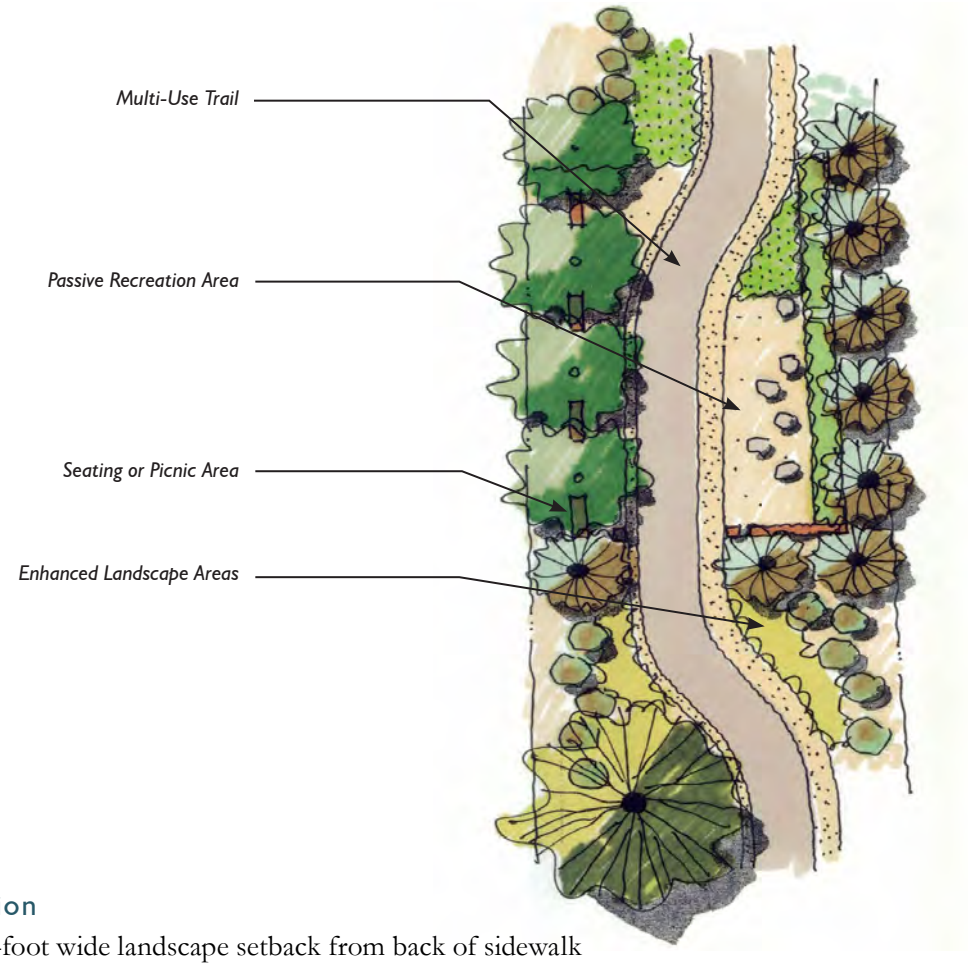
The open space spine is a corridor that extends in a north/south direction through the center of the residential portion of the Plan area from Stanley Boulevard in the south to Lake I in the north (see diagram to the left). It is to be an important amenity and visual asset to the EPSP community. A minimum of 50 feet in width, the spine is to be a gracious, park-like green with a 16-foot wide multi-use trail connecting to all parts of the community via the open space corridors and other parts of the pedestrian and bicycle network. It is to have a straight line configuration with landscape and/or other strong focal elements at the northernmost and southernmost ends. The spine is to contain park-like amenities, such as benches and picnic tables, and recreational amenities such as open turf areas for informal play, bocce ball courts, or other features. Activity nodes, such as tot-lots, fitness equipment and public art are encouraged along the spine. Amenities, such as drinking fountains, trash receptacles and shade trees are also strongly encouraged.

The spine is characterized by attractive landscaping.

1. The open space spine is to create a minimum 50-foot wide linear greenway on a north-south axis through the Plan Area.
2. The spine should include a 16-foot shared use path with a minimum of 10 feet of enhanced landscape on each side.
3. Where the spine is situated adjacent to the Transfer Station, a minimum 20-foot wide buffer is to be provided. This should include earth berms with a maximum 6-foot high wall and densely planted with large evergreen screen trees and shrubs.



Open Space Spine

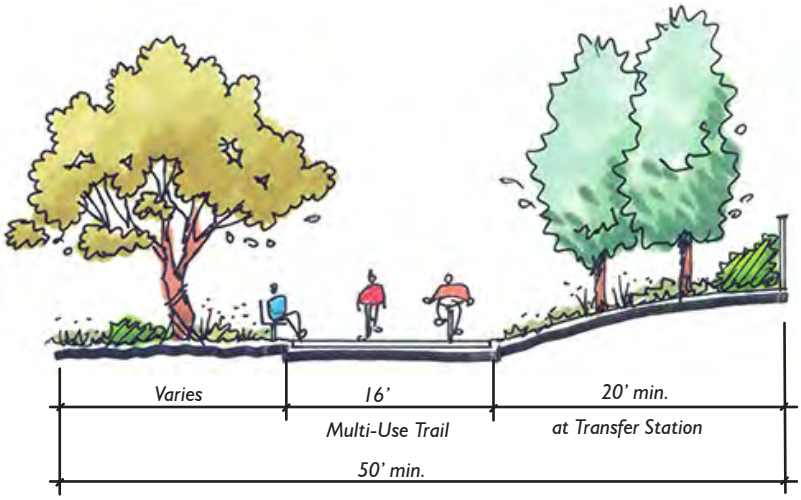


Open Space Spine

Transfer Station

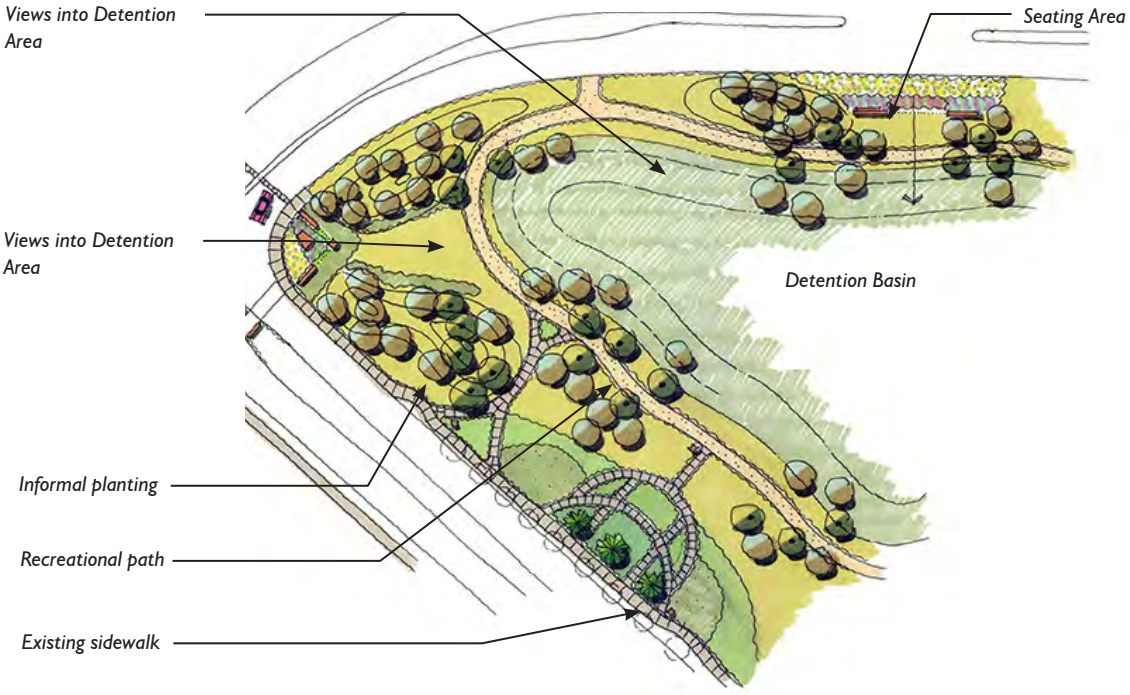
A minimum 20-foot wide landscape setback from back of sidewalk shall be provided on all streets that border the perimeter of the Transfer Station site. To minimize visual and noise impacts and odors generated from the site, setbacks along the edges not fronting Busch Road should be bermed with maximum 6-foot visible walls and planted with large-scale evergreen screen trees and shrubs. Enhanced and naturalistic planting and wall articulation should be used to create visual variety and avoid monotony of the streetscape.

Detention Basin Treatment



Open Space Spine at Transfer Station

1. Detention basins should be designed to create a visual and open space amenity for the community.
2. Planting and land form should be used to create a natural appearance.
3. Safety fencing should be installed in ways that minimize visibility from the public right-of-way. Berming, placement of fencing on the down slope or landscape screening are encouraged. Black vinyl-clad chain-link fencing should be used.
4. Where space permits, gateway iconic elements and/or usable pocket parks should be incorporated into detention areas. Possible uses include seating, overlooks, interpretive signage, picnic areas and art.

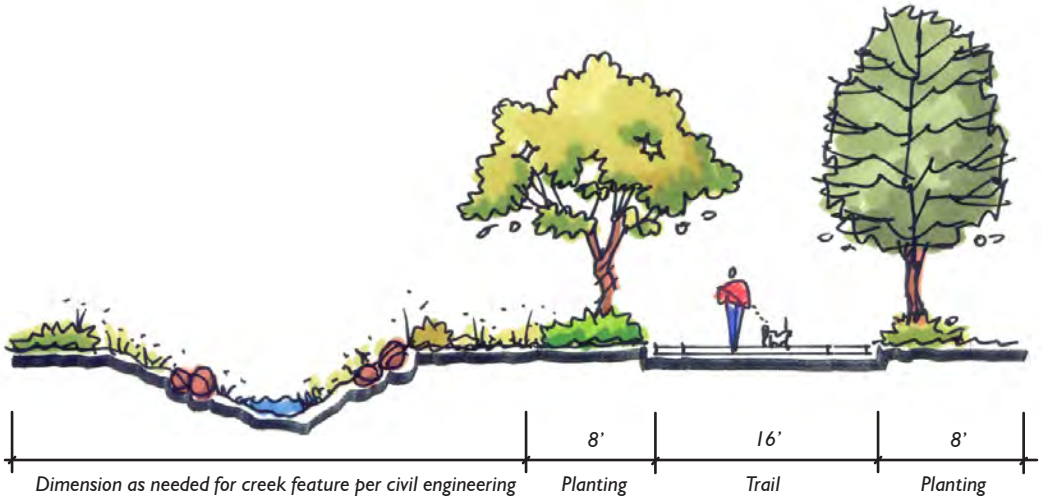


Detention Basin Treatment

East/West Open Space Corridors

The community's primary off-street, east/west multi-use trails are to be located within open space corridors that extend through the Legacy/Lionstone residential portion of the Plan Area (see diagram to the right). These may also be partially used to convey stormwater flow easterly to Cope Lake. Within these corridors, a 16-foot wide multi-use trail is to be buffered by at least 8 feet of planting on each side. The additional width required for potential drainageways will vary according to the volume of flow that must be accommodated.

1. Open space corridors should provide landscaping, trails, and potential area for stormwater drainage flow to Cope Lake.
2. Corridors should be sized as needed for stormwater drainage to create a creek-like feature with vegetation.



Open Space Corridor

Potential Elementary School/Neighborhood Park

As previously noted, a 7.5 acre elementary school/5.5-acre City neighborhood park is permitted as an alternative to the 13-acre active recreation park immediately south of Lake I. If this alternative is pursued, these uses will be developed and operated as a joint use facility between the Pleasanton Unified School District and the City of Pleasanton. Key areas of planning and design guidance include the following:

1. The District is requested to prepare preliminary development plans (including site planning, architectural design and landscaping) with input from City of Pleasanton staff. The District is further requested to submit formal development plans to the City Council for review and comment prior to District approval.

2. Development plans should be consistent with the goals and objectives of the EPSP.
3. Vehicular access to the school/park site should be provided by street connections to both El Charro Road to the east and Busch Road to the south.
4. A thorough school traffic circulation and parking needs study should be conducted for the school use. The District is requested to provide on-site parking adequate to accommodate all school-event parking needs, and on-site vehicular stacking space adequate to accommodate the dropping off and picking up of students.
5. The school and park sites should provide sufficient buffers to protect the adjoining residential and office areas from potential land use incompatibility impacts.
6. All users of the school and neighborhood park shall be protected from potential safety issues presented by the adjacent proximity of Lake I. Safety shall be of the highest priority.
7. School and park outdoor lighting should be designed to direct illumination downward and screened on top to minimize glare impacts on surrounding residents.
8. The loudness of school bells and outdoor speakers should be minimized to reduce impacts on surrounding residents.

COMMUNITY FOCUS AREA

The Community Focus Area consists of approximately six acres at the intersection of El Charro Road and Busch Road. It is intended to bring together a mix of uses that create an enhanced activity area. Containing the community park, village green and retail, this area is intended as the heart of the community. Easily and safely accessible to pedestrians and bicyclists as well as centrally located at the EPSP Area's major crossroad, the focus area will support social interaction, community gatherings, as well as local serving retail. It will be an inviting area for a morning stroll, or a cup of coffee at a café or in the park.

The Community Focus Area should be designed to:

1. Emphasize bike and pedestrian access by the use of enhanced street crossings, special paving, and pedestrian/bicycle links to the surrounding residences and neighborhoods.
2. Frame the EPSP Area's primary intersection with architectural features, inviting plazas, and green public space.

Example Community Focus Area

3. Create a town center Green appropriate for uses such as a farmers' market, art fair, movie night in the park, and other community events.
4. Create interrelationships between adjoining uses by providing direct pedestrian access between uses. Ensure safe and highly visible street crossings between the retail, Village Green, and Community Park.

6-TRANSPORTATION PLANNING AND STREETSCAPE DESIGN

The Plan Area will require new and upgraded circulation improvements to accommodate both internal and external vehicle traffic, as well as pedestrian, bicycle, and transit movement. The following chapter presents the planned circulation system for the EPSP. Included are the circulation planning objectives, as well as information relating to existing circulation, planned circulation system, pedestrian and bicycle facilities, transit service, truck routes, parking, off-site traffic mitigations, and requirements and mitigations. Also included are street design standards and streetscape design guidelines.

6.1 TRANSPORTATION PLANNING OBJECTIVES

- Develop a safe and convenient circulation system to accommodate planned growth within and beyond the Plan Area, and meets the City's traffic level of service standards.
- Mitigate potentially significant traffic impacts created by Plan Area development in the outlying neighborhoods to the fullest extent feasible.
- Plan public roadways and other facilities in ways that reduce motor vehicle-trips and energy usage.
- Encourage sustainable travel alternatives that do not require fossil-fuel consumption, such as bicycling and walking.
- Provide alternatives to vehicular travel throughout the Plan Area through the use of the "Complete Streets" concept that encourages pedestrian and bicycle travel within an attractive community setting.
- Pursuant to the General Plan, connect El Charro Road to Stanley Boulevard to provide an additional route for Pleasanton residents wishing to access I-580, and to provide a scenic and welcoming driving experience through the East Pleasanton lake area.
- Extend Busch Road and Boulder Street into the Plan Area to share the movement of east-west traffic.
- Create an integrated pedestrian and bike trail system that connects to the outlying trails, reduces the need for vehicular travel, interconnects the various destination areas within the EPSP Area, and provides for scenic views of the lake and habitat areas.
- Provide adequate public transit facilities and connections to the regional transit system.

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6.2 EXISTING CIRCULATION

Regional access to the EPSP Area is provided by Interstates 580 (I-580) and 680 (I-680), and State Route 84 (SR-84). I-580 is an east-west oriented freeway along the northern boundary of Pleasanton and carries approximately 210,000 vehicles per day. The interchange at I-580 and El Charro Road provides direct freeway access to the Plan Area from the north. I-680 is a north-south freeway that passes through the western portion of Pleasanton and carries approximately 160,000 vehicles per day. Interchanges at Bernal Avenue and Sunol Boulevard provide the most direct access to the Plan Area from I-680. SR-84 carries approximately 25,000 vehicles per day. It connects with I-580 just east of the EPSP Area and to I-680 approximately 10 miles to the south. Direct access to SR-84 from the Plan Area is provided by way of Stanley Boulevard.

Other major roadways in the vicinity of the Plan Area include Stanley Boulevard, Valley Avenue, Santa Rita Road, El Charro Road, Stoneridge Drive and Bernal Avenue. Direct access to the Plan Area is currently provided by a short section of public El Charro Road to a long section of private El Charro Road from the north, and Busch Road to the west. The locations of these roadways in relation to the Specific Plan Area are shown on Figure 6.1.

PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian facilities in Pleasanton include sidewalks, pathways, crosswalks, and pedestrian signals. These facilities are provided on most of the major public roadways identified above, except along the north side of Stanley Boulevard and at the northeast quadrant of Stanley Boulevard at the Valley Avenue/Bernal Avenue signalized intersection.

City bicycle facilities include the following:

- Bike paths/multi-use trails (Class I) – Paved trails that are separated from roadways. There are also several unpaved off-street trails of this kind within Pleasanton. These facilities are typically shared with pedestrians, although bicycles must yield to pedestrians.
- Bike lanes (Class II) – Lanes on roadways designated for use by bicycles through striping, pavement legends, and signs. There may or may not be parking allowed on the roadways in which these lanes are located.
- Bike routes (Class III) – Designated roadways for bicycle use by signs only; may or may not include additional pavement width for cyclists.
- Side paths – An off-street facility located adjacent to a roadway that is shared with pedestrians. These paths may or may not be paved.

The Iron Horse Trail is a regional facility that will ultimately extend 55 miles in length from the City of Martinez in the north, through Pleasanton and the EPSP Area, to Livermore in the southeast. A portion of this trail is located adjacent to the Plan Area, connecting Santa Rita Road to Busch Road. Valley Avenue is a designated bike route that connects the Iron Horse Trail to the Arroyo Bicycle Trail, on the south side of Stanley Boulevard extending into Livermore.

TRANSIT SERVICE

Transit service in the vicinity of the Plan Area is provided by Bay Area Rapid Transit (BART), Altamont Commuter Express (ACE), Livermore Amador Valley Transit Authority (Wheels), Pleasanton Para-Transit, and The County Connection. While transit service is provided on the periphery of the Plan Area, no transit service is currently provided to the site.

BART provides regional transportation connections from Pleasanton to much of the Bay Area. The Dublin/Pleasanton line provides direct access to San Francisco with stops in Oakland where connections may also be made to other lines.

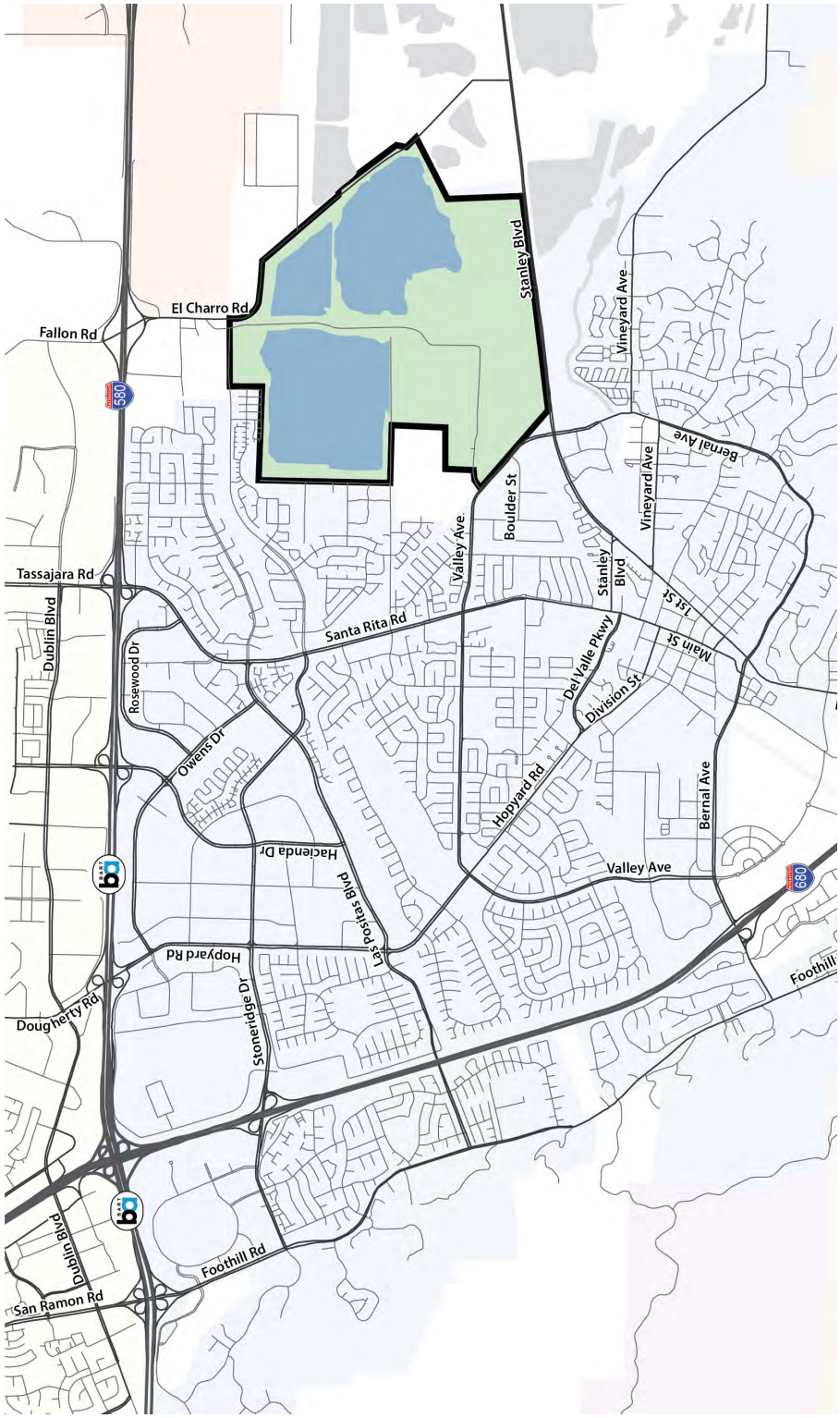


Figure 6.1 - Existing Roadways

The ACE Train operates weekday service between Stockton and San Jose and includes a stop in Downtown Pleasanton. During the morning commute period only westbound service from the Central Valley to San Jose is provided. Eastbound service is provided during the afternoon/evening commute period. The Pleasanton ACE Station is located approximately two miles west of the EPSP Area on Pleasanton Avenue near Bernal Avenue.

The Central Contra Costa Transit Authority's (CCCTA) "County Connection" provides transit service connecting destinations in Contra Costa County to the outlying Tri-Valley area. Included is service from the East Pleasanton BART Station to the San Ramon Transit Center and the Bishop Ranch Business Park.

Wheels provides fixed-route and para-transit service for the cities of Dublin, Livermore and Pleasanton, as well as to other transit service providers. Wheels buses connect major destinations within the three Tri-Valley cities, including downtown areas and employment centers (such as the Hacienda, Bernal Corporate Park, and Stoneridge Shopping Center), and transit hubs (including the BART and ACE train stations).

Pleasanton Para-transit provides scheduled door-to-door shared-ride services for residents of Pleasanton who are age 60 and over, and for disabled residents between the ages of 18 and 69.

6.3 PLANNED CIRCULATION SYSTEM

The Circulation Diagram shown as Figure 6.2 illustrates the planned EPSP circulation plan. This includes the extension of El Charro Road from Stoneridge Drive/West Jack London Boulevard south to Stanley Boulevard, the extension of Busch Road from Valley Avenue to the future El Charro Road, and the extension of Boulder Street from Valley Avenue to Busch Road. These three roadway extensions represent the "shared roadway improvements" required for development of the Plan Area. The full EPSP roadway network will eventually compromise these three shared roadway extensions, as well as a series of in-tract roadways to be constructed by the individual developers.

Roadway planning has evolved utilizing the "complete streets" concept. Complete streets are designed and operated to enable safe, attractive and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transit users of all ages and abilities are able to safely and comfortably move along and across a network of complete streets. However, each street does not need to accommodate each mode to an equal extent. Some streets are better suited for moving vehicle traffic, such as El Charro Road, while others are better suited for de-emphasizing vehicle traffic and prioritizing pedestrian and bicycle travel. The street network is planned to minimize vehicular miles traveled, thus emphasizing a "sustainable" approach to transportation.

The following describes the proposed circulation network, including roadways, pedestrian and bicycle facilities, and transit accommodations.

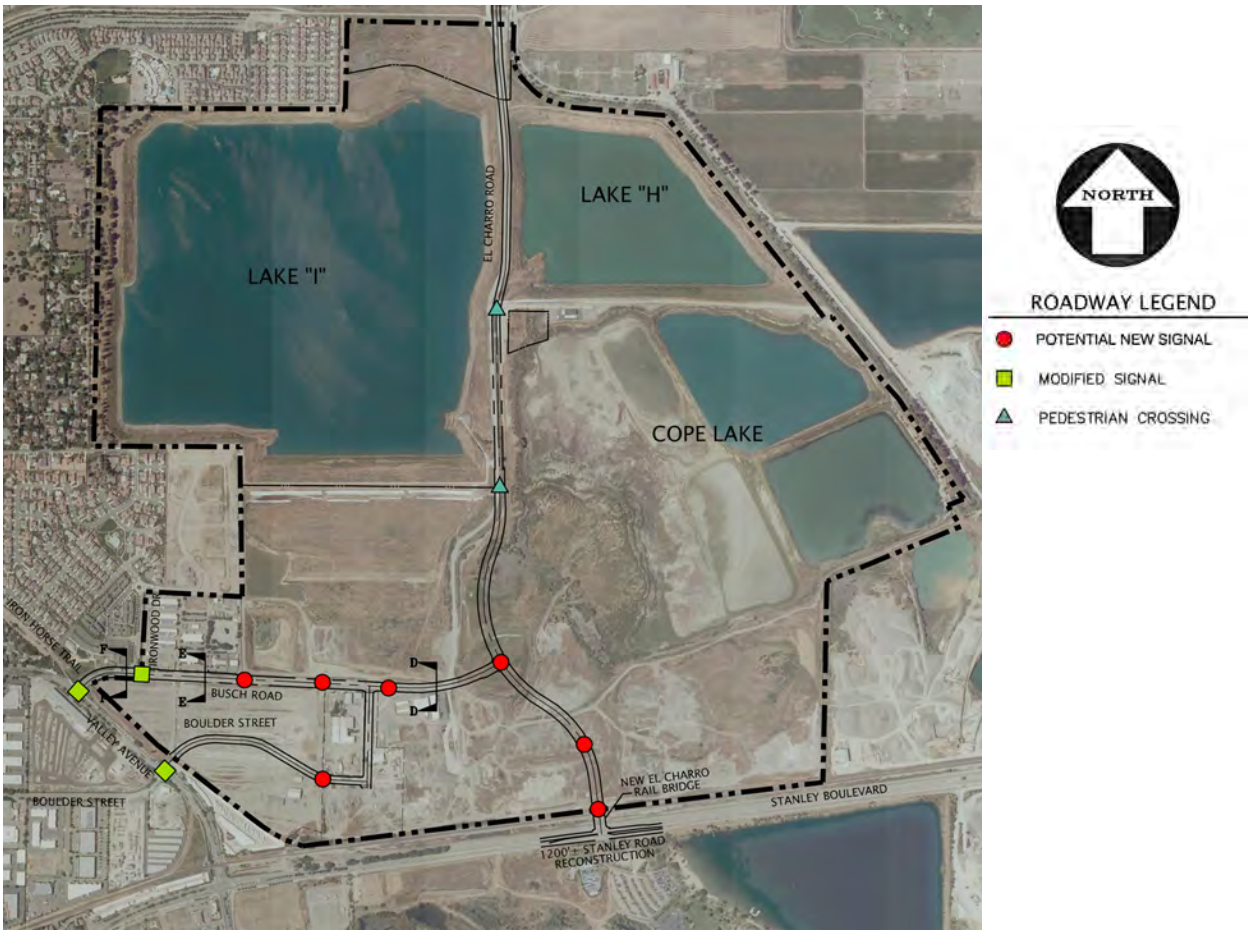


Figure 6.2 - Circulation Diagram

ROADWAY NETWORK

The City of Pleasanton categorizes roadways according to a classification system based upon expected use and function. Arterial streets feed through-traffic to freeways, provide access to adjacent land uses, and control traffic at major intersections by the use of traffic signals. Collectors provide access to adjacent land uses and feed local traffic to arterials. Traffic control devices on collector streets can be traffic signals or stop-signs. Local streets serve only adjacent land uses in both residential and non-residential areas, and provide direct access to these areas.

Discussion regarding each street type within the Plan Area is provided below. Design details are summarized in Table 6.1, and major public street sections are shown on Figures 6.8 - 6.11.

The **El Charro Road** extension is planned as an arterial roadway from Stoneridge Drive south to Stanley Boulevard. The close proximity of the adjacent lakes creates a limited right of way width condition that will require two different street sections for this roadway (Figures 6.8 and 6.9). The northern portion of El Charro Road is planned to extend through land presently owned by Zone 7. Future roadway right-of-way will need to be acquired from Zone 7 in order to construct a public roadway through this area.

Both street sections provide four travel lanes, two in each direction, and a raised median. The unconstrained southern portion of El Charro Road will also provide on-street bicycle lanes, a sidewalk on the east side of the roadway, a multi-use trail on the west side, and a landscape buffer between the travel way and the multi-use trail. The northern constrained portion of El Charro Road between the lakes has a reduced center median width and landscape buffer, and no on-street bike lanes. A multi-use trail is situated on the west side of the roadway for pedestrians and bicyclists. This will connect to the multi-use trail along the southern segment of the El Charro Road extension.

El Charro Road currently crosses the Arroyo Mocho just north of the Plan Area. An additional bridge will need to be constructed in this area to accommodate the additional El Charro Road travel lanes. This bridge will be approximately 30 feet wide and contain the two north bound lanes. Just north of the bridge crossing is the El Charro Road intersection with the existing quarry road. This road serves the Pleasanton Gravel Company (PGC) and Vulcan Materials operations to the south and east of the Plan Area. The El Charro Road improvements will need to accommodate traffic from the quarry operations, and a separate left turn access lane will be needed. The design of these improvements will need to be in accordance with the Pre-Development and Cooperation Agreement for El Charro Road Alignment, dated September 18, 2007. Design will also need to be coordinated with planned improvements for El Charro Road as detailed in the Stoneridge Drive/Staples Ranch Specific Plan, dated August 2010.

The extension of El Charro Road to Stanley Boulevard will require the construction of a railroad underpass, similar to the existing underpass at Stanley Boulevard and Valley Avenue. The grade will be lowered on Stanley Boulevard by approximately 16 feet to accommodate the new railroad track undercrossing. An existing spur track line is also planned to be removed adjacent to the tracks similar to the Stanley Boulevard and Valley Avenue undercrossing.

The proposed El Charro Road alignment is underlain by strong, undisturbed native material between Lakes H and I. As the roadway extends southward, the alignment transitions to the western edge of the former Cope Lake quarry pit. The subsurface conditions here transition from strong, undisturbed native material to weak compressible and potentially liquefiable fill that is susceptible to large vertical and lateral deformations. These conditions are to be fully mitigated in conjunction with the road engineering design. The general locations of these areas are indicated on the Constraints Diagram at Figure 2.6.

Busch Road is to be extended through the Plan Area as a collector roadway from Valley Avenue to the El Charro Road extension (Figure 6.10). The existing four-lane cross-section of Busch Road is planned to remain between Valley Avenue and Ironwood Drive. The roadway will then reduce to two travel lanes east of Ironwood Drive.

The Iron Horse Trail is planned to extend along Busch Road, connecting to other trails within the Plan Area. Class II bicycle lanes will be provided on both sides of Busch Road, along with a sidewalk on the north side. A landscaped median, in addition to landscape buffers between the travel ways and the pedestrian areas, will also be provided. No parking will be permitted on Busch Road. Traffic control devices along Busch Road will include traffic signals, pedestrian signals and possibly stop-controls.

Boulder Street is to be extended through the Plan Area as a collector roadway from Valley Avenue to Busch Road. Two travel lanes are to be provided along with landscape buffers (Figure 6.11). Bicycle lanes and sidewalks are also proposed. Parking will be permitted on both sides of Boulder Street. Traffic control devices along Boulder Street will include traffic signals, pedestrian signals and possibly stop-controls.

Residential Collector Streets will be developed throughout the Plan Area to connect local streets to the arterial street network. These facilities are designed to accommodate higher traffic volumes (3,000 to 6,000 vehicles per day) than local streets. They will include two travel lanes, on-street parking, landscape strips and sidewalks. Bicyclists will be accommodated in the street. Residential collector streets are to be planned at the time of PUD development plan application submission to the City.

Traffic calming elements may be designed into the roadway, such as curb extensions at intersections, or speed moderating devices, such as speed tables. Locating driveways connecting to residential collector streets is discouraged. However, they may connect to alleys so that all vehicular access occurs from the rear of the property, while the front door faces the collector street. Traffic control devices to be considered along residential collector streets include stop control traffic circles and intersection "neck-downs."

Local Streets will be provided throughout the Plan Area, supplying access to individual dwelling units. These facilities are intended to accommodate 500 to 3,000 vehicles per day. Depending upon the housing density served, local streets will provide two travel lanes, on-street parking, and landscape strips and sidewalks on both sides of the street. Rolled curbs are not permitted. The vehicular travel lanes on local streets may be narrower than on residential collector streets. Bicyclists will be accommodated within the street travel lanes. Any variations to these standards will be subject to approval by the Director of Community Development. Local streets are to be planned at the time of PUD development plan application submission to the City.

Traffic calming elements may be designed into the roadway, such as curb extensions at intersections, or speed moderating devices, such as speed tables. Where cul-de-sac streets are proposed, pedestrian walk-through paths should be provided to enhance pedestrian and bicycle connectivity between neighborhoods and to community facilities.

An **Industrial Collector Street** will connect the planned Industrial District to El Charro Road. Intersections along this roadway are to have large curb radii to accommodate the turning movements of trucks. It is expected that two travel lanes will be adequate, with on-street parking prohibited. Landscaped buffers and sidewalks will also be provided. This street is to be planned at the time of PUD development plan application submission to the City.

Private Streets and alleys are permitted within the Plan Area, subject to approval at the time of PUD development plan review.

PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks are to be constructed along nearly all new public roadways within the Plan Area. The potential need for sidewalks along private roads will be determined on a project-by-project bases depending upon the specific needs of the development. Bicycle lanes will be provided on both Busch Road and Boulder Street. They will also be provided along the southern portion of El Charro Road, with a multi use trail proposed on the west side of the entire length of El Charro Road. The system of trails proposed throughout the Plan Area is shown on Figure 6.4.

The proposed trails will form a continuous network around Lake I and throughout the EPSP Area. The Iron Horse Trail will be extended from its current terminus at Busch Road through the Plan Area along the south side of Busch Road, and then connect to the future multi use trail that parallels the west side of El Charro Road, and end at Shadow Cliffs Regional Park. (See Figure 6.4) Trail crossing treatments will be provided at locations where trails cross roadways.

TRANSIT SERVICE

Local bus service in Pleasanton is provided by Wheels, which provides connections to the other transit providers in the area. Bus stops with pull outs, shelters, benches and other transit stop amenities are planned to be provided throughout the Plan Area on arterial and collector roadways. The potential location of bus stops is shown on Figure 6.3.

Figure 6.3 - Potential Bus Stops

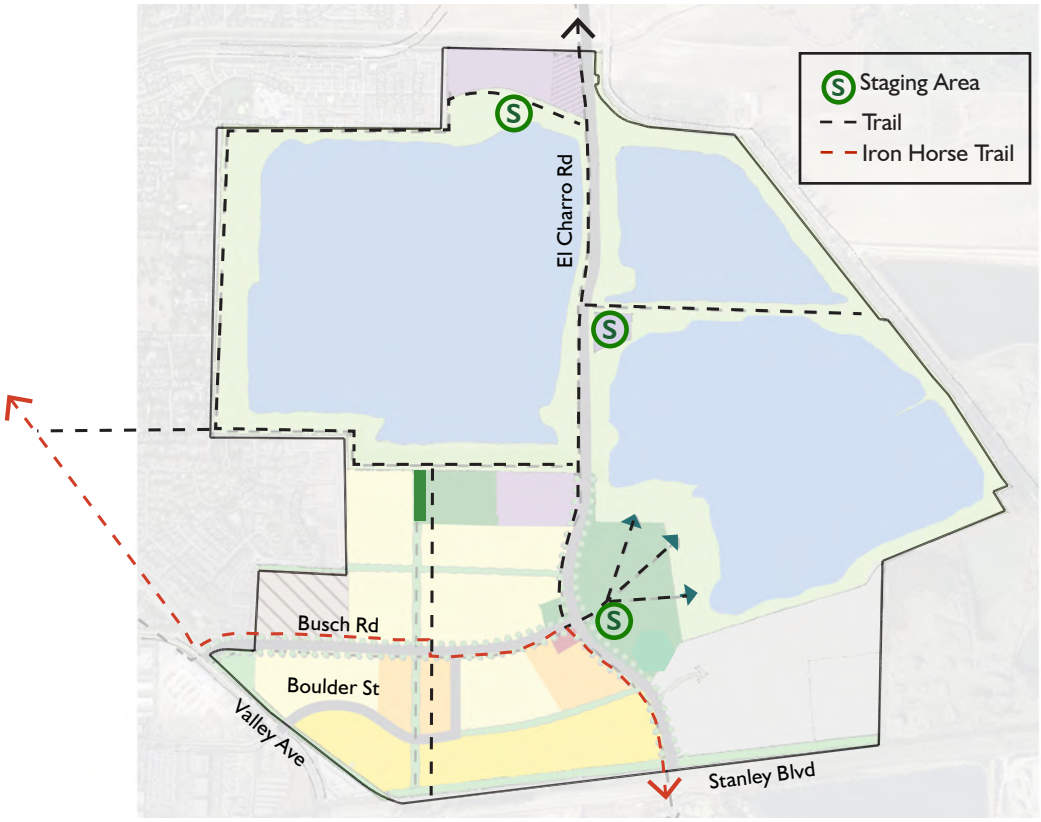


Figure 6.4 - Trails Plan

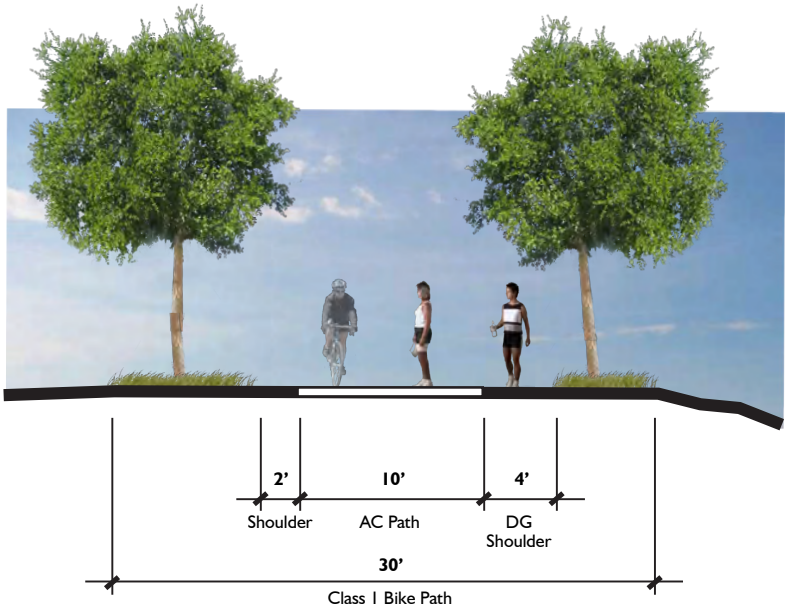


Figure 6.5 - Multi-Use Trail, typ.

TRUCK ROUTES

The City has identified several truck routes through Pleasanton including I-580, I-680, Sunol Boulevard/ First Street/Stanley Boulevard, and State Route 84. Truck through traffic is limited to these streets, but trucks making local deliveries are allowed to travel on other roadways as well. El Charro Road will be designed to accommodate large trucks. Trucks over 3 tons will be prohibited on Busch Road and Boulder Street. The City, in conjunction with the Pleasanton Garbage Service, will develop a travel route for garbage trucks and other vehicles accessing the Transfer Station site, depending upon the ultimate location of the site.

PARKING

Parking design and layout of development in the EPSP Area is to comply with the provisions contained in this Specific Plan, and the City of Pleasanton Municipal Code standards.

6.4 TRANSPORTATION REQUIREMENTS AND MITIGATIONS

OFF-SITE IMPROVEMENT MITIGATIONS

The planned circulation network is intended to accomplish a wide range of transportation objectives. The following requirements and mitigations are further intended to guide the numerous strategies anticipated for development of the Plan Area.

Development within the Plan Area is required to comply with local and regional transportation impact fee programs that fund planned improvements to the local street network as well as improvements to the regional transportation system. Impacts to street and intersection operations have been identified through the detailed analysis in the EPSP Environmental Impact Report (EIR). Please refer to the EIR for specific mitigations. Future EPSP Area developers will be required to contribute their fair share toward the construction of the necessary improvements to the roadway system included in the applicable fee programs and that are not part of the project but are needed as a result of the project impacts to provide acceptable operations per the City standards.

VEHICULAR CIRCULATION

- Locate and design roadways in general conformance with the Circulation Diagram (Figure 6.2) and Street Sections (Figures 6.8-6.11).
- Provide street improvements as described in this chapter to maintain the City's Level of Service standards at all Planning Area intersections and roadway segments as the Plan Area develops.
- Phase Plan Area streets to provide adequate ingress, egress and emergency access to serve the traffic circulation needs of the Plan Area as it develops.
- New development within the Plan Area shall comply with the regional traffic impact fee program used for the funding of regional traffic improvements.
- New development within the Plan Area shall comply with the City's traffic impact fee program used for the funding of the project's fair share of city-wide transportation facility improvements required to assist in achieving the City's build-out circulation system. Fee credits are expected to be provided due to the

significant off-site infrastructure improvements being provided by the Plan.

- A median break and turn lanes shall be provided to allow access to the Zone 7 maintenance road between Lake H and Cope Lake.
- All Plan Area public streets shall be designed to conform to City's "Complete Streets" design guidelines.
- The City shall develop a travel route for garbage trucks and other vehicles accessing the Transfer Station site to protect residents from adverse impacts. All other trucks over 3 tons shall be prohibited from using Busch Road and Boulder Street.
- The design of roadway improvements in the northern El Charro Road area shall be in accordance with the "Pre-Development and Cooperation Agreement for El Charro Road Alignment." This is an agreement between Pleasanton, Livermore, Alameda County, Vulcan Materials, and the Alameda County Surplus Property Authority, executed in September 2007. It specifies improvements needed to be made to El Charro Road to make it available for public use while safely maintaining its current function as the only direct quarry truck haul route between the extensive quarry operations to the south of the Arroyo Las Positas and I-580.
- Where multi-use trails are proposed to cross Busch Road, Boulder Street and El Charro Road, enhanced crossings should be installed, including, but not limited to, raised crosswalks, free standing pedestrian actuated flashers, or pedestrian signals.
- Where the El Charro Road cross section transitions from constrained to unconstrained width conditions, the ultimate roadway design shall provide a transition from the on-street to off-street bicycle facilities.

PEDESTRIAN AND BICYCLE FACILITIES

- Locate pedestrian and bicycle facilities in general conformance with the Trails Plan (Figure 6.3) and the Street Sections (Figures 6.4 and 6.8-6.13).
- Implement the standards contained in the City's Pedestrian and Bicycle Master Plan Standards for the design of all pedestrian and bicycle facilities.
- Design pedestrian and bicycle facilities to accommodate connections between land uses and neighborhoods.
- Pedestrian and bicycle wayfinding signs shall be incorporated into final PUD development design plans.
- Future public trail use on Zone 7 property shall be subject to the execution of an agreement between the responsible public agency and Zone 7 to address liability and maintenance. All areas not under the trail use agreement shall be fenced for public safety and the security of Zone 7 facilities. All potential trail safety issues shall be corrected prior to public trail use.
- Public trails are not permitted on the north side of Lake H, nor the east sides of Lake H and Cope Lake due to public safety concerns.

TRANSIT FACILITIES

- Locate public transit stops and shelters as generally shown on the Transit Stops Plan (Figure 6.5).
- All commercial, office and industrial tenants are encouraged to implement the City's Transportation Systems Management Ordinance to minimize peak hour traffic congestion.
- Project developers shall consult with LAVTA and City of Pleasanton staff regarding the final placement and design of transit stops within the Plan Area.

6.5 STREETSCAPE DESIGN GUIDELINES

The streetscape design will provide visual structure by creating gateways to the Plan Area and entries to its neighborhoods, reinforcing roadway hierarchies to assist in wayfinding and orientation, emphasizing key intersections, creating pedestrian and bicycle zones, and highlighting open space and the presence of the lakes.

Streetscapes will feature native and climate adapted planting and street trees. Bioswales will treat stormwater runoff. Coordinated street furnishings including benches, public transit shelters, trash receptacles, lighting, and signage will support the design character.

Each major roadway type will have unique, yet coordinated, landscape treatment with varying levels of pedestrian and bicycle amenities, depending on scale and function. Large canopy trees will provide comfort for pedestrians and bicyclists. The visual organization of the project will be reinforced with unique tree varieties for each major street/street type.

GATEWAYS AND ENTRIES

Street gateways and entries create the first impressions of communities and neighborhoods. They delineate neighborhoods, convey neighborhood character, and act as wayfinding elements. The hierarchy of gateways and entries helps to orient residents and visitors to their surroundings. Gateways and other access points into the Plan Area should be characterized by high-quality design that establishes the overall image of the community.

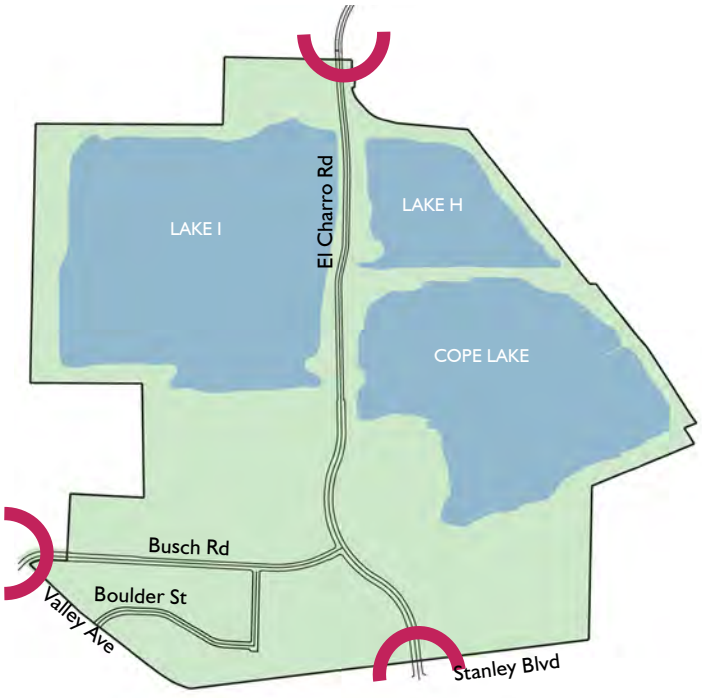


Figure 6.6 - Gateways

Gateways should distinguish the East Pleasanton Specific Plan Area. They should include generous landscape setbacks which create a park-like impression. Entries to the EPSP Area's neighborhoods and districts should also create a unified but distinct aesthetic theme. The locations of gateways and entries to the Plan Area are depicted on Figure 6.6.

Valley Avenue/Busch Road Gateway

The primary entry to the EPSP Area from the west is at Busch Road and Valley Avenue. A detention basin at the southeast corner will create a memorable entry which expresses the character of the lakes that make this area unique (Figure 6.7). Coordinated landscaping of the off-site areas located to the north and west of the intersection should also be installed, if feasible, in conjunction with the detention basin landscaping.

Stanley Boulevard/ El Charro Road Gateway

The primary entry to the EPSP Area from the south is at the intersection of El Charro Road and Stanley Boulevard. A grade separated connection under the Union Pacific Railroad tracks will be created by lowering Stanley Boulevard to meet El Charro Road, similar to the condition at Valley Avenue. El Charro Road will rise to the surrounding grade north of the railroad tracks. The embankments along El Charro Road are to be planted with groundcover, shrubs and a line of trees.

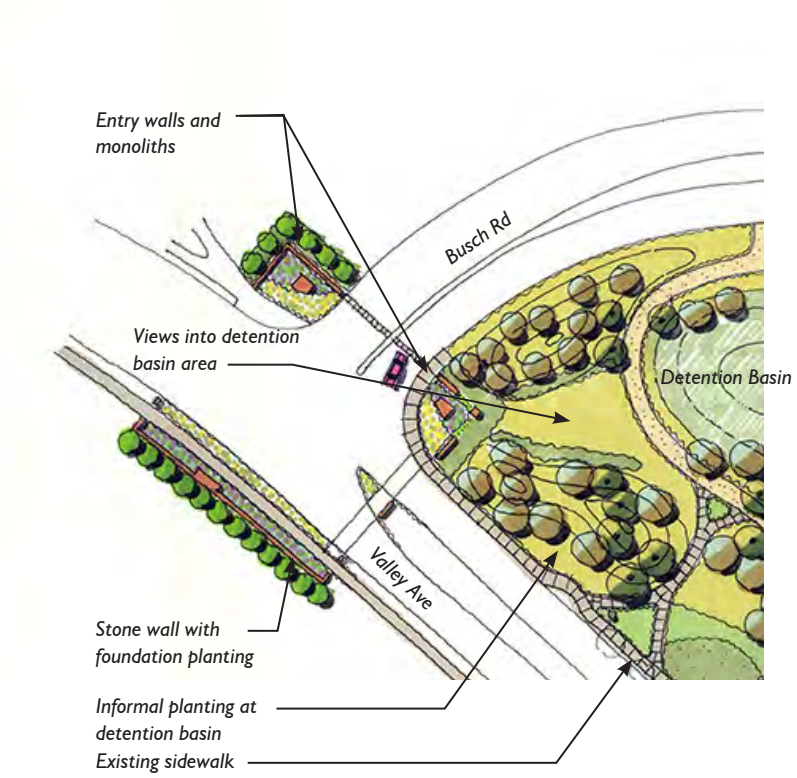


Figure 6.7 - Valley Avenue / Busch Road Gateway

El Charro Road North Gateway

El Charro Road will provide the northern gateway to the EPSP Area. After the Arroyo Mocho crossing, a double row of tall, narrow trees on each side of the street should be planted to frame the view to the lakes beyond.

STREETS

Design details regarding each street type within the Plan Area are summarized in Table 6.1, and major public street sections are shown in Figures 6.8-6.11.

Street Characteristics	El Charro Road North	El Charro Road South	Busch Road	Boulder Street	Residential Collector	Local Street	Industrial Collector
Total Right-of Way	77'	115'	100'	78'	60'	56'	60'
Number of Lanes	Four	Four	Two	Two	Two	Two	Two
Width of Travel Lane	15'/12'	12'	12'	12'	11'	10'	14'
Median	4'	13'	12'	No	No	No	No
Bicycle Lanes	No	6' plus 2' buffer	6'	6'	No	No	6'
Landscape Buffer	5' (one side only)	8'	8'	7'	5'	5'	5'
Sidewalks	No	6' (one side only)	6' (one side only)	6'	6'	6'	5'
Multi-Use Trail	Yes – 12'	Yes – 16' (including shoulders)	Yes – 16' (including shoulders)	No	No	No	No
Parking Lane	Not Permitted	Not Permitted	Not Permitted	Permitted - 8'	Permitted – 8'	Permitted – 7'	Not Permitted
Street Lights	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Table 6.1 - Proposed Street Characteristics

El Charro Road

El Charro Road is the single major north-south arterial through the Plan Area. In the northern segment between the lakes, a portion of the right-of-way is constrained and limited to 77 feet in width. This constraint, while limiting the area available for landscaping, allows for open views to Lakes H and I, and Cope Lake. Along this segment, street trees will be limited to a 5-foot wide planting strip on the west side of the Road, which separates the travel lanes from the multi-use trail. Trees will be clustered in informal groupings to allow views between clusters from the travel lanes to Lake I. The 12-foot multi-use trail will be located to the west of the planting strip, allowing unobstructed views of the Lake, with the tree clusters providing shade for cyclists and pedestrians. Both the 4-foot median in the center of El Charro Road, and the buffer on the east side will be planted with native grasses that provide seasonal interest and blend with the surrounding open space landscape (Figure 6.8).

South of Lake I, the El Charro Road right-of-way widens to 115 feet, allowing for generous landscaping adjacent to the developed portions of the Plan Area. A 13-foot wide median will be planted with accent trees at 20-feet on center. In this segment, the multi-use trail is designed per Pleasanton's Pedestrian and Bicycle Master Plan, with a 10-foot paved trail, an adjacent 4-foot decomposed granite path on one side and a 2-foot shoulder on the other. The 8-foot landscape strips can accommodate bioswales for stormwater management, as well as canopy trees for shade (Figure 6.9). Additional landscape setbacks along El Charro Road will vary, depending on the adjacent land use. These are further described in the Land Use Design Guidelines chapter, and listed below:

Adjacent to residential uses:

- 8-foot landscaped setback with trees, shrubs and groundcover
- Berm within the 8-foot setback to reduce the height of any necessary soundwalls

Adjacent to industrial uses:

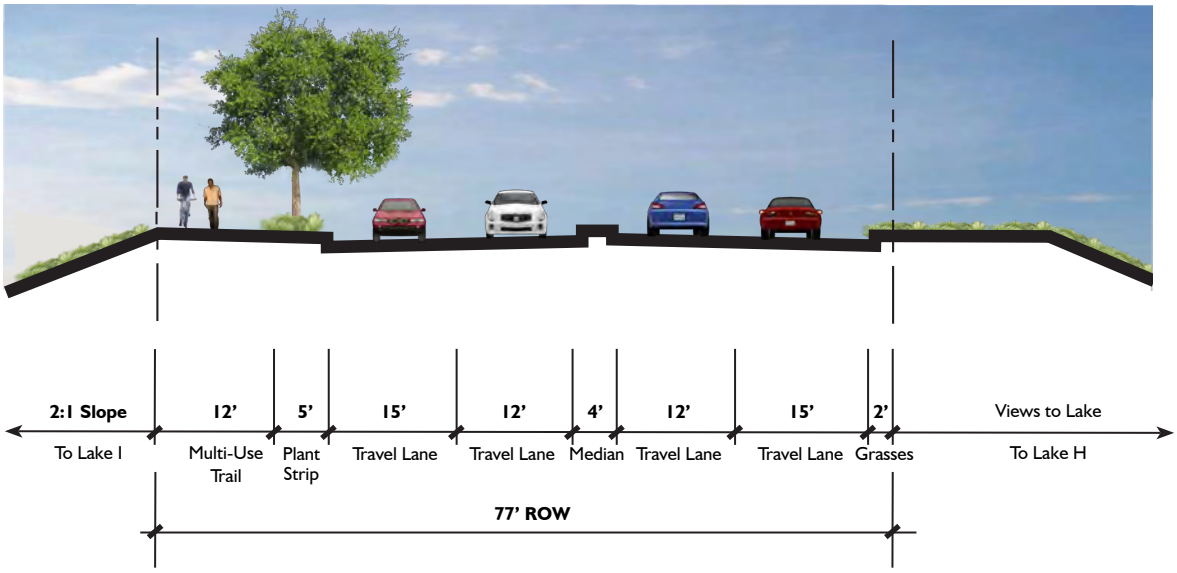
- 30-foot landscape setback north of the underpass depressed grade. Setbacks next to the underpass depressed grade are to be determined on a case by case basis
- Landscaped berm where necessary to screen views of industrial buildings and yards from El Charro Road

Adjacent to retail uses:

- 10-foot landscaped setback with trees, shrubs and groundcover

Adjacent to parks:

- Informal clusters of trees to transition into parks/open space
- Preserve views to the Community Parks and Cope Lake



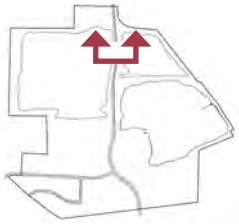


Figure 6.8 - El Charro Road, North

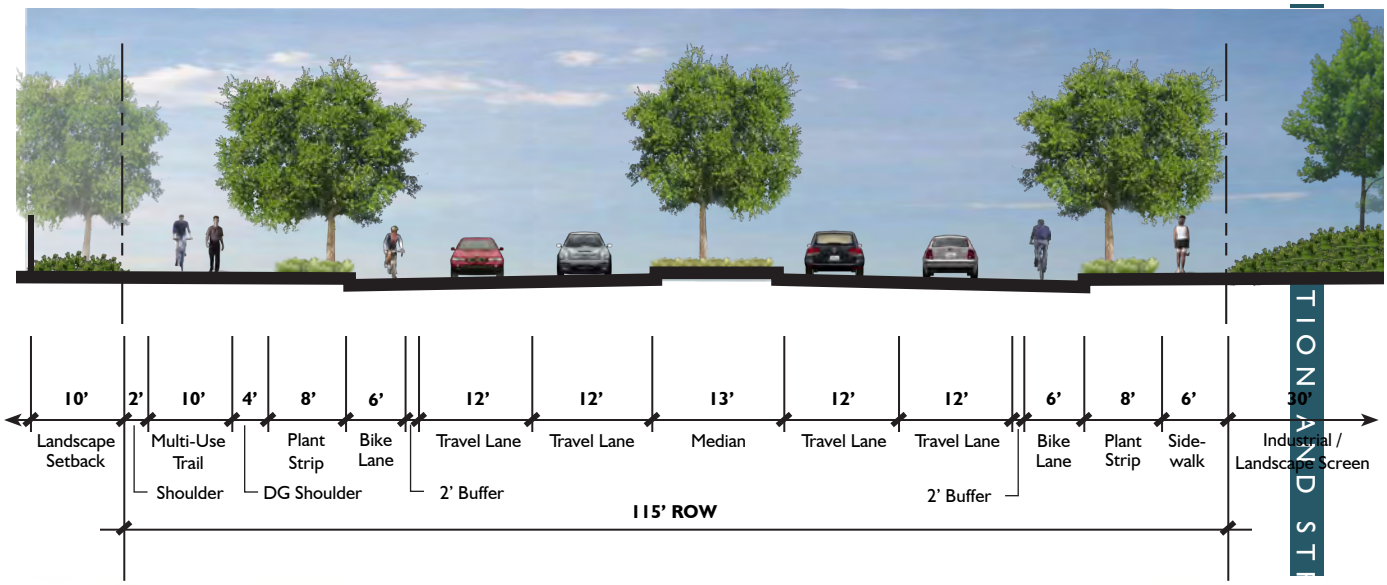


Figure 6.9 - El Charro Road, South

Busch Road

Busch Road is the primary east-west collector for the Plan Area. The existing curb to curb configuration is to remain unchanged between Valley Avenue and Ironwood Drive. A multi-use trail along Busch Road will connect to the Iron Horse Trail at Valley Avenue. East of Ironwood Drive, the roadway transitions to one travel lane in each direction, with a median, turn pockets and Class II bike lanes. No parking is allowed on Busch Road. Pedestrian crossings are to be enhanced with special paving.

Homes will not front on Busch Road. An additional 7-foot landscape zone is provided between the multi use trail or sidewalk and the adjacent private property. This will allow for the creation of a berm to provide sound attenuation for the adjacent homes, while keeping any necessary acoustic wall to a maximum of 4 feet in height, and allowing up to 2 feet of open fencing. Frequent access points from the adjacent private property will be included to encourage the use of alternate transportation.

Boulder Street

Boulder Street has an active interface with the neighborhoods it serves. Two travel lanes, Class II bike lanes and parking are all accommodated. Seven feet of landscaping is to separate pedestrians from the street. To enhance the pedestrian experience on Boulder Street, curb cuts are to be minimized.

Large-scale canopy street trees are to be a maximum of 30 feet on center. Paralleling the south and east boundaries of the PGS site, Boulder Street helps to create a buffer between PGS and the adjacent residential neighborhoods. Additional landscape buffers at this location are discussed elsewhere in this chapter (Figure 6.11).

Residential Collector Streets

On residential collector streets, driveways are discouraged to minimize curb cuts, improve the pedestrian experience, and minimize the visual impact of street-facing garage doors. Within the right-of-way, two lanes of traffic and on-street parking are accommodated, as well as a 5-foot parkway with street trees at a maximum spacing of 30 feet on center, and a 6-foot sidewalk on both sides of the street (Figure 6.12).

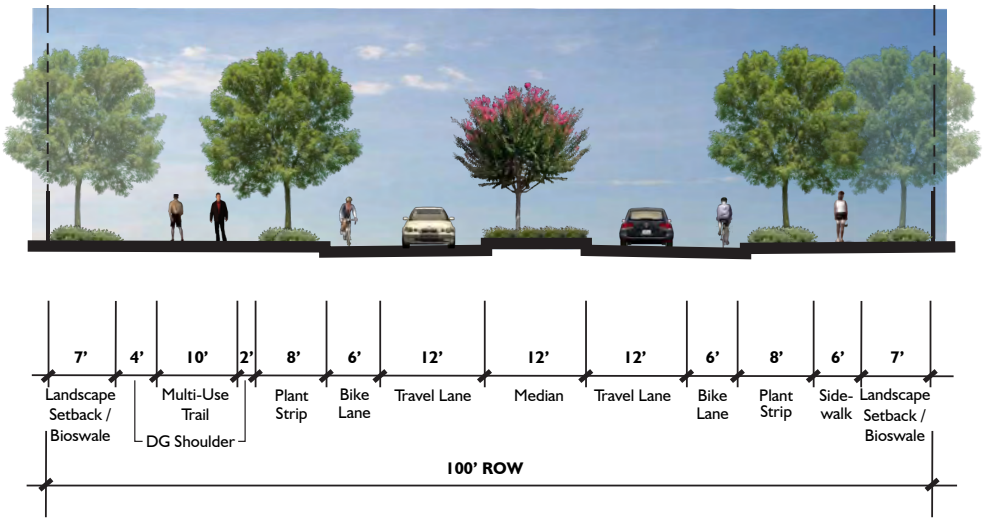
Local Streets

Local streets are configured similarly to collector streets, but with narrower driving lanes to calm traffic and driveways to provide access (Figure 6.13).

Industrial Collector Street

The industrial collector street will have wider travel lanes to accommodate truck traffic. Six-foot wide bike lanes, 5-foot wide landscape buffers and 5-foot sidewalks are to be provided on each side of the street.

Alleys



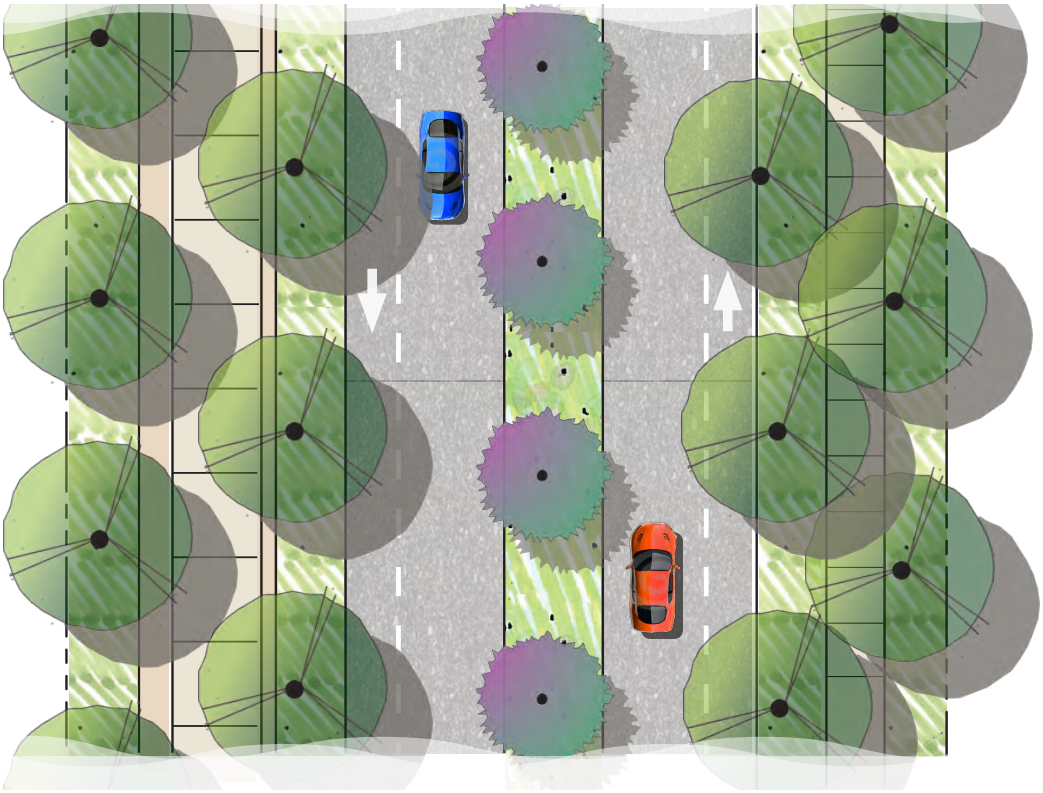
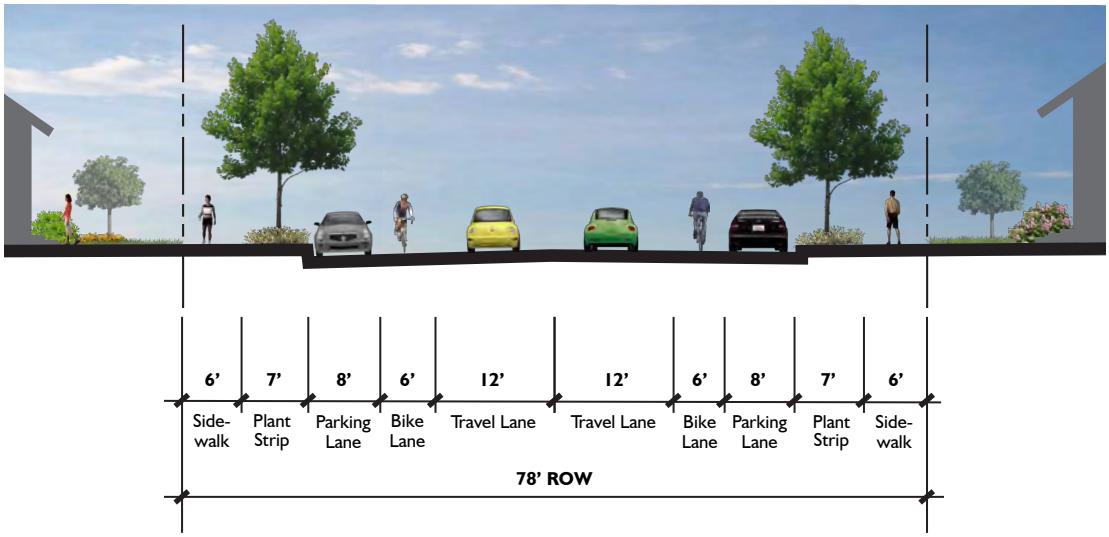


Figure 6.10 - Busch Road



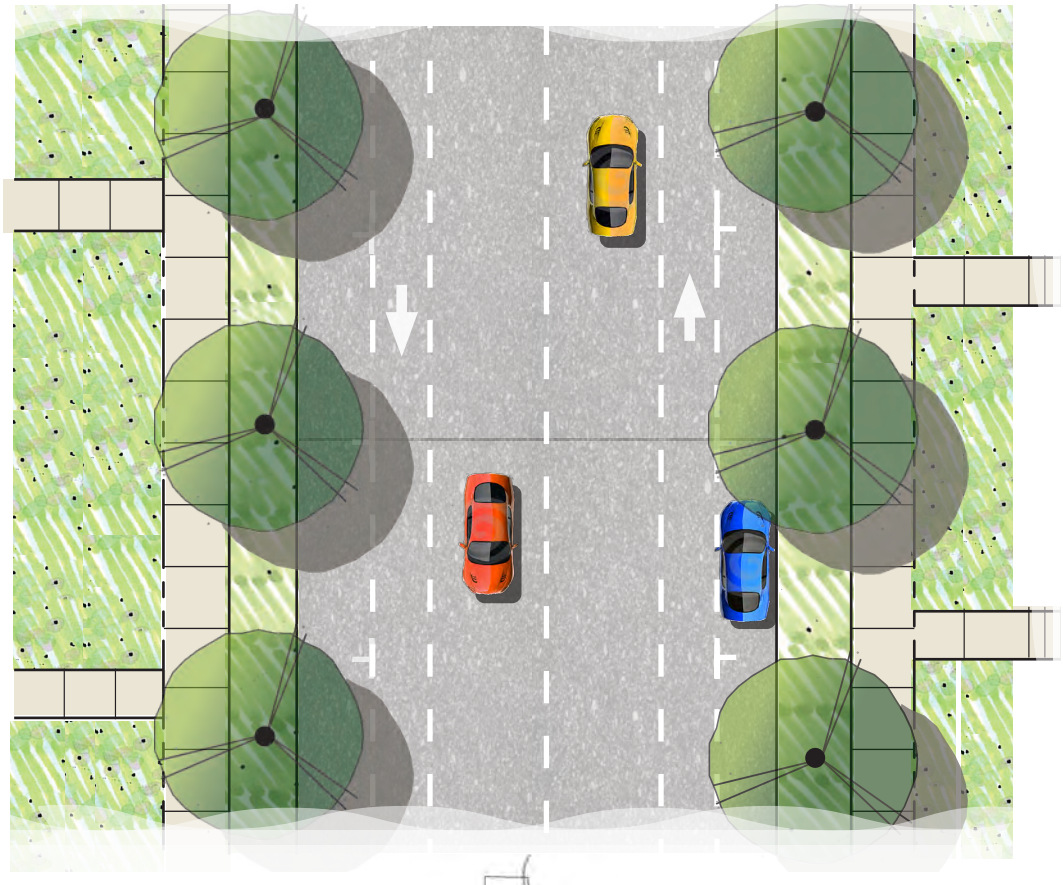
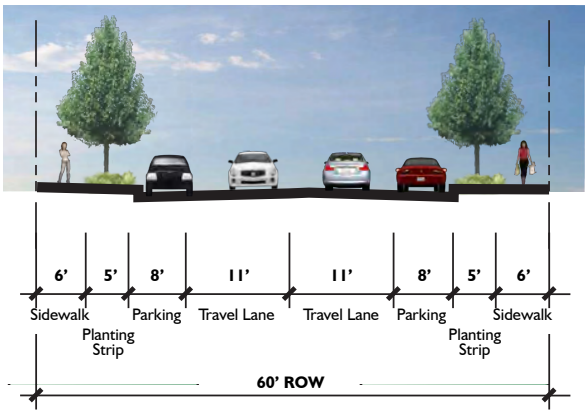


Figure 6.11 - Boulder Street



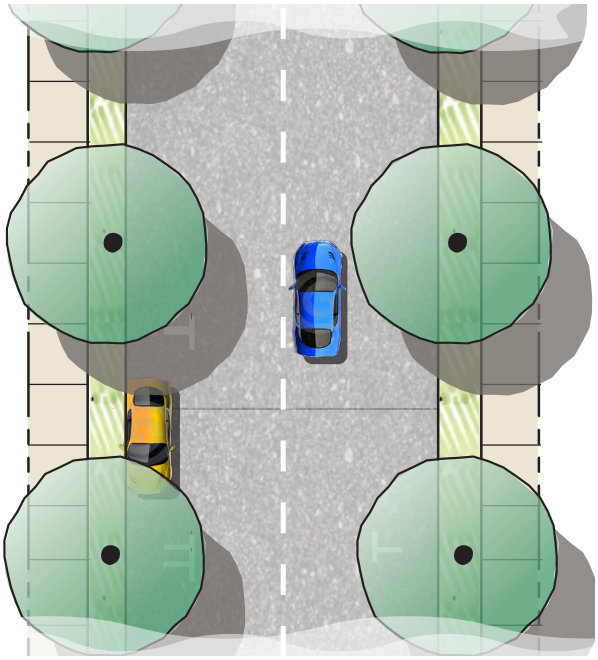
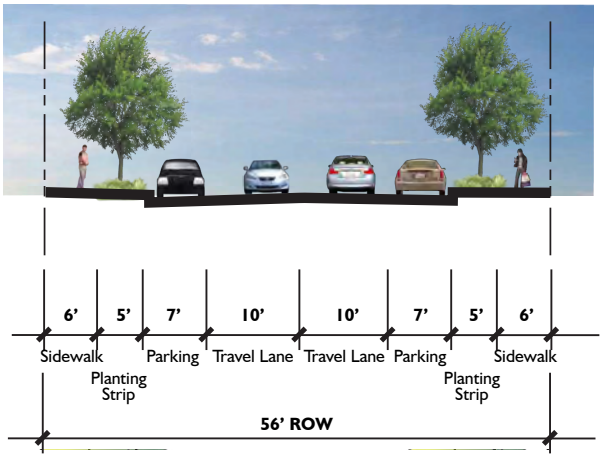


Figure 6.12 - Residential Collector Street



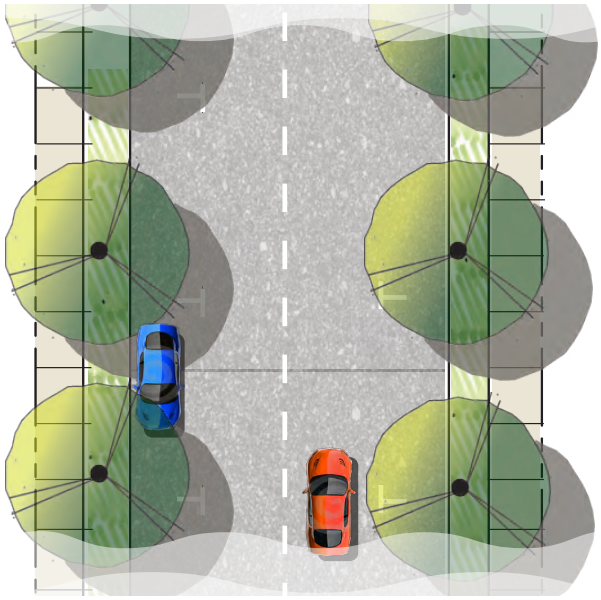


Figure 6.13 - Local Street

Where residential units are alley loaded, the alley should not be longer than 150 feet. The minimum distance between garage doors should be 30 feet, including a 4-foot planting and garage apron zone on each side of the alley. Variation in garage setbacks is highly encouraged for visual interest (Figure 6.14). Parking is not allowed in alleys.

Bicycle and Pedestrian Circulation (off-street)

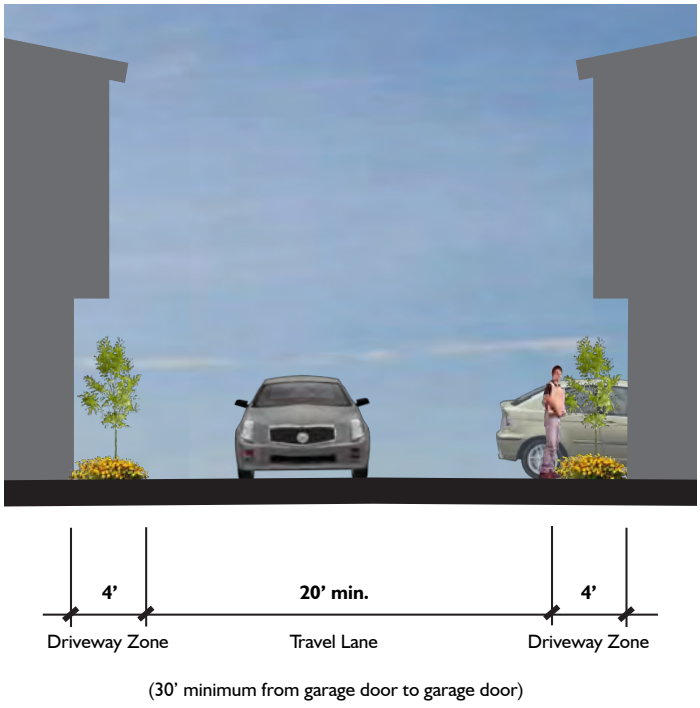


Figure 6.14 - Alley

The backbone trail system is shown on Figure 6.3. It consists of multi-use trails planned within the EPSP area, and connecting to the outlying City and regional trail system. Trail type, location and design are required to meet the standards of Pleasanton's Bicycle and Pedestrian Master Plan. This consists of a minimum of 10 feet of paved area, with a 4-foot decomposed granite shoulder on one side and a 2-foot shoulder on the other (Figure 6.4). A minimum vertical clearance of 8 feet must also be maintained. Where multi-use trails are to be situated adjacent to roadways, the details of Figures 6.8, 6.9 or 6.10 shall apply, as appropriate. Where they are not adjacent to roadways, a minimum of 8 feet of landscape setback should be provided on each side of the trail.

The southernmost terminus of the Iron Horse Trail currently extends near to the intersection of Valley Avenue and Busch Road. It is then planned to extend through the EPSP Plan Area along the northern side of Busch Road in an easterly direction until it meets the EPSP open space spine. There it is to cross Busch

Road and extend further east along the south side of Busch Road until it connects to the El Charro Road multi-use trail. At this point, it is to extend southerly along the west side of El Charro Road and eventually under Stanley Boulevard. Here it will connect to the Shadow Cliffs Recreation Area and head east to Livermore.

In accordance with the Stoneridge Drive Specific Plan, the City of Pleasanton will work with Zone 7 to open the existing all-weather Zone 7 maintenance road along the north bank of the Arroyo Mocho as a public multi-use trail. This trail would provide safe and convenient regional pedestrian access between Pleasanton and Livermore. The El Charro Road multi-use trail planned within the EPSP Area would then extend northerly to connect to the Arroyo Mocho Trail, thus providing additional access to the regional trail system.

In the case of trails along the east-west open space corridors, the 16 feet of landscape setback does not include the area of potential drainage channels. Sufficient width should be provided for bioswales / drainageways to function with the projected water volumes to flow in a stream-like pattern. See Figure 6.15.

Enhanced pedestrian and bicycle facility treatment is to be included at all major street intersections. Pedestrian pathways and connections are to be provided within development areas. Where homes side onto El Charro Road or Busch Road, pedestrian paseos should connect from the greenways and alleys to these streets.

Multi-use trails connect neighborhoods

Decomposed granite shoulder for joggers

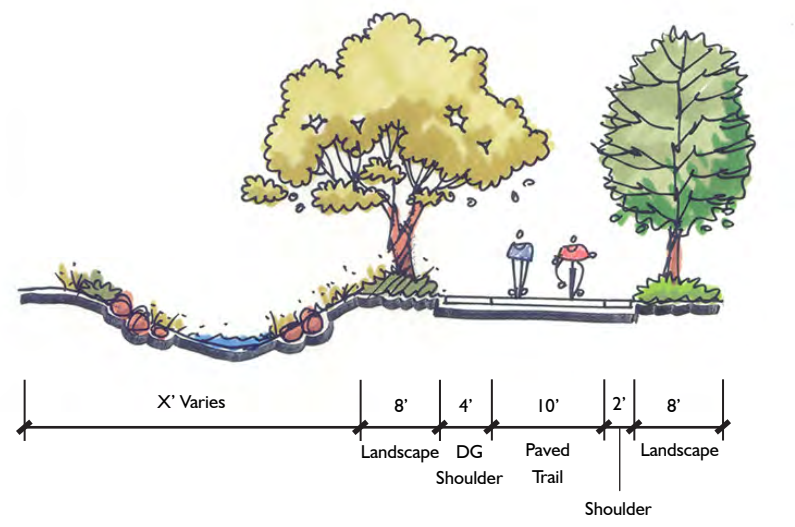


Figure 6.15 - Trail at Drainage-way

Transit Service

Transit stops should generally be located at the far side of intersections. Amenities at bus stops within the Plan Area are to include signage, seating, trash receptacle, lighting and a bus shelter per LAVTA standards. The bus shelter and other amenities should be located at the back of the sidewalk zones so as to maintain comfortable and accessible clearance for boarding busses.

Topsoil Testing

Heavy clay soils with extremely high PH and high boron content, along with the use of recycled water, will present certain plant material limitations. For this reason, soil tests shall be done and plant materials shall be chosen for their tolerances for these conditions.

Street Trees

A preliminary suggested street tree list is provided on Table 6.2. These trees have been selected for their suitability to the conditions in the Specific Plan Area. Other suitable species may be proposed.

Botanical Name	Common Name	Water usage	CA Native/Med.
SMALL TREES			
Arbutus 'Marina'	NCN	Moderate	Mediterranean
Cercis occidentalis	Western Redbud	Very low	CA Native
Citrus grapefruit varieties	Citrus	Moderate	---
Laurus nobillis 'Saratoga'	Sweet Bay	Low	Mediterranean
ACCENT TREES			
Acer buergerianum	Trident Maple	Moderate	---
Lagerstroemia (various)	Crape Myrtle	Low	Climate Adapted
Malus floribunda	Flowering Crab Apple	Moderate	---
Prunus cerasifera 'Atropurpurea'	Purple Leaf Plum	Low	Climate Adapted
Prunus serrulata 'Kwanzan'	Flowering Cherry	Moderate	Climate Adapted
Robina x ambiqua 'Purple Robe'	Locust	Low	---
Rosa Standard	Rose Standard	Moderate	Climate Adapted
MEDIUM TREES			
Betula nigra	River Birch	Moderate	---
x Chitalpa tashkentensis	Chitalpa	Low	Mediterranean
Cupressus sempervirens	Italian Cypress	Low	Mediterranean
Koelreuteria bipinnata	Chinese Lantern Tree	Moderate	---
Melaleuca linariifolia	Flaxleaf Paperbark	Moderate	Climate Adapted
Olea europea 'Swan Hill' (std. single trunk)	Fruitless Swan Hill Olive	Low	Mediterranean
Podocarpus gracillor	Fern Pine	Moderate	Mediterranean
Pyrus calleryana	Flowering Pear	Moderate	---
Pistacia sinensis	Chinese Pistache	Low	Climate Adapted
LARGE TREES			
Liriodendron tulipifera	Tulip Tree	Moderate	---
Magnolia grandiflora	Magnolia	Moderate	---
Quercus lobata	Valley Oak	Low	CA Native
Quercus virginiana	Southern Live Oak	Moderate	Climate Adapted
Salix babylonica	Weeping Willow	MOD-High	---
Tristania conferta	Brisbane Box	Moderate	Climate Adapted
Ulmus parvifolia	Evergreen Elm	Moderate	Climate Adapted
SCREEN AND BERM TREES			
Cedrus deodara	Deodar Cedar	Low	Climate Adapted
Elaeocarpus decipiens	Japanese Blueberry Tree	Moderate	---
Geijera parviflora	Australian Willow	Moderate	---
Lyonothanmus floribundus	Catalina Ironwood	Low	CA Native
Melaleuca quinquenervia	Cajeput Tree	Low	Mediterranean
Pinus eldarica	Afghan Pine	Low	
Pinus muricata	Bishop Pine	Moderate	CA Native
Platanus racemosa	California Sycamore	Moderate	CA Native
Quercus agrifolia	Coast Live Oak	Low	CA Native
Quercus chrysolepis	Canyon Live Oak	Very Low	CA Native
Quercus robar	English Oak	Moderate	Climate Adapted
Quercus suber	Cork Oak	Low	Mediterranean
Thuja plicata	Western Red Cedar	Moderate	CA Native
STREET TREES			
Pyrus calleryana 'Holmford'	New Bradford Pear	Moderate	---
Platanus x acerifolia 'Columbia'	London Plane Tree	Low	Climate Adapted

Table 6.2 - Tree list

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7-ENVIRONMENTAL PROTECTION

As previously noted, this Specific Plan and its companion EIR ("Environmental Impact Report – East Pleasanton Specific Plan and Related Planning and Development Actions") were prepared concurrently. This process provided the opportunity for the environmental consultants to recommend mitigations for otherwise potentially negative significant impacts that were then incorporated directly into the Specific Plan ("base plan"). This is commonly referred to as a "mitigated plan," or a specific plan that contains environmental mitigations within it. This approach allowed for a more interactive exchange of information between the Task Force that over-saw the preparation of the Plan and the environmental consultants that evaluated the environmental consequences of the Plan.

In addition to the actual Specific Plan design and text, many additional development related mitigation measures also apply that are intended to help ensure that future development takes place in an orderly manner and is sensitive to the environmental setting in which the EPSP Area is located. Numerous federal, State, regional and local agencies are authorized to regulate a wide variety of project development related activities. Measures range from the protection of biological resources to ensuring geotechnical stability. These additional regulatory agency mitigation measures are presented in the EIR. Each measure, through the adoption of the EIR Mitigation, Monitoring and Reporting Plan is considered to be a requirement for implementing the Specific Plan and is hereby incorporated by reference as such.

7.1 ENVIRONMENTAL PROTECTION OBJECTIVES

- Enhance the viability of a sustainable environment by protecting and conserving natural resources, reducing energy usage, and facilitating the emission of fewer air pollutants.
- Protect special status plant and wildlife species.
- Protect and permanently preserve areas of significant woodland, wetlands, other valuable habitat areas and wildlife corridors.
- Protect any potentially significant archaeological and historical resources that may be found during future development in the Plan Area.
- Protect future Plan Area development from truck and safety hazards, noise, vibration, dust, odor and other impacts created by the Transfer Station and nearby quarry operations.
- Protect the Zone 7 facilities, Transfer Station and nearby quarry operations from intrusion by Plan Area residents and visitors that could result in trespassing, safety risks, vandalism and complaints.
- Minimize the negative impacts of Plan Area construction activities on residents, employees and visitors within and surrounding the Plan Area.

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8-PUBLIC INFRASTRUCTURE AND SERVICES

Development of the EPSP Area relies upon the adequacy and timing of its basic public infrastructure and services. This chapter presents the shared infrastructure improvements and public services planned for the Plan Area. In addition to the roadway system described in the Transportation Chapter, this chapter includes the planning for the installation of potable water, recycled water, sanitary sewer, storm water drainage, and public utilities. This chapter also addresses the planning for public services, including fire protection and solid waste. The methodology for allocating shared costs on a "fair-share" basis is outlined in the Infrastructure Financing Chapter (Chapter 9). These items are further discussed in the following Infrastructure Financing Chapter. The EPSP infrastructure required to serve the land use plan is identified on page 110 and depicted in Figures 8.1 - 8.4.

Please note this chapter was prepared under the assumption that the current drought conditions are an anomaly. The analysis assumes normal historical potable water availability, and the conditions created by the current drought are not addressed. If the drought continues, worsens, or re-occurs it is likely that other building restrictions will be mandated that are outside the scope of this Specific Plan to address.

8.1 PUBLIC INFRASTRUCTURE AND SERVICES OBJECTIVES

- Promote environmental sustainability through: (1) water conservation practices and design; (2) use of recycled water for landscape irrigation of non-single family residential land uses; and (3) expansion of the City's recycled water system beyond the EPSP Area.
- Efficiently utilize potable and recycled water supplies to minimize the overall need for Plan Area water consumption.
- Efficiently utilize sewage treatment and disposal capacity.
- Create a storm water drainage system within the EPSP Area that protects future inhabitants and does not increase flood waters on downstream properties during major storm events.
- Protect Zone 7 and City of Pleasanton water resources from degradation caused by pollutants, and minimize the effects of storm water runoff from the Plan Area.
- Meet the public service needs of the Plan Area for fire service, solid waste disposal, and other services needed by residents, employees and visitors.
- Ensure that all infrastructure system plans are designed to maximize public maintenance efficiency over the long-term, and to minimize negative impacts on the existing public infrastructure.
- Ensure that public infrastructure and public services are provided in a timely manner to keep pace with the needs of on-site development, and to protect the outlying community from potential negative impacts.

8.2 WATER SUPPLY

In accordance with the City of Pleasanton 2010 Urban Water Management Plan, and the CEQA documentation for the 2010 Housing Element Update, water supplies for the EPSP Area are limited, and are thus planned to be met through the use of potable water/recycled water exchange programs. Plan Area development will fund the cost of extending the City's existing recycled water distribution system to provide recycled water for irrigation to other parts of the City that currently use potable water for irrigation. As the recycled water system is extended, the potable water that was being used for irrigation in other areas will be "freed-up" to help provide for the potable water needs of the EPSP Area. The Plan Area will also minimize its potable water demands by meeting much of the irrigation demands within the Plan Area with recycled water supplies. Only single-family residential development within the Plan Area will use potable water for outdoor irrigation.

POTABLE WATER PLAN

The potable water infrastructure needed to serve the Plan Area (Figure 8.1) has three basic components: 1) on-site facilities (within the EPSP Area); 2) off-site facilities needed to extend services to the Specific Plan Area; and 3) expansion of the recycled water system for the exchange of recycled water for potable water supplies. The City's hydraulic model for the potable water system will be used to size the pipelines needed on-site for the distribution systems. The size of the pipelines for the major streets are expected to be a maximum of 12 inches in diameter.

The water system is divided into two sections, the northern section and the southern section. Northern section development will need to extend a new 12-inch water main east along the south side of the Arroyo Mocho from Stoneridge Drive to El Charro Boulevard. The total length is estimated to be 2,000 feet. Eventually, this main may connect to the Staples Ranch development to create looping. The southern section of development will connect to an existing 12-inch main in Busch Road and an existing 10-inch main in Valley Avenue, south of Busch Road. To create the loop between these connections will require approximately 1,800 feet of 12-inch pipe. There are adequate pressures to serve the Plan Area, so modifications to the existing pump stations are not anticipated.

For water storage, development will create the need to increase operational and emergency storage levels in the City's Lower Water Pressure Zone. Storage requirements were calculated using the City's 2004 Water Master Plan:

- Operational storage is 25 percent of the maximum day demand.
- Emergency storage is 50 percent of the maximum day demand.

Total storage dedicated to the development is estimated to be 1.8 million gallons (MG) based on this criteria. According to the 2004 Master Plan, the City had a storage deficit in the Lower Zone. The project will fund the addition of approximately 1.8 million gallons in the Lower Pressure Zone through the payment of City water fees..

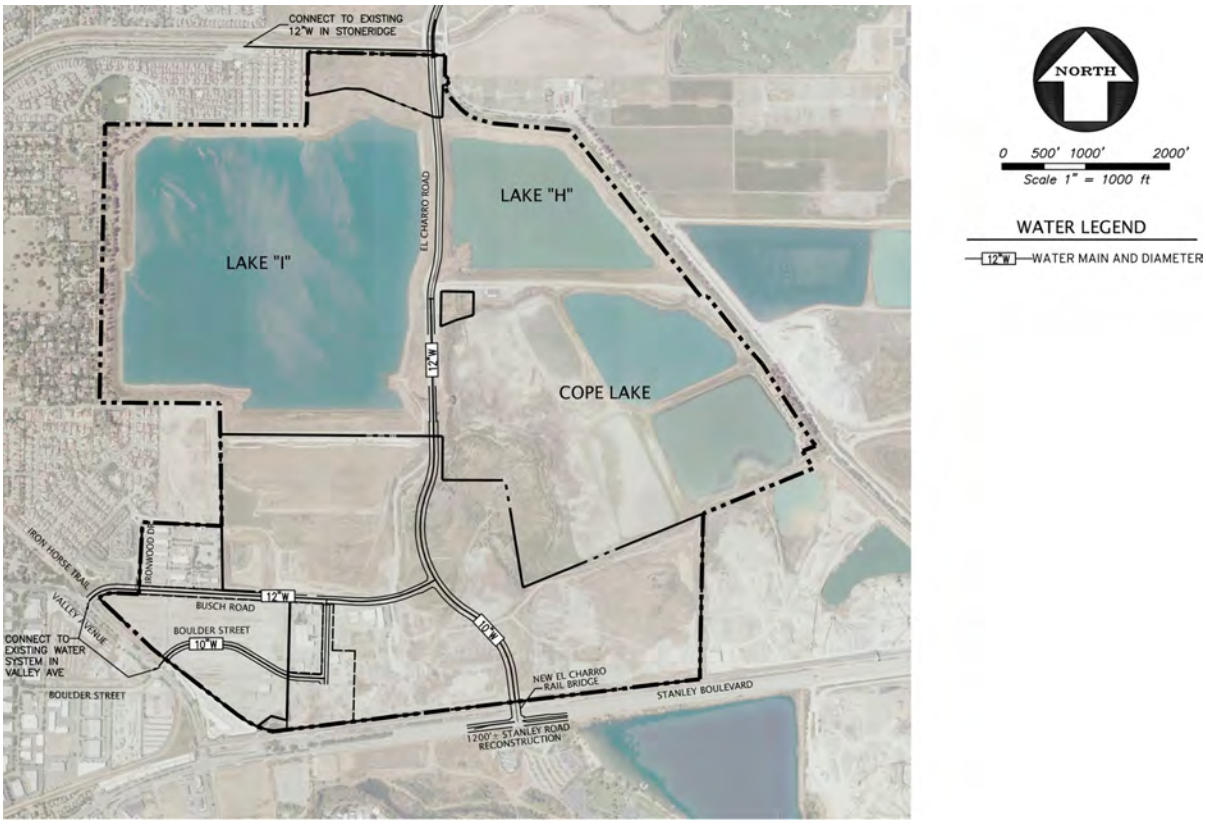

Figure 8.1 - Potable Water Plan

It is anticipated there will be minimal effects to the potable water system because the exchange program will result in no net change for annual potable water demands. As development proceeds within the Plan Area, the City will help identify the necessary expansion of the recycled water system to ensure water supplies for the EPSP Area development. The specific required recycled water distribution improvements are dependent on the timing of the Plan Area development as the City is currently planning for the construction of the first phase of its recycled water distribution system. However based upon the potable water needs identified in the Water Supply Assessment for the Plan Area, the cost of recycled water infrastructure necessary to exchange potable water is approximately $4.5 million at this time.

Zone 7 has existing planned water distribution facilities that will need to be coordinated with the City during future EPSP Area infrastructure planning.

All potable and recycled water distribution system facilities will be located within street rights of way.

Plan Area developers will construct all facilities to City specifications as development proceeds. Water lines will be installed as roadways are constructed, whether or not they are needed to support the particular phase of development.

Off-site facilities will also be constructed as necessary to support each phase of development. Some off-site facilities are included in the City's Water Development Impact Fee Program and will therefore either be constructed by the City, or eligible for reimbursement, if constructed by the developer.

The potable water/recycled water exchange program will be administered by the City. Plan Area developers will pay the standard City fees for participation in the program. The City will use the fees to expand the treatment and distribution systems associated with the recycled water program, as necessary.

RECYCLED WATER PLAN

The City is currently designing the first phase of its recycled water distribution system as described in the 2013 Recycled Water Feasibility Study. In accordance with the study, the City's recycled water distribution system is ultimately anticipated to be served from the Dublin-San Ramon Services District (DSRSD) Regional Wastewater Facility located in the western part of the City, and by a connection to the City of Livermore's recycled water system at the intersection of Stoneridge Drive and El Charro Boulevard. Operational planning and construction documents for the City's recycled water distribution system are currently underway and the backbone of the system is expected to be operational by January 1, 2016. In the meantime, the cities of Pleasanton and Livermore have an agreement that allows for development in eastern Pleasanton to be served from Livermore until the Pleasanton distribution system can be extended to this area. Depending on the timing of development in the Plan Area, irrigation demands will be served from the City of Pleasanton recycled water distribution system, or recycled water from the Livermore's distribution system. All on-site facilities will be installed by Plan Area developers.

Recycled Water from Pleasanton for Water Exchange Program

Recycled water will be conveyed to the Plan Area via a new 10-inch recycled water line from the existing 18-inch recycled water line in Stoneridge Drive. The new 10-inch recycled water line will then go south on El Charro Road about 7,500 feet to the development portion of the Plan Area.

The minimum pressure requirement during peak hour demands is 40 psi according to the Pleasanton Recycled Water Feasibility Study. Preliminary modeling shows that the planned Plan Area development does not have a significant impact on the City's recycled water distribution system pressures, and the minimum pressure requirements can be met. However, if impacts are discovered during Plan Area development, the cost to mitigate these impacts will be borne by the development.

The Tassajara Reservoir is understood to have more than sufficient storage to meet the operational storage needs of the EPSP water exchange. Recycled water storage required in the Recycled Water Feasibility Study is estimated to be 3.7 million gallons per day (MGD) which is small relative to the 8.0 MGD Tassajara Reservoir size and the relatively small operational increase caused by the development (calculated to be approximately 0.3 MGD). Thus, no additional storage is expected to be required to serve the development.

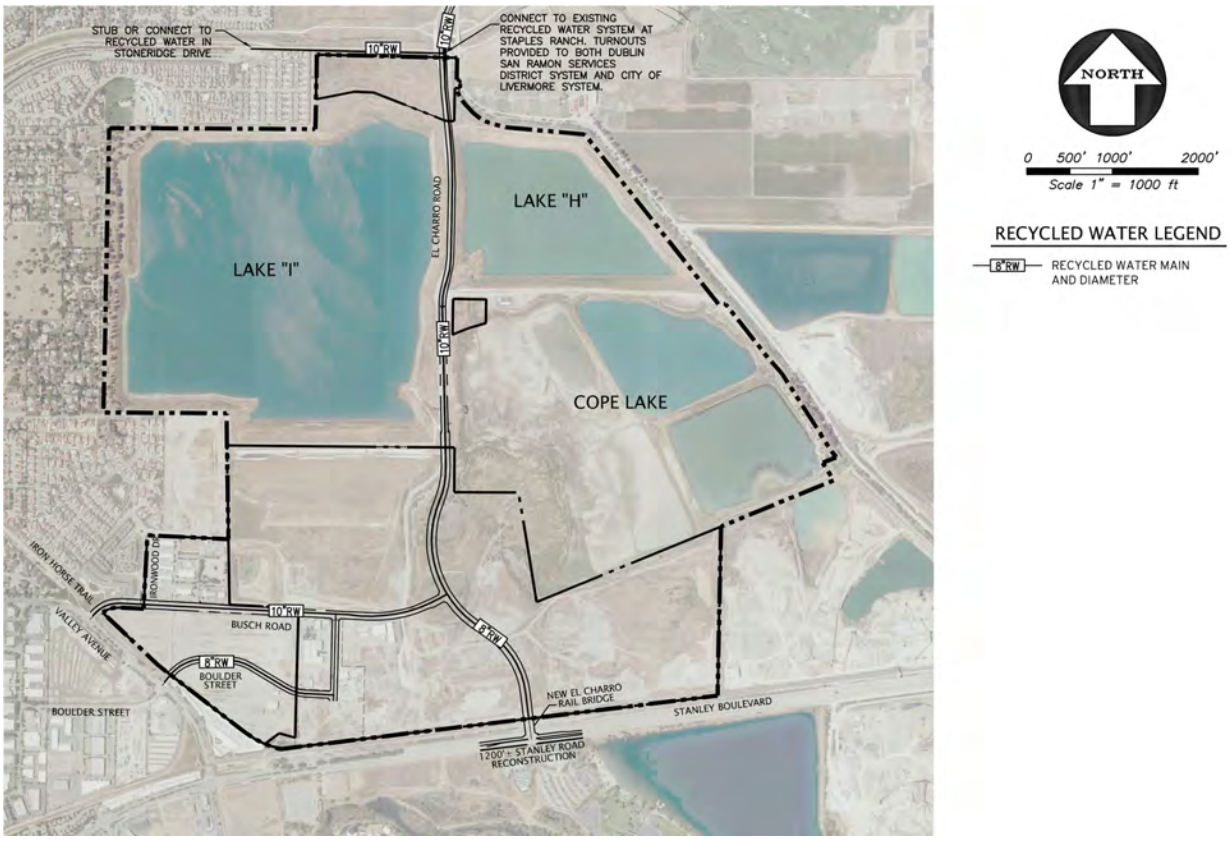

Figure 8.2 - Recycled Water Plan

Recycled Water from Livermore to Serve Irrigation Demands in the EPSP Area

Similar to the way recycled water would be conveyed from the Pleasanton recycled water distribution system to the Plan Area, recycled water would be conveyed to Plan Area development via a new 10-inch recycled water line. The new 10-inch line would go south on El Charro Road about 7,500 feet. The existing 18-inch recycled water line in El Charro Road would be the main conduit for conveying recycled water from the Livermore distribution system to the new connection.

Adequate water pressures exist in the Livermore recycled water system to serve the irrigation demands within the Plan Area. Pressure tends to be high, as much as 150 psi because of the relatively high elevation of the Dooland recycled water storage tank. A PRV within the development would be required to bring the pressure down to a pressure more appropriate for irrigation.

The Livermore Recycled Water Pump Station has sufficient capacity to meet the maximum day demands of the Plan Area.

Livermore currently has about 3.8 MG of storage. The existing storage is likely sufficient to meet the project's irrigation demands.

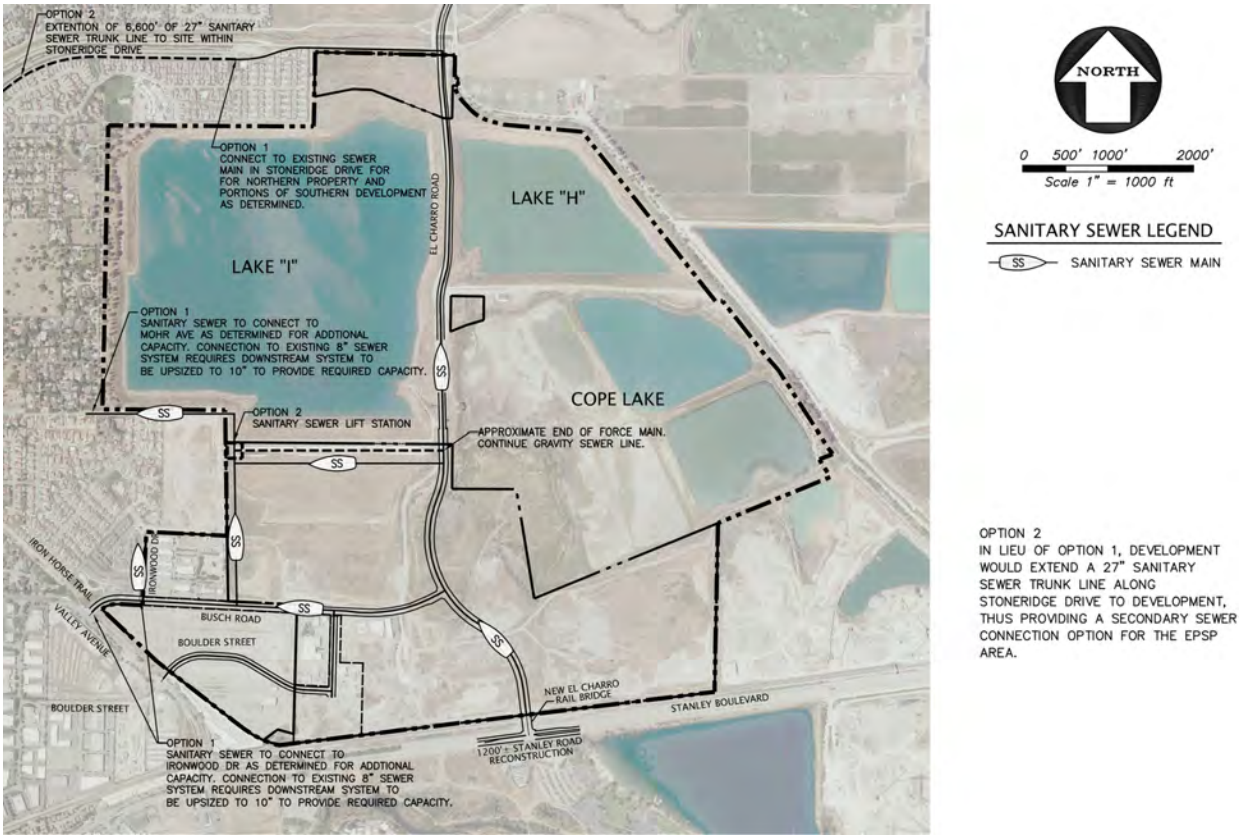

Figure 8.3 - Sanitary Sewer Plan

8.3 SANITARY SEWER PLAN

The EPSP Area will have its sanitary sewer needs met by the installation of 8- to 12-inch sewer lines to accommodate the proposed land use development. Two options were analyzed as part of the Specific Plan.

In Option 1, a network of underground mains would be constructed that connect the south area development to the west side of the Plan Area, specifically to the existing northward flowing sewer system in Ironwood Drive. From the intersection of Ironwood Drive and Cornerstone Court, the existing sewer then flows west through the adjacent neighborhoods eventually leading to Kamp Drive where it then flows north to Stoneridge Drive, then east along Stoneridge Drive to the DSRSD treatment plan. A preliminary study indicates that in order to sewerage the south Plan Area with this alternative, an approximately 865-foot section of pipe in Kamp Drive would need to be upsized from 8-inch sanitary sewer to 10-inch, or as otherwise required to accommodate flows from the Plan Area (Figure 8.3). This potential sewer alternative is discussed in the City's 2007 Wastewater Master Plan prepared by Carollo Engineers. During the design of the Plan Area this alternative will have to be modeled to determine the exact upsizing necessary.

Limited capacity within the existing 8-inch sanitary sewer pipes would be allowed in the residential neighborhoods for the initial phases of development, although the developers would still be responsible for their pro-rata share of any upsizing of the pipelines for the overall development flows. The north area development would require the construction of approximately 2,000 feet of pipeline along the south side of the Arroyo Mocho from El Charro Road to Stoneridge Drive to connect to an existing 12-inch trunk line within Stoneridge Drive. This also would be modeled at the time of proposed development.

Alternative One is the preferred option for the Specific Plan Area development.

As an Option 2 to the upsizing of pipes in the residential area, a sewer main would be constructed to drain the EPSP southern development area to the north utilizing, as necessary, a sewer lift station and force main for flows where a gravity sewer line cannot be accommodated.

The lift station would provide the pumping capacity necessary to serve areas that would not gravity flow to the west. It would pump the collected effluent through a force main to El Charro Road. Then it would either remain a force main or gravity flow northerly along El Charro Road. The pipeline would then turn to the west along the south side of Arroyo Mocho for approximately 2,000 feet and connect to an existing 12-inch gravity line within Stoneridge Drive, and flow west to the DSRSD Waste Water Treatment Plant. The 2007 City Sanitary Sewer Master Plan provides specific details for the 12-inch trunk sewer in Stoneridge Drive. This option would have to be modeled to determine if any upsizing to Stoneridge Drive is necessary. This option is a secondary alternative in the Specific Plan due to the initial and ongoing costs associated with the pump station.

All pipe systems are to be designed to the City of Pleasanton design standards. Pipe sizes, manhole spacing, etc., will meet or exceed these standards.

All on-site sanitary sewer facilities are to be constructed by the Plan Area developers and dedicated to the City of Pleasanton, including the lift station. The installation of mains to the lift station and the corresponding force main from the lift station to the Stoneridge Drive trunk sewer would be triggered by the initial development within the EPSP Area. The remainder of the on-site collection system would be installed as development proceeds.

All off-site pipelines are to be constructed by the Plan Area developers and dedicated to the City. Off-site facilities, as described above, will be constructed at the appropriate time based upon need. Developers will pay the City's impact fee for conveyance, treatment and disposal.

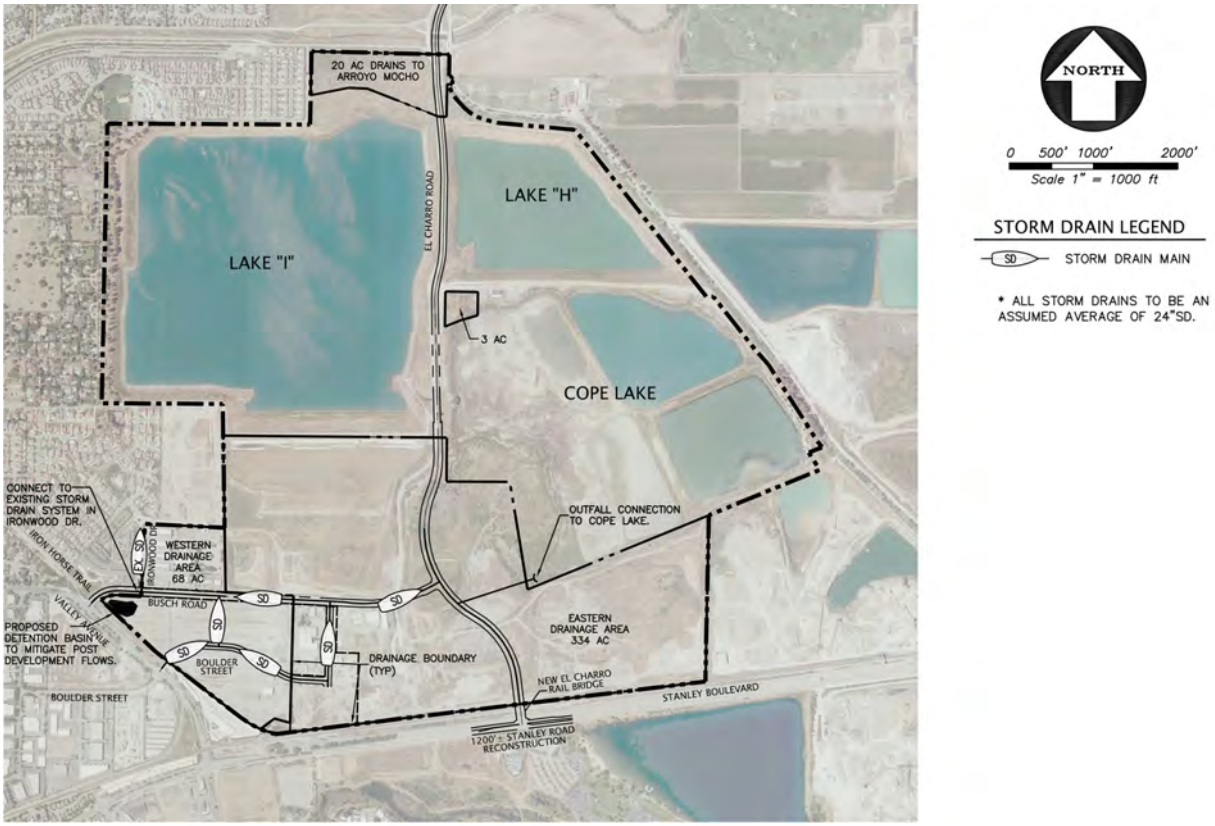

Figure 8.4 - Storm Water Drainage Plan

8.4 STORM WATER DRAINAGE PLAN

The developable portion of the EPSP Area (excluding the three lakes) totals approximately 404 acres. The current typography of the Plan Area divides the area into two distinct watersheds, the Western Watershed and the Eastern Watershed. The Western Watershed area is approximately 41 acres and contains the entire 17-acre Pleasanton Operations Service Center (OSC) site, and approximately 24 acres of the 50-acre Kiewit property. The Western Watershed is planned to drain through the existing underground system in Ironwood Drive (Figure 8.4). The remaining Eastern Watershed area will drain through new drainage systems flowing to Cope Lake. Approximately eighty acres of the Eastern Watershed is planned for open space and park use.

The 24 acres of the Kiewit property in the Western Watershed area was considered in a 2008 reimbursement agreement in which it is contemplated that the area would drain into the Ironwood system, with a reimbursement to the Ironwood developer. Potentially, as long as the Kiewit property post development peak flow does not exceed the design capacity of the Ironwood system considered in the 2008 development agreement, more of Kiewit property could drain into the Ironwood system. Likewise there may be other development in the area currently defined as the Eastern Watershed that may benefit from draining into the Ironwood system. These areas may include impervious areas such as the planned public roadways. The

amount of area that drains into the Ironwood system may increase if its detention facilities are incorporated into the development. This can be evaluated during the design of the improvement. A detention basin on the property is planned to allow this to occur.

The Western Watershed will utilize existing 24 and 36-inch storm drain systems. The Eastern Watershed will employ surface level drainage systems, as well as storm drain pipes generally ranging from 12 to 18 inches in diameter and up to 48 inches.

All pipe systems will be designed per the standards of the City of Pleasanton. Pipe sizes, manhole spacing, inlet locations, etc., will meet or exceed these standards.

All on-site drainage facilities will be constructed by the Plan Area developers. Developers will also pay a local impervious surface fee for off-site impacts.

Phasing of the on-site storm water drainage will be determined by where development occurs. Interim detention facilities may need to be constructed on-site until the final facilities are available. These will be a non-reimbursable land owner expense, and will be removed when the connection to the overall drainage system occurs.

8.5 PUBLIC UTILITIES

Public utilities include the distribution of gas and electricity, and telecommunications facilities. These "dry" utilities are located within joint trenches. Trenches are installed within public utilities easements (PUEs) along roadways. Exact locations of PUEs are determined during the development project approval process.

Dry utilities to the Plan Area are currently available in the existing section of El Charro Road to the north. These facilities will be extended to pass through the Plan Area along the El Charro Road alignment, and are to be undergrounded in conjunction with future development.

Gas service to the Plan Area is provided by the Pacific Gas and Electric Company (PG&E). In addition to the El Charro Road facilities, six-inch diameter gas lines exist in Busch Road and Valley Avenue that can be used to serve the initial development.

Electrical service is also provided by PG&E. An existing 21-KVA power line was recently installed to serve the Plan Area and other areas to the north and east. EPSP Area development will connect to the existing power system in Busch Road and Valley Avenue. At build-out of the EPSP, a looped electrical system will be necessary through the Plan Area.

Telecommunications facilities are provided by AT&T. Facilities currently exist in Valley Avenue and Busch Road that are available for initial Plan Area development use. Additional conduit within El Charro Road will be required as development takes place.

All existing on-site above ground public utility lines, and all new lines are to be placed underground by the individual developers at the time of project development.

8.6 FIRE PROTECTION

The Livermore-Pleasanton Fire Department (LPFD) is responsible for providing fire protection and suppression services to all areas within Livermore and Pleasanton. The Department also provides contractual services to a number of developed areas in the unincorporated Alameda County area. The closest fire station to the EPSP Area is the Station-1 LPFD Headquarters located approximately one-half mile to the southwest at the corner of Nevada Street and Bernal Avenue in Pleasanton. The only existing public fire facilities or hydrants within the EPSP Area serve the Operations Service Center.

New water trunk lines will be constructed along El Charro Road, Busch Road and Boulder Street. Hydrants will be installed along these lines at locations adjoining new development. In addition, individual developers will be required to provide local facilities both within their projects and in the connecting streets as individual project improvements. Hydrants and supporting facilities will be sized to provide a minimum capacity for residential use of 1,500 gallons per minute (gpm), and 2,500 gpm for commercial use, at a minimum of 20 pounds per square-inch sustained for two hours. Hydrants are generally installed at 400-foot intervals.

8.7 SOLID WASTE

The Pleasanton Garbage Service (PGS) presently provides refuse collection for the EPSP Area. Refuse generated by existing and future development will be collected and transported to the North Vasco Landfill site located north of Livermore. Monthly charges will be assessed to the user.

The PGS Transfer Station is located on the south side of Busch Road within the EPSP Area. This facility will potentially relocate from its present site to either the southeast portion of the EPSP Area or to a site outside of the Plan Area. No new refuse collection or disposal facilities are required to serve the EPSP Area.

8.8 PUBLIC INFRASTRUCTURE AND SERVICES REQUIREMENTS AND MITIGATIONS

The public infrastructure system plans illustrated and discussed above are intended to implement a wide-range of objectives. The following requirements and mitigations are further intended to guide the numerous infrastructure strategies anticipated for development of the Plan Area.

WATER SUPPLY

- Potable water needs shall be met through a potable water/recycled water exchange program.
- Irrigation water needs for all but single-family residential development shall be met through a recycled water system described previously. Based upon the WSA prepared for the Plan Area the recycled water

infrastructure necessary to accomplish the exchange is currently estimated to cost $4.5 million. This cost will be refined upon timing of development.

- Plan Area developers will be responsible for funding their share of the cost of extending the City's existing recycled water distribution system to provide irrigation water to other parts of the City that currently use potable water for irrigation.

POTABLE WATER

- Install the Plan Area potable water distribution system in substantial conformance with Figure 8.1, and in accordance with the City's Water Master Plan and all other applicable City design standards.
- Conserve potable water by incorporating water conservation fixtures and measures into development projects per the California Green Building Code.
- Coordinate the planning of water distribution facilities within the EPSP Area with Zone 7.

RECYCLED WATER

- Install the Plan Area recycled water distribution system in substantial conformance with Figure 8.2, and in accordance with all applicable City design standards.
- Reduce irrigation water demands by incorporating the State Conservation Landscaping Act (AB 1881) and the City's Water Conservation Landscaping Ordinance.

SANITARY SEWER

- Install the Plan Area sanitary sewer collection system in substantial conformance with Figure 8.3, and in accordance with all applicable City design standards.
- Additional capacity for sanitary sewer flow to the west of the Plan Area may exist, depending on the improvement capacity of downstream lines. The option of utilizing this additional capacity shall be studied in conjunction with the EPSP Development Agreement. The objective shall be to potentially limit the need for the size of the proposed EPSP sewer lift station. Not having a lift station is the preferred option.
- Minimize sewage flows by incorporating water conserving fixtures into building design and using best available control technology to minimize inflow and infiltration into sewer mains.

STORM WATER DRAINAGE

- Install the Plan Area storm water drainage system as illustrated on Figure 8.4, and in accordance with all applicable City design standards.
- Storm water from the Legacy/Lionstone property may drain to Cope Lake in accordance with a prior Zone 7 Agreement.
- Storm water runoff from the Pleasanton Operations Service Center and a portion of the Kiewit property may drain through the underground system in Ironwood Drive. All of the Kiewit site and possibly other sites may utilize the Ironwood storm drain system, provided that during the design their combined peak flow does not exceed the storm drain design flow capacity of the Ironwood system. This may require that detention facilities be incorporated into their design. This will be refined during the design.

- Storm water drainage options for the Garbage Collection and Transfer Station site include the Ironwood Drive system and Cope Lake. The final determination will be based upon outlying flood water system capacities, detention potential, and/or attainment of private agreements.
- All storm water leaving individual development sites (including the Garbage Collection and Transfer Station site) shall meet all applicable City, regional and state clean water standards.
- Coordinate with the Zone 7 Water Agency regarding storm water release patterns to meet regional flood control objectives.
- Design storm water detention basins to be capable of retaining the increase in post development peak runoff resulting from the 100-year storm event.
- Design development improvements such as storm drain lines, streets, curb-and-gutters, channels, culverts and open spaces in a comprehensive manner, such that no habitable buildings are subject to flooding during the 100-year storm event.

WATER QUALITY

- Implement Best Management Practices for the control of non-point source pollutants.
- Prepare water quality management plans for all significant turf areas that includes standards for usage and storage of fertilizers, herbicides and other chemicals.
- Incorporate opportunities into project design for detention basins that can filter runoff pollutants before they enter the off-site drainage system.

PUBLIC UTILITIES

- Provide electrical, gas and telecommunications services to new development in accordance with all City and service provider standards.
- All existing above ground public utility lines within the Plan Area and all new utility lines shall be placed underground by the individual developers at the time of project development.

FIRE PROTECTION

- New development shall take place in accordance with all applicable City fire protection standards and regulations, both as the sites develop and at final build-out of the Plan Area.

SOLID WASTE

- Encourage and work cooperatively with the Pleasanton Garbage Service to relocate its existing Garbage Collection and Transfer Station to the site designated within the EPSP Area for Industrial use, or to a site outside of the Plan Area.
- Promote the reduction of solid waste through re-use, recycling, composting, and other transformation of wastes.
- Design non-residential development to facilitate opportunities for solid waste recovery and centralized collection, as feasible.

9-INFRASTRUCTURE FINANCING

The following chapter outlines the EPSP conceptual financing plan to fund the coordinated development of the Plan Area public infrastructure. Included is an overall approach for apportioning costs associated with shared public infrastructure on a "fair share" basis among benefiting properties. A more detailed cost apportionment program will be prepared in conjunction with a future Development Agreement and/or Finance Plan between the City and participating properties.

9.1 FINANCING OBJECTIVES

- Ensure that Plan Area development contributes to the City's long-term fiscal sustainability.
- Implement a fair and equitable nexus based method of spreading the costs of financing shared public infrastructure.
- Ensure that public infrastructure included in the Specific Plan can be successfully financed by the land-owners/developers based upon realistic and achievable standards pertaining to the relationship between total costs and the corresponding financial market values.
- Ensure that shared infrastructure improvements in the Plan Area occur in a timely and efficient manner.

9.2 APPORTIONMENT OF INFRASTRUCTURE IMPROVEMENT COST RESPONSIBILITIES

Most of the Plan Area is currently undeveloped and outside the boundaries of municipal service provision. Basic public infrastructure and services will need to be extended to adequately serve new development, including roadways, potable water, recycled water, sanitary sewer, storm water drainage, etc.

Costs for Specific Plan shared infrastructure improvements (those that benefit the owners of developable property) are to be funded by Plan Area landowners, identified as "Funding Developers." The Funding Developers include: Legacy/Lionstone and the Kiewit Infrastructure Company (See Figure 2.4). Funding obligations are to run with the land and not with the owner of the property.

Prior to approval of any Planned Unit Development (PUD) plan, a detailed infrastructure financing and phasing program is to be prepared potentially as part of an EPSP Development Agreement, subject to adoption by the City Council. This agreement will specify the various financing commitments, resources, mechanisms and timing to be utilized.

The shared infrastructure improvements under the Specific Plan are outlined below.

SHARED INFRASTRUCTURE IMPROVEMENTS

Roadway System (Figure 6.2)

- El Charro Road
- Busch Road
- Boulder Street
- El Charro Road/Stanley Boulevard undercrossing
- Arroyo Mocho bridges
- Traffic/pedestrian signals
- Public trails
- Bus shelters
- Gateways

Potable Water System (Figure 8.1)

- Busch Road main
- Boulder Street main
- Out of Plan Area improvements

Recycled Water System (Figure 8.2)

- El Charro Road main
- Busch Road main
- Boulder Street main
- Initial Plan Area connection to Livermore recycled water system

Sanitary Sewer System (Figure 8.3)

- El Charro Road main
- Bush Road main
- Boulder Street main
- Potential northern flow line (main from Busch Road to pump station, pump station, force main from pump station to El Charro Road)
- Out of Plan Area connection to Stoneridge Drive main.

Other

- Lake perimeter safety fencing
- Public parks
- School

It is anticipated that most of the on-site Specific Plan public improvements will be constructed by project developers and then offered to the City for dedication. Individual developers will pay a fair-share cost for each major infrastructure system, determined as their project's percentage of the total demand for the various systems. Costs will be allocated based on "equivalent dwelling unit" (EDU) generation factors.

As Plan Area development occurs, infrastructure financing will be based upon initial cost estimates. Funding Developers will be required to pay the assigned cost share for their projects, whether or not they develop to their maximum permitted development.

In addition to the shared public improvements, developers will provide various facilities that are necessary to complete the infrastructure system that serves their own individual projects. These consist of on-site roadways, service lines, and related improvements, as well as possible improvements elsewhere within the Plan Area that are needed to serve their projects. The costs of these facilities are independent from and not included in the shared public facilities cost components.

The Specific Plan assumes that infrastructure improvements will be constructed in phases keyed to the demands of new development to assure adequate capacity as development occurs. Given the expected ten-year time frame for development within the Specific Plan, it is anticipated that backbone infrastructure will need to occur as major phases of land development commence. In-tract infrastructure (e.g., internal roads) can occur to support vertical development as it is undertaken.

Construction of infrastructure improvements will be subject to sufficient security requirements. These might include bonds, letters of credit, or other forms of security, as deemed appropriate by the City to ensure the satisfactory construction of infrastructure and performance of any associated obligations, including applicable warranty and maintenance obligations. To the extent that a property owner is required to pay for or construct improvements that benefit other properties, such property owner/developer may be eligible for reimbursement to be outlined in the finance plan, and in accordance with applicable laws and regulations.

9.3 OTHER INFRASTRUCTURE FACILITY COST RESPONSIBILITIES

OPEN SPACE BUFFERS

Major landscaped open space buffers are planned along the Stanley Boulevard and Valley Avenue frontages of the Plan Area. These are primarily intended to help mitigate noise and vibration impacts created by the adjacent arterial roadways and railroad tracks. Since these buffers will provide direct benefit primarily to the adjacent properties, the cost of improving them will be the responsibility of the adjacent property owner. All other Plan Area private open space buffers will also be the responsibility of the property on which they are located.

PARK FINANCING

Three public parks are proposed within the Plan Area:

- An approximately 38-acre open space community park located east of the intersection of El Charro Road and Busch Road
- A 13-acre active recreation park located south of Lake I
- A 2-acre village green located at the east end of Busch Road.

Individual project developers are subject to credit for the dedication of all land necessary for the three parks identified above, in conjunction with the City of Pleasanton in-lieu park dedication fee.

9.4 SHARED INFRASTRUCTURE FINANCING REQUIREMENTS

The shared public infrastructure improvements for the EPSP Area require a carefully planned program for financing the construction of these systems. The following requirements are intended to guide the fair and efficient organization of funding.

- A Development Agreement between the City of Pleasanton and Plan Area Funding Developers shall be undertaken to address all public infrastructure construction financing. The Agreement shall be subject to adoption by the City Council prior to approval of any Planned Unit Development plans for projects within the Plan Area.
- Funding Developers shall pay a fair-share cost for each major infrastructure system. Costs will be allocated based on "equivalent dwelling unit" (EDU) generation factors.
- Shared infrastructure funding obligations shall run with the land, not with the owner of the property.
- Sufficient security, such as bonds or letters of credit shall be provided by developers to ensure the completion of public infrastructure and facility construction costs.
- Individual project developers are subject to credit for the dedication of all land necessary for the three proposed public parks, and in conjunction with the City of Pleasanton in-lieu park dedication fee.

10-OTHER CITY AND AGENCY REGULATIONS

In addition to the Pleasanton General Plan, the EPSP is subject to a variety of other City planning regulations. These relate to Planned Unit Development (PUD) zoning, residential growth management, Pleasanton's Climate Action Plan, the City's Urban Growth Boundary, project development agreements, and other City plans and regulations. The EPSP is also subject to regulation by other federal, state, regional and local agencies. General discussion pertaining to these is presented below to provide an overview of the planning environment in which the EPSP Area is an integral part.

10.1 CITY OF PLEASANTON REGULATORY PROVISIONS

CITY OF PLEASANTON ZONING

Implementation of the EPSP will require the adoption of City PUD zoning for all land within the Plan Area. PUD zoning is necessary in order to ensure that the goals, policies and programs of the General Plan and Specific Plan are effectively implemented, while accommodating innovative and special consideration for site-specific opportunities and constraints.

Following adoption of the Specific Plan by the City Council, EPSP lands located within the incorporated city-limits of Pleasanton will be "rezoned," and lands located outside the city-limits within the unincorporated area of Alameda County will be "pre-zoned" to PUD zoning districts. Pre-zoning is necessary to create appropriate City zoning in advance of Plan Area annexation to the City.

Anticipated future EPSP PUD zoning districts are identified below. Each PUD zone will be unique to each PUD development plan, to be determined at the time of PUD application submission to the City.

- PUD-LDR (Low Density Residential – less than 5.0 units per acre)
- PUD-MDR (Medium Density Residential – 5.1 to 8.0 units per acre)
- PUD-CR Compact Residential – 8.1 to 11.0 units per acre)
- PUD-R (Retail)
- PUD-CO (Campus Office)
- PUD-I (Industrial)
- PUD-DU (Destination Use)
- PUD-PI (Public and Institutional)
- PUD-Z7 (Zone 7 Open Space)
- PUD-PP (Public Park)
- PUD-POS (Private Open Space)

No zoning, development plan, subdivision, use permit, or other entitlement for use, and no public improvement may be authorized for construction within the Specific Plan Area which is not in substantial conformance with the EPSP.

GROWTH MANAGEMENT ORDINANCE

Future residential development within the EPSP Area will be subject to the requirements of the City's Growth Management Ordinance. This ordinance was first adopted in 1978 to regulate the location and rate of new residential growth. It has since been updated several times to reflect changing community conditions. The Ordinance:

- Establishes an annual limit for new housing units.
- Defines a process for obtaining an allocation under the program.

The Growth Management Ordinance currently limits development City-wide to an average of 235 residential units annually. As development projects in East Pleasanton move forward they will compete with development City-wide for a portion of this allocation.

CLIMATE ACTION PLAN

The Pleasanton Climate Action Plan was adopted by the City Council in February 2012. It is divided into five distinct areas with appropriate strategies for each. These include:

- Land use and transportation
- Energy
- Solid waste minimization
- Water and wastewater
- Community engagement.

The Plan includes provisions for mitigation contributions toward renewable energy, water conservation, recycled water, electric vehicle charging infrastructure, recycling programs, and outreach and education. The program is divided into short-, mid- and long-term goals and strategies. The EPSP and any development facilitated by the Plan must be determined to be consistent with the Climate Action Plan.

URBAN GROWTH BOUNDARY

The Pleasanton General Plan Map designates an Urban Growth Boundary (UGB) line around the area of land planned for development in Pleasanton at General Plan build-out (see Figure 2.3). The line distinguishes areas generally suitable for urban development where urban public facilities and services may be provided from those areas that are unsuitable. Areas outside the UGB are generally planned for the long-term protection of natural resources, large-lot agriculture and grazing, parks and recreation, public health and safety, sub-regionally significant wild-lands, buffers between communities, and scenic ridgeline views. The General Plan specifies that the City should reevaluate the UGB location in East Pleasanton at such time as comprehensive land use designation changes are considered for the reclaimed quarry lands.

Because the Urban Growth Boundary is considered to be permanent, future adjustments to the boundary line location are discouraged; however, minor adjustments may be granted that meet all of the following criteria: (1) are otherwise consistent with the goals and policies of the General Plan; (2) would not have a significant adverse impact on agriculture, wildland areas, or scenic ridgeline views; (3) are contiguous with

existing urban development or with property for which all discretionary approvals for urban development have been granted; (4) would not induce further adjustments to the boundary; and (5) demonstrate that the full range of urban public facilities and services will be adequately provided in an efficient and timely manner.

The UGB extends through the EPSP Area as a straight-line projection of the existing El Charro Road south to Stanley Boulevard. Thus, land situated east of this line is outside the UGB. This includes four areas shown for future development in the EPSP: (1) "Destination Use" site; (2) one of the two community park sites; (3) limited residential land; and (4) all of the industrial land. An adjustment to the UGB will be necessary to permit development east of the UGB, except for the exempted uses specified above. The City Council will determine whether or not an adjustment will require a vote of the citizens. If so, then (1) only the area of the EPSP situated beyond the current UGB and (2) the decision regarding whether or not to move the UGB will be subject to such vote. If not, then an adjustment would be subject to the discretion of the Council.

In the event the City chooses not to adjust the UGB, El Charro Road may be extended southward along the western edge of the UGB to connect to Stanley Boulevard. All land currently planned east of the UGB (Destination Use, Industrial and a small area of Single-Family Residential) would then be designated for uses allowed beyond the UGB, such as Open Space or Agriculture and Grazing.

10.2 OTHER JURISDICTIONAL REGULATORY AUTHORITY

UNITES STATES ARMY CORPS OF ENGINEERS

The U.S. Army Corps of Engineers (Corps) may assert jurisdiction for drainage, bridge, and road improvements within the EPSP Area under the authority of Section 404 of the Clean Water Act. The Corps' jurisdiction over non-title waters extends to the "ordinary high water mark" of creeks, streams and rivers, plus possible adjacent wetland areas. Wetlands are defined for regulatory purposes as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Wetlands generally include swamps, marshes, bogs, and similar areas.

The Corps must be consulted prior to any construction activity within jurisdictional limits of wetlands or within the bed and bank of any "waters of the United States." Potential Corps involvement in the EPSP Area will be determined based upon its discretion regarding the total acreage of "waters of the United States" and wetlands proposed for development improvements.

FEDERAL RAILROAD ADMINISTRATION

The Federal Railroad Administration (FRA) is one of ten agencies within the U.S. Department of Transportation involved with intermodal transportation. Its objective is to enable the safe, reliable, and efficient movement of people and goods. The FRA is responsible for, among other things, acting upon any proposed construction activities within railroad rights of way, such as proposed in the EPSP.

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

The California Department of Fish and Wildlife (CDFW) regulates activities that affect streambeds and other wetlands in California. Streams, lakes, and riparian vegetation that provide habitat for fish and other wildlife species are subject to jurisdiction by the CDFW under Sections 1600-1616 of the California Fish and Game Code. These sections regulate any activity that may (1) substantially obstruct or divert the natural flow of a river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

REGIONAL WATER QUALITY CONTROL BOARD

The discharge of storm water from detention facilities and the potential filling of drainage ways may require a permit from the Regional Water Quality Board (RWQCB). The developers of projects containing detention facilities or proposing to fill drainage ways must consult with the RWQCB, and if necessary, obtain a permit prior to construction or restoration of such facilities.

ALAMEDA COUNTY LOCAL AGENCY FORMATION COMMISSION

Annexation of the unincorporated lands (as well as the quarry lakes north of Busch Road) into the City of Pleasanton will be required before development of this portion of the EPSP can take place. This will require review and approval of an annexation application by the Alameda County Local Agency Formation Commission (LAFCo).

The annexation process generally proceeds as follows: City PUD pre-zoning approval consistent with the Pleasanton General Plan and EPSP, tax-sharing agreement executed between the City of Pleasanton and Alameda County, annexation application and environmental documentation filed with LAFCo, LAFCo certification of environmental documentation and approval of annexation application, and recordation of the annexation documents with the State.

ALAMEDA COUNTY AIRPORT LAND USE COMMISSION

The State Aeronautics Act requires the preparation and implementation of Airport Land Use Compatibility Plans (ALUCP) for nearly all public airports in the State. ALUCPs are intended to ensure that incompatible development does not occur on land surrounding airports. To accomplish this, the Act established Airport Land Use Commissions in counties having public use airports. The commissions are charged with developing, updating and implementing ALUCPs. The Alameda County Airport Land Use Commission (ALUC) was created in 1971 and adopted the Alameda County ALUCP in 1977.

Safety and noise issues created by aircraft using the Livermore Municipal Airport result in land use compatibility concerns for development within the EPSP Area. In order to mitigate Airport impacts on the Plan Area and potential impacts of Plan Area development on the Airport, EPSP development plan applicants will in certain cases be required to submit project plans to the Alameda County Airport Land Use Commission. Plans will be reviewed to ensure consistency with the Livermore Municipal Airport Land Use Compatibility Plan.

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